

Hobbies

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How the handyman and craftsman can make SIMPLE ARTISTIC WIND VANES

IT may be truly said that there are few of us today who cannot but admire the gilded weathercock upon the Church spire, the running fox high up on the gable of some old house, or even the simple gilded arrow surmounting the dome of some important city building. There is always something fascinating and attractive in a vane, especially so if it is a little out of the ordinary in character and design.

The notes we are about to give here will help the worker to make such a simple vane, and an attractive one too, for, fortunately great scope is afforded in the design and make-up of the vane itself.

Decorated Ends

We give here two suggestions for the decorative part of the vane. One is a galleon, which, when cut out and silhouetted against the sky, looks very effective. The second one—simpler in design but equally effective—a gull encircled in cloud, making a strong and attractive end to the arrow.

It will be necessary before commencing the construction of the vane to decide upon its position where it is

to be erected. This will decide the size it should be made, too. For instance, if it is to be fixed fairly high on a gable end, then it should be larger in size than if intended for the top of a post in the corner of a lawn or garden.



It is, then, worth while bearing this question of size in mind before making the enlargement of the design.

After deciding upon the design itself and the size it is to be, proceed to set out and cut the decoration.

The best material to use for this is sheet zinc, but as this will now be difficult to procure, a piece of thin sheet steel will answer equally as well and be cheaper. At Figs. 1 and 2 we show the decorative ends drawn to scale and squared over so the outline may be enlarged to whatever size required.

Suitable Sizes

As a suggestion we should like to say that the squares shown over the two diagrams might be lin. This would make the vanes 9ins. wide and about 10ins. tall. Of course, if they are to be put up very high, say, on a gable of a roof or on a lofty pole, then we think they should be rather larger than that suggested above.

It would be best to make the horizontal arrow section or cross arm of the vane from rather heavier material or, properly speaking, from thicker gauge steel to help the balance.

To make a correctly balanced vane, when both the decorated end

and the arrow end are fixed, the cross arm should exactly balance at the point where the upright rod is fixed. A method of weighting the arrow end of the vane to assist this balance is shown in Fig. 3.

Here the arrow is shown made in two pieces and riveted to the cross arm. The space between the two upturned points can be "packed" if needed to add to the extra weight required.

Both decorated ends of the arm are riveted on as well as to the upright rod as seen in Fig. 3.



Fig. 1--A suggested design, with arrow shape



Fig. 2--Another fancy end



Fig. 3--The arrowhead

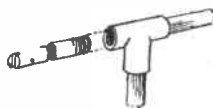


Fig. 4--The T joint

A simpler way is shown in Fig. 4, in which the arm consists of two pieces of ordinary gas tubing with a reducing piece fitted and screwed to take the end of the upright rod.

Bearing Rod

This upright rod is made from a piece of $\frac{3}{8}$ in. diameter steel or iron and screwed into the tee piece at the top and filed to a cone shape at the bottom to form a suitable bearing. The rod when thus finished is let into an outer tube consisting of $\frac{3}{4}$ in. gas piping. The $\frac{1}{8}$ in. clearance all round the tubing may be filled with oil or grease to make for free movement when fitted up.

At Fig. 5 is shown a sectional diagram of the upright and tubing with a plugging at the base of the vertical rod to rest upon. Just

above the outer tube a collar should be fitted and soldered on. This collar consists of an ordinary small tin lid carefully holed before being soldered on.

The function of this collar, as will be seen from the diagram, is to form a watertight joint by preventing the water from running down and getting into the lower tubing.

The arms to take the letters N, E, S and W, will be fixed to the outer tube just referred to, and the method of fixing them is shown in Fig. 6. The cross arm bearing the

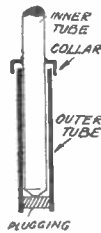


Fig. 5--Section of pivot tubing

letters should be kept a few inches only below the collar of the tubing.

It will be seen from Fig. 6 that there are two parts (A and B) to the arm. They lap, as it were, and are bent to the shape of the upright and thus held to it by small nuts and bolts. The plan or section clearly shows the arrangement of the two parts and how the bolts are put through.

