

NATIONAL MASTER

WHEELWRIGHTS

WHEEL COACHES

MOTOR BODIES

BUILDERS

ASSOCIATED

OF

Leicester Branch

RICKEY PRIVATE

NATIONAL MASTER WHEELWRIGHTS,
SMITHS, COACHES AND MOTOR
BODY BUILDERS' ASSOCIATION.

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LEICESTER BRANCH.



MINIMUM PRICE LIST.

August, 1919.

List of Officers.

AUGUST, 1919.



Mr. J. R. ABBOTT, President.
Mr. F. BROWN, Treasurer.

COMMITTEE.

Mr. J. R. ABBOTT.
Mr. F. BROWN.
Mr. W. SCOTNEY.
Mr. C. GADD.
Mr. W. BURDETT.
Mr. F. W. ABBOTT.

SECRETARY.

F. W. ABBOTT, Causeway Lane, Leicester.

List of Members.

ABBOTT BROS., Causeway Lane
BROWN & KING, Vulcan Road.
BARLOW & PHIPPS, Freeschool Lane.
W. BURDETT, Soar Lane.
C. E. BAXTER, Church Gate.
D. GADD & SON, Farnham Street.
J. T. SCOTNEY & SONS, Littleton Street.
G. SMITH, Gower Street.
G. W. TIMSON, Rolleston Street.
F. WOLLERTON, Taylor Street.
LEICESTER CARRIAGE BUILDERS AND
WHEELWRIGHTS' Ltd., Marlow Road.
J. DIXON, Humberstone Road.
E. GENTLE, Causeway Lane.
W. & G. CLARK, Leicester Road, Wigston.
W. DICKENS, Pinfold Gate, Loughborough.
WARREN & SON, Baxter Gate, Loughborough.
C. HULIN, High Street, Loughborough.
W. A. FLETCHER, Loughborough.
T. COLTMAN, Rothley.
W. PALMER, Rothley,
T. SAUNDERS, Quorn.
FACER BROS., Quorn.
G. HUDSON, Cossington.

Minimum Price List.

August, 1919.

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NEW TYRES.

LIGHT CARTS AND FLOATS—Per Pair.

20% off

				£	s.	d.
1 $\frac{3}{4}$ x $\frac{5}{8}$	3	11	0
2 x $\frac{5}{8}$	4	2	0
2 x $\frac{3}{4}$	4	7	0
2 $\frac{1}{4}$ x $\frac{3}{4}$	...	...	...	4	19	6
Jointing and Wedging—Per Pair	0	4	0
Contracting Per Pair—	0	19	0
Tyre Rivets—Each	0	0	3

5% off Contracting

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NEW TRUCK TYRES—Per Pair.

1 $\frac{1}{2}$ x $\frac{1}{2}$	1	10	0
Jointing and Wedging—Per Pair	0	2	6
Contracting—Per Pair	0	10	0

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20% off

NEW DRAY TYRES—Per Set.

1 $\frac{3}{4}$ x $\frac{5}{8}$	6	0	0
2 x $\frac{5}{8}$	6	6	0
2 x $\frac{3}{4}$	6	12	0
2 $\frac{1}{4}$ x $\frac{5}{8}$	7	0	0
2 $\frac{1}{4}$ x $\frac{3}{4}$	7	10	0
2 $\frac{1}{2}$ x $\frac{5}{8}$	...	...	...	7	14	0
2 $\frac{1}{2}$ x $\frac{3}{4}$	...	...	...	7	17	6
2 $\frac{3}{4}$ x $\frac{3}{4}$	...	...	...	8	5	0
3 x $\frac{3}{4}$	...	...	...	8	14	0

	£	s.	d.
$3\frac{1}{4} \times \frac{3}{4}$	9	0	0
$3\frac{1}{4} \times \frac{7}{8}$	9	10	0
Jointing and Wedging—Per Set ...	0	8	0
Contracting—Per Set $1\frac{3}{4} \times \frac{5}{8}$...	1	8	6
Other Sizes to $2\frac{1}{2}$	1	18	0
Other Sizes	2	0	0
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DRUG WHEELS, NEW TYRES—Per Set

$4 \times \frac{3}{4}$	13	10	0
$4 \times \frac{7}{8}$	14	10	0
Jointing and Wedging—Per Set ..	0	10	6
Contracting—Per Set	3	9	0
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HEAVY CART TYRES—Per Pair.

$4 \times \frac{5}{8}$	7	17	6
$4 \times \frac{3}{4}$	8	5	6
$4 \times \frac{7}{8}$	9	0	0
Jointing and Wedging—Per Pair ..	0	6	0
Contracting—Per Pair	1	14	6
Jointing and Wedging of Wheels always to be charged when Contract Tyres.			
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NEW WHEELS—Per Pair.

Light Cart and Floats	12	10	0
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TRUCK WHEELS.