The Letters

At Fig. 7 is shown the outlines for the letters. These, again, are cut from sheet metal and drilled for

riveting to the cross arms. The latter, it will be noted, are shaped at the ends to lighten their appearance.

The best method of fixing the vane to a post is shown in Fig. 8. The outer tube is screwed into a standard gas flange or socket and then screwed into or riveted to a fixing plate cut out as shown at the left in Fig. 8. The fixing plate must necessarily be of fairly stout metal and drilled to take the screws which will fasten it to the post.

Where to Fix It

Regarding the position of the vane, the most difficult place of fixing is undoubtedly on a roof. The displacement of the tiles or slates is not only difficult but would often end in a leaky roof.

As a strong fixing must be made, the timbers beneath the roofing material must be exposed so the

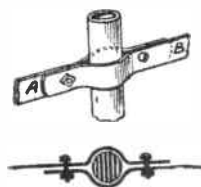


Fig. 6--Detail with plan of crossbar fixing

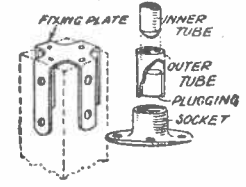


Fig. 8--Fixing the vane

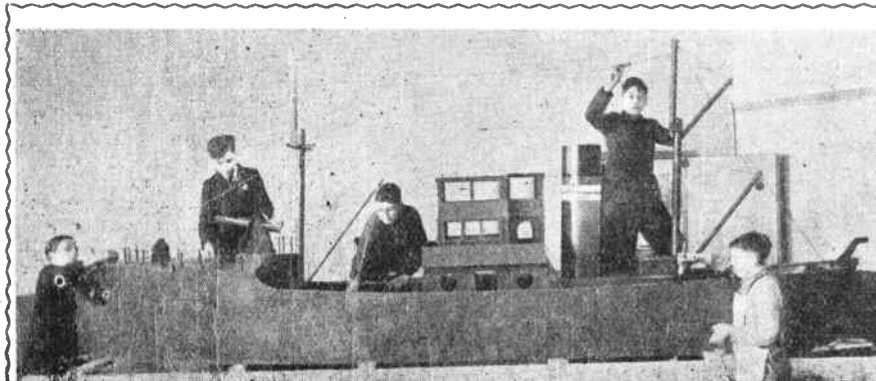


Fig. 7--Suggested shape of letters

vane can be securely attached to the ridge-piece of the roof and to the tops of the rafters.

The vane could, however, be fixed quite well to a gable-end by making a strong wall fixing, and socket. Each particular selected place will take some consideration and planning in fixing.

It must always be remembered that precautions must be taken to see all fixings are strong and that the wood to which the vane is fixed, is sound and secure and coated with a suitable wood preservative before the vane is attached.



A Warship Weeks Winner

THIS model trawler was enlarged from our Design, built by boys of Baldock Senior School, and mounted on an Austin 7 vehicle. It was a great success during the Warship Week in that district last year. Picture by permission of the Letchworth "Citizen."

The handyman can make himself useful in REPAIRING TABLES

THE handyman at home can in these days generally find something to which he can turn his hand. The shortage of wood and materials, perhaps, prevents the usual job of making being undertaken. In consequence, he must turn to other needs to employ his hands. There are usually plenty of these in any home.

Odd jobs have a way of accumulating and being put off from time to time. They can now form an interesting and helpful solution to an hour's leisure. Here is one instance which can be profitably carried out, and which provides an interesting and worth-while occupation.

Most of us know that at some time or other damage does occur to all sorts of furniture, and the repairing of this damage is frequently delayed. Take tables, for instance.

General Examples

Little ones which usually stand about in a corner have a knack of becoming slightly worn or torn and are turned to the wall with the damaged part in the most inconspicuous place, or else the little table itself is put into the spare room to await that occasion when it can be overhauled.

The notes given here cover the general troubles which arise in connection with these tables, and although one type only is illustrated, the general repair jobs mentioned can be equally applied to other styles.

In all cases, of course, unhurried work should be the aim. If you have

only half an hour or so, do not attempt to complete the whole thing, but rather allocate some of it to another time. Do a part of the job thoroughly rather than rush it and only half do it. See your tools are sharp and that all the material you need is to hand.

Materials Needed

Do not, for instance, get all the wood cut and shaped, then find the tube of glue has been all used and has not been replaced. Before you start, notice what type of nails and screws you will require and see that they are available.

Then you can proceed steadily with the work in hand without having to break off in an irritation of trying to find material which has as usual disappeared just when you need it most.

Small occasional tables, such as that in Fig. 1 are extremely useful, but they have the disadvantage of being rather fragile. They are necessarily light in construction and soon show signs of wear after a period of hard usage. The present example has the faults that commonly develop; the end of one leg has broken away, the shelf is split, the top rails are insecure, and the whole is very decrepit.

Save the Parts

When possible, all pieces that have broken away should be saved, since it is often simpler to re-glue them rather than make and fit new pieces. Such pieces should be fixed as soon as possible after they are broken, so that the edges are not battered.

If this is not possible they should be kept in a safe place where they will not be knocked. It is practically impossible to form clean joints, if the edges are rounded and worn.

As in all cases of repair work, the main breakages should be made good before minor repairs are attempted; joints, etc., must be re-glued before small pieces of moulding are refixed.

General Overhaul

In the present example the procedure depends on the actual condition. If the whole is very shaky, it should be taken to pieces and re-glued, but if it is bad in places only, these can be seen to without interfering with the remainder.

Assuming the whole to be decrepit, first remove the top. This may be screwed from the underside, or in a cheaper table it may be nailed. If nailed, it can be levered off, taking care not to damage the wood. The top rails in a cheap table of this sort are usually bevelled at their ends and glued and nailed to the legs. These can be knocked off easily; also the lower shelf.

A Broken Leg

All blemishes in the individual parts should now be made good. In the present example one of the legs is broken at its curved lower end. If the broken piece is still available it can be fixed as at Fig. 2. First place both pieces together, and bore screw holes as shown by the dotted lines. Take them apart and glue them, replace them and drive in the screws. These will bring them tightly together and



Fig. 1—The type of table and some of the damage shown



Fig. 2—A broken leg

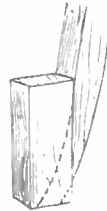


Fig. 3—Fixing a new piece

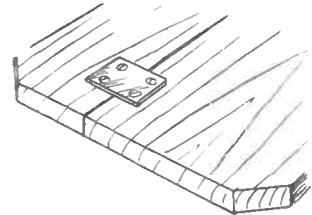


Fig. 5—Fixing plates under the top

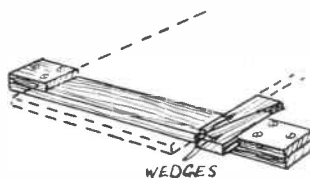
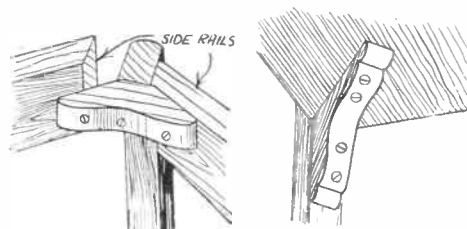


Fig. 4—A temporary cramp with wedges



Figs. 6 and 7—Two forms of wooden support bracket

force out all surplus glue, which should be wiped off.

When set, one or two nails can be driven in, as shown. They must be punched in and all holes, including the screw holes and any open gaps in the joint, filled in with plastic wood which is pressed into the holes whilst moist, and cleaned off later when set.

A New Splice

If the broken piece is lost, it must be replaced by a new piece, as shown at Fig. 3. First plane the broken part of the leg perfectly smooth and fit a piece of similar wood against it. Glue the new piece and allow it to set. The sides should then be planed level and the shape marked out with a pencil, placing another leg to act as a template. Cut the shape carefully and level the joint, using first a wood file and finishing with glasspaper.

The split shelf is the next job. If it has sprung open very far, it is necessary to fit a new piece into it. This, however, is not usually re-

quired. Rub plenty of glue into the crack and close it up by fixing a cramp across the shelf.

A temporary cramp can be made as in Fig. 4, when the wood to be inserted is shown by dotted lines. Blocks are screwed to both ends of a piece of 2in. by 1in. deal batten, the shelf is placed between them, and two wedges are knocked together at one side as indicated.

It is obviously necessary to fix the blocks in accordance with the width of the shelf. Knock both wedges at the same time, so that the shelf remains square in the cramp. When the glue has set, one or two repair plates can be fixed to the underside as shown in Fig. 5.

Re-Assembly

The whole table can now be re-assembled. Glue and nail the top rails to the legs, taking care that they are square, and fix the shelf. Sometimes these have tenons which must be glued; others are fixed with screw plates.

To strengthen the top rails, corner brackets should be fitted as in Fig. 6. These must be fitted in position very carefully. They are glued and screwed as shown. Either zin. or lin. stuff can be used for them. When fixing them, drive in the middle screw first. The top can now be replaced, fixing it by the same method as that originally used.

Stiffening Brackets

When the lower shelf is fixed with tenons which are damaged, it is often advisable to fix strengthening brackets as shown in Fig. 7. The shape is immaterial. If one is cut first, the others can be marked from it.

They should be of hardwood slightly thinner than the legs. Each must be fitted to its leg individually. Fix them with glue and screws as shown. The table should now be quite firm and strong. All nail holes should be stopped and the whole brightened with polish.

HINTS FOR THE HANDYMAN

Renovation Repairs

WHAT is "renovation repairing"? It is a simple thing, when you know how.

For example, the writer was asked to repair a loose handle on a cut-glass jam dish. A glance showed that no cement for mending glass could ever do it—in the washing up the adhesive would only melt away.

What could be done about it? The handle, like that on a cup, fitted up and over the rim of the dish, and while loose, still gripped. One day, despite care, the handle would probably come away in the hand—leaving gravity to make a good job of the dish on the floor, or worse still, on top of other crockery on the table!

Better Without

Only one thing to do, in the circumstances—remove the handle altogether—do away with it. That is what you call "renovation repairing." It is better to have a plain or rather a dish minus a handle than have no dish at all.

It was easy to remove the handle. The dish was taken over to a cushion, then the handle gripped gingerly in the jaws of nippers and one jaw given a light tap with a hammer, and ping!—the dish fell softly on the cushion, the handle having broken neatly in two without any glass splinters flying about.

Chair Legs

Renovation repairing is a good idea. You do not have to use up materials; you simply balance things.

Here is another example. A valuable old chair, with turned urns on the top of the back legs had got knocked over in a removal van. It arrived at its new destination minus an urn which could not be found.

A new urn would require to be made and stuck on and then polished to match the finish of the chair—and that meant a bit o' bother! Why have urns at all? So off came the other urn—and that was the end of that. The urns with their pointed tips were always in the way, anyhow.

Where to Look

Renovation repairing? Yes, you repair by renovating things. It saves you time, money and a lot of hard work. The turned handles on a piano stool are necessary things, but should one get broken and cannot be repaired (means taking the stool asunder, anyhow), the other one is also removed and the dowel pin holes plugged up or covered with bright-metal chair gliders.

Renovation repairing means using your brains. So study the broken article awhile before you start renovating. You can always think of some suitable idea. Try it the next opportunity that comes your way.

Uses of Candle

WHEN you think of it, ordinary candle tallow is a very useful thing. You can make coloured picture duplicates (in reverse) with it simply by rubbing some of it on a piece of white paper, spreading the greased side over the

picture (the coloured pictures in drawing books and comic papers reproduce the best) and rubbing the surface with the back of a spoon.

Candle is handy for filling up holes and cracks in wood, especially when mixed with a little resin. For dark wood such as mahogany, some burnt-sienna could be added to give it the right colour.

For Lubrication

Then, too, when wooden axles do not revolve easily, candle rubbed on will ease matters. Drawers, which do not run smoothly in cabinets are "lubricated" by means of candle tallow.

Lately, artificial flowers have been made from pieces of coloured candle. Small blobs are pressed out flat and twisted on the "branches" of trimmed shoots. The "Aid To Russia" Fund has been helped greatly by the making and selling of such flowers.

Making "Parchment"

And to make parchment paper, strong cartridge paper rubbed on one side with white candle tallow and then held in front of a fire does the job. Paper sails on model galleons can be "stiffened" in a similar way.

Candle is ideal for filling the "pores" in the end grain of soft wood like deal and spruce. It prevents polish or paint "draining" into the wood and ensures a neat finish. Fretsaw blades that "stick" in wood can be eased by rubbing some candle on the teeth; the same applies to saws, planes, drills, etc.

There is no end, apparently, to the many uses of white candle tallow.

A tin and some odd pieces are all you need to make METAL SPILL VASES

YOU can make a useful and artistic vase to hold spills or artificial flowers if you like, with an empty tin or similar container. Two examples are given here; let us take the left side one first.

The size of tin is preferably small, say, a quarter-pound coffee tin for instance. First get a lin. wide strip of paper and cut it to just reach round the tin. Then fold it into 12 and trim one end to a point. Open out the strip and gum it round the tin at the top, as in Fig. 1.

Fancy Edging

Now cut the tin to the serrated edge of the paper, and then wash the latter off. Incidentally, thoroughly clean the tin with hot soda water at the same time. The points of the tin thus cut are then bent outwards.

For the feet, get two strips of tin,

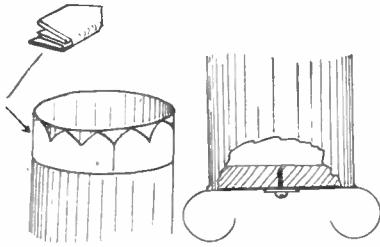


Fig. 1—Marking the top edge Fig. 3—Cut-away view of bottom

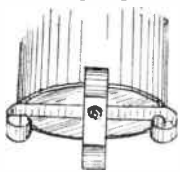


Fig. 2—The turned-in feet

$\frac{1}{2}$ in. wide and 3 ins. longer than the diameter of the tin. In the centre of these strips punch a hole to take a small brass bolt, say, $\frac{1}{4}$ in. size, and file off the burrs made by the punch.

Turn the tin itself upside down and supporting it on a stick of wood (a broomstick would do), punch a hole exactly in the centre of the bottom. Now fix the feet strips, placed at right angles to each other, to the tin with the brass bolt and a nut. Fix firmly.

The ends of the strips are then bent over a broomstick to form the feet, the result being seen in Fig. 2. Any little adjustment to the feet, which may be necessary to allow the vase to stand firmly, can be made with the fingers.

If a bolt for fixing is not available, an alternative method is to screw the feet to the bottom of the tin with a round-headed brass screw, driving the screws through the holes into a block of common wood inside, as in Fig. 3.

Now finish off the vase with a coat of art enamel of pleasing colour. A further note of decoration can be added by the application of transfers, easily fixed with the special adhesive, or with varnish or even gum.

This vase will hold quite a good number of wood or paper spills and save a heap of matches.

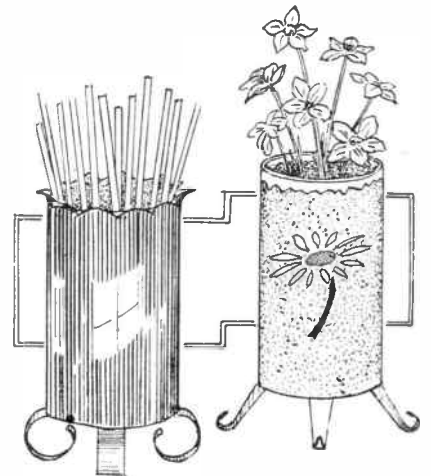
Fancy Holders

Owing to war economy some food containers are now made of cardboard with tin bottoms and lids. These can also be used to make vases, such as that shown on the right side in the illustration.

The feet can be added as for the tin vase mentioned, or a different shape can be given as shown. Here the ends are tapered a little and then bent outwards, finishing with a curl at the tips. Some may prefer this shape of foot.

The feet can be enamelled as a finish, but the cardboard needs a different treatment. It could be covered with fancy or plain coloured paper, wallpaper or a piece of leatherette if handy. Plain paper needs a little decoration applied if the vase is to look really attractive.

A strip of paper of a contrasting colour can be cut with an irregular edge and pasted over the rim of the vase. This looks effective. A flower can also be added, either by painting it on if the reader has some talent in such decorative art, or by cutting one in paper and pasting it on.



The simple daisy shown is easily managed. The petals are cut from white writing paper, the centre from the yellow coloured paper from a mustard tin, and the green stalk from a "Tit-Bits" cover.

This vase can also be decorated with transfers. Though not essential, a coat of clear varnish applied would help to prevent the vase getting dirty.

Both vases can be used to hold artificial flowers as well as spills, and if so intended, the larger tins, such as those used in canning fruit and peas, could be utilised as well as the smaller ones.

Points about Timekeepers

HOW can a grandfather clock be regulated? By the pendulum, of course. Few pendulums are marked "S" and "F" at each side of the regulating knob to denote the "slow" and "fast" directions the latter is turned, however. Therefore, always remember that the lower the pendulum hangs, the slower the movement of the clock and vice versa.

* * * ●

EVER buy a new all-metal strap for your wrist watch? If so, did you find it a bit too big for your wrist? Many people do, especially those who have small hands. It is very easy to reduce the length of the chain-mail strap so the "springs" can keep the watch firm on your wrist.

Look at your new strap. It will probably have a patent clip at each

end. Behind the spring clip there is a bent, toothed piece of metal which closes down on the end of the band of chain-mail. In principle, it is not unlike the adjustments on a pair of braces.

Therefore, prise up the serrated-edged piece of metal and release the strapping. The latter can now be cut a bit shorter, then the clip attached neatly.

An ordinary pair of household scissors enables you to do the clipping. You should reduce the length of the strap at both ends so as to keep the spring connections in the centre.

* * *

IF you have an electric clock which stops periodically, do not attempt to "mess about" with it. Only a qualified electrician can understand the functioning and repairs necessary. Send it back to the makers, or take it to the shop where you bought it.

**Water Transport
shown on
Foreign Stamps**

A LITTLE while ago we dealt with the subject of water transport as portrayed on the stamps of the British Empire. This week we intend to deal with the same subject, but with examples as portrayed on the stamps of foreign countries.

On first thoughts one would imagine that there would be a greater wealth of illustrations of foreign parts than from British possessions. But this is not the case, probably due to the fact that we are naturally a maritime race.

A Paddle Steamer

The Belgian Congo furnishes a very nice view of a stern-wheel paddle steamer; a clearer view than that shown on the Canadian stamp which was illustrated before. The Belgian Congo stamp was issued in 1898, while in 1910 a picture of a native canoe is given. This is a stamp which most readers will have, as the same design is used a number of times for different issues.

Perhaps readers may be a little confused about the Belgian Congo stamps, because stamps of the same design appear inscribed sometimes "Etat Independant du Congo" and sometimes "Congo Belge."

The explanation is that the Congo was transferred to Belgium in 1908 so that previous to that, stamps will bear the first inscription and subsequent issues will have the second. On January 1st, 1909, the existing stamps were overprinted with "Congo Belge." With this explanation, it should be quite easy for you to place your stamps in the correct order in your albums.

French Colonies

French Colonial stamps provide some very interesting specimens for this topic. The first from French Guiana issued in 1929 shows a picture of a canoe shooting the rapids on the River Maroni, an undertaking of no little danger as is depicted.

The French Sudan illustrates a Niger boatman, a design used for all the higher values of the 1931 set. The figure in the foreground rather dwarfs the boat behind, but this vessel reminds one very much indeed of the Thames punt used for camping, although the paddle with which the boatman is equipped, is a little formidable.

The third of the French Colonials

we mention comes from French Gaboon, and shows a picture of a raft on the River Ogowe. Travelling on this type of craft must be a slow business, but infinitely safer than a journey undertaken on the canoe shown on the stamp from French Guiana.

Readers should remember that stamps such as these are far more interesting if one takes the trouble to consult an atlas in order to find out just where scenes depicted are to be found. It may need a search sometimes, but how many can say immediately just where the River Maroni or the River Ogowe are to be found?

St. Pierre et Miquelon gives us an excellent view of a trawler on the 1932 set. The 1938 set, too, has a very pretty scene showing a dog team; which may not exactly conform to our title, but after all, shows travel over frozen water.

It may be a big jump, but the next example shows us one of the most up-to-date forms of water travel on one of the Winter Relief Fund stamps of Germany issued in 1937. The boat is a train ferry named "Schwerin." The whole of this set uses some form of boat in the design, varying from a lifeboat, a light ship, and sailing ships up to one of the most modern liners.

Famous Boats

Peru in 1936 issued a set of stamps and one of them shows a steamer, the S.S. Inca, steaming on Lake Titicaca. This lake is partly in Peru and partly in Bolivia, is 12,500 feet above sea level, is 100 miles long and about 30 miles wide. Although the size shows that they need a boat on it, yet it is surely the highest boat in the world.

Various pictures of Vasco da Gama's boats can be seen on the



Shooting from a Canoe

German Train Ferry

The Belgian Congo Canoe

Two very fine examples of old-time ships are given to us on the 1906 stamps of Tunis. The three top values, the 1 fr., 2 frs. and 5 frs., each has a Carthaginian galley, showing its two means of propulsion. There are sails when the wind allowed and banks of oars for less favourable weather conditions. Also on the 5 aur stamps of the 1930 issue of Iceland, we see a Viking galley apparently experiencing very dirty weather.

1898 issue from Portugal, as this was the date of the fourth centenary of the discovery of the route to India. The stamps show the "Departure of the Fleet," its "Arrival at Calicut," and the "San Gabriel," which was the flagship of da Gama. The same boat also appears on some of the stamps of Nyassa, the 7½ cents of the 1921 issue, while on the 2 escudos value of the same set, we see a native dhow.

As this is rather a high value, readers may not have a specimen to look at, but the 10 cents value of the latest set from Mozambique has a very similar picture. This is quite a common stamp which has been illustrated in these pages.

Look for Your Own

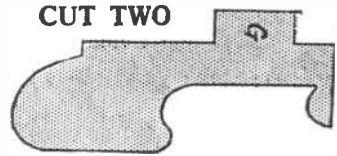
The notes we have given is not by any means a complete list of stamps which have boats on them. Some readers can doubtless produce quite a good collection without having any of those mentioned. In any case, take a look at your albums and see what you can do.

**Solution to last week's
Crossword Puzzle**

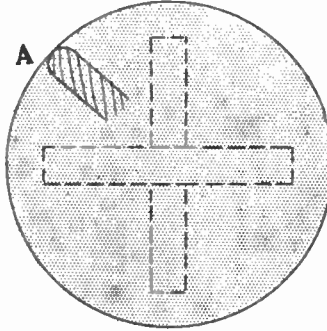
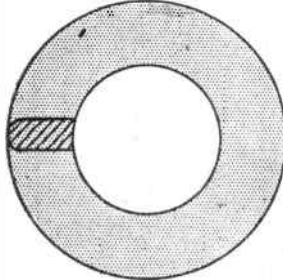
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E	L	A	P	A	I	N	S		
A	L	A	N	I	C	T	A		
R	E	D		C	E	M			
T	E	E	T	H		A	R	P	
R	H	E	A	S	E	L			
G	F	U	N	P	S	E			
B	E	A	M		C	R	I	T	
E		B	R	O	O	K			
Y	E	A	S	T		N	E	C	K

A FRETWORK CANDLEHOLDER

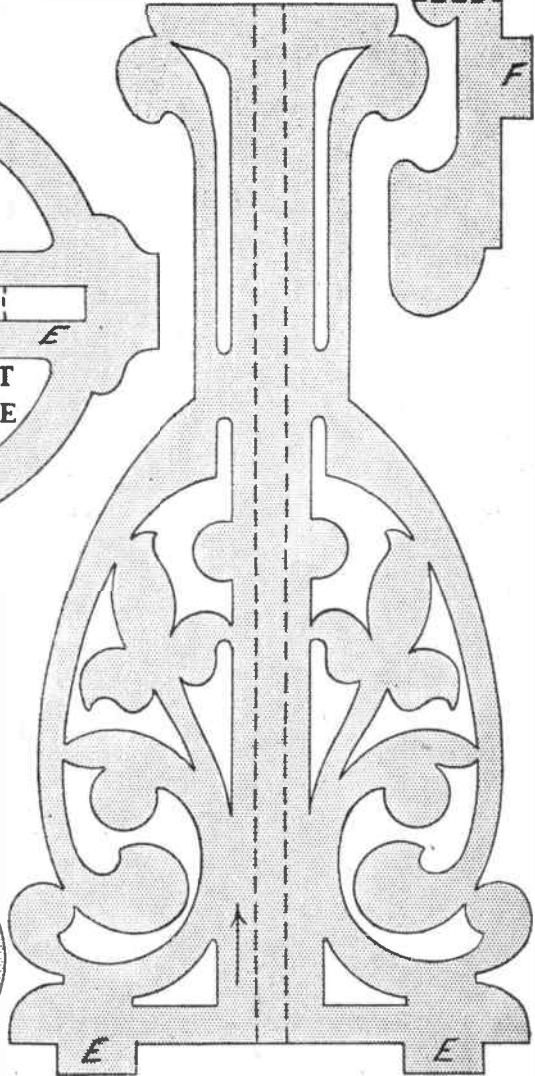
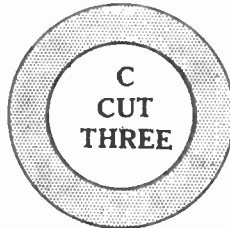
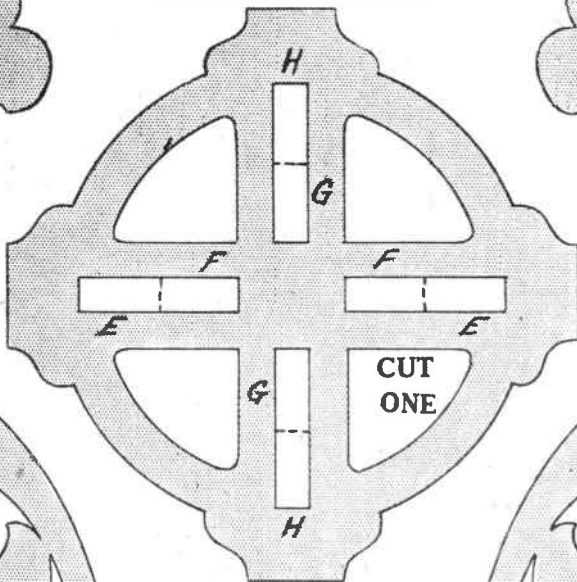
Cut in any 3/16in. thick Fancy Wood



D CUT TWO



CUT TWO

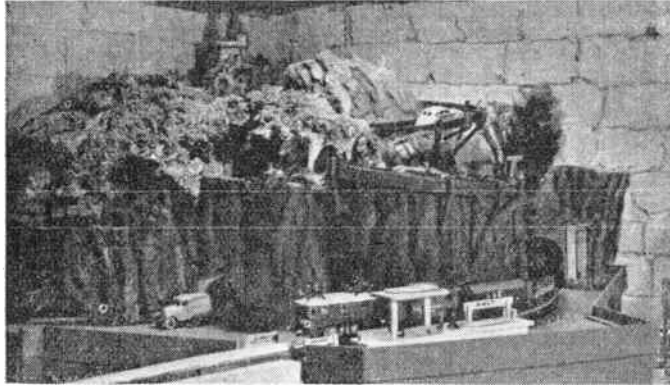


PYRUMA

(REGD.)

PUTTY CEMENT

*The plastic modelling material
that sets stone-hard!*



Pyruma Putty Cement and Tiluma jointing Cement feature largely in the construction of this mountain railway and its companion highway. The castle at the summit is entirely modelled in Pyruma, air-dried to stone-hardness, and painted in poster colours. The mountain sides are natural tree-bark. The plywood roadway is Tiluma-coated to give a rough stone surface. All joints are made with Tiluma.

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STATION buildings, signal cabins, platforms, tunnel entrances and all manner of model railway accessories can be made quickly in Pyruma, in which stone, brickwork, woodwork, tiles and slates can be realistically reproduced by moulding, scoring or cutting before baking. A fully illustrated Instruction Sheet—free of charge—describes model-making in

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J. H. SANKEY & SON, L^{TD}

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