2 ft. 6 in. High, $1\frac{1}{2} \times \frac{1}{2}$ Tyres ..	4	12	6
3 ft. High $1\frac{1}{2} \times \frac{1}{2}$ Tyres	5	5	0
3 ft. 2 in. High, $1\frac{3}{4} \times \frac{1}{2}$ Tyres ...	6	0	0

NEW DRAY WHEELS—Per Set.

	£	s.	d.
Spoke $1\frac{3}{4}$, Tyre $1\frac{3}{4} \times \frac{5}{8}$...	18	0	0
Spoke $1\frac{7}{8}$, Tyre $2 \times \frac{5}{8}$...	18	15	0
Spoke 2, Tyre $2 \times \frac{5}{8}$...	19	10	0
Spoke $2\frac{1}{8}$, Tyre $2\frac{1}{4} \times \frac{3}{4}$...	21	0	0
Spoke $2\frac{1}{4}$, Tyre $2\frac{1}{2} \times \frac{3}{4}$...	21	15	0
Spoke $2\frac{1}{2}$, Tyre $3 \times \frac{3}{4}$...	22	15	0
Spoke $2\frac{3}{4}$, Tyre $3\frac{1}{4} \times \frac{3}{4}$...	23	15	0

NEW DRUG WHEELS—Per Set.

Height 3 ft. 4 in.

Tyre $4 \times \frac{3}{4}$...	30	0	0
Tyre $4 \times \frac{7}{8}$...	31	10	0
Tyre 4×1 ...	33	0	0

HEAVY CART WHEELS—Per Pair.

Tyre $4 \times \frac{3}{4}$...	20	15	0
Tyre $4 \times \frac{7}{8}$...	21	15	0

Jointing and Wedging of Wheels to be charged always.

New Axles, Springs, and Scroll Irons to be charged Double on Cost Price.

REPAIRS TO LIGHT CART AND FLOAT WHEELS.

Spokes $1\frac{3}{4}$ to 2 in. each ...	0	4	6
Spokes $2\frac{1}{8}$ to $2\frac{1}{4}$ in. each ...	0	5	0
Felloes 2 in. each ...	0	4	9
Felloes $2\frac{1}{4}$ to $2\frac{1}{2}$ in. each ...	0	5	6

TRUCK WHEELS.

			£	s.	d.
Spokes, each	0	3	6
Felloes, each	0	3	6

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DRAY WHEELS,

Spokes $1\frac{3}{4}$ to 2 in. each	0	4	3
Spokes $2\frac{1}{8}$, $2\frac{1}{4}$ and $2\frac{1}{2}$ each	0	4	9
Felloes $1\frac{3}{4}$ x 2 in. each	0	4	0
Felloes $2\frac{1}{4}$ x $2\frac{1}{2}$ in. each	...	...	0	4	9
Felloes $2\frac{1}{2}$ x $2\frac{3}{4}$ in. each	...	...	0	5	0
Felloes $2\frac{3}{4}$ x 3 in. each	...	...	0	5	6
Putting New Naves in Light Carts and Drays per inch	0	3	0
Including Boxing New Nave Hoops each			0	3	6

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DRUG WHEELS.

Spokes, each	0	6	6
Felloes, 4 in.	0	9	6

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HEAVY CART WHEELS.

Spokes. each	0	6	6
Felloes each	0	9	6
Heavy Cart and Drug Naves, including Boxing and Nave Hoops, each	2	15	0

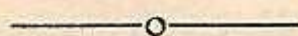
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LIGHT CART SHAFTS—STRAIGHT.

$2\frac{1}{4}$ in., each	1	4	0
$2\frac{1}{2}$ in., each	1	7	6
$2\frac{3}{4}$ in., each	1	11	6
3 in., each	1	15	0
Bent Shafts, each	...	...	1	19	6

DRAY SHAFTS.

				£	s.	d.
2 in., each ...	...	...	..	1	4	0
2½ in., each ..	...	...	...	1	5	6
2½ in., each ..	...	...	...	1	7	6
3 in., each ...	...	...	...	1	10	0
3½ in., each ...	...	...	...	1	11	6



FLOAT SHAFTS.

Straight, each	...	..	...	1	4	0
Bent, each	...	...	..	1	5	0
Heavy Cart Shafts 4 in., each	...		...	2	7	6
New Light Van Shafts, with open or solid eyes, per Pair	...	...	...	4	15	0
Light Dray Shafts, per Pair Complete with Ironwork	...	...	...	3	18	0
Heavy Dray Shafts, per Pair Complete			...	5	2	6
Lancewood Shafts charged Double on Cost Price.						



REPAIRS TO HEAVY CARTS.

New Soles, 4 x 4	...	..	..	2	7	6
New Middle Fills, each	...	..	...	0	16	0
New Nosepiece, each	...	..	..	1	3	0
Tailpiece for Iron Plate	...	...	...	0	19	6
Tailpiece, 4 x 4	..	...	..	1	8	6
Top Rail. 2½ x 2½	...	...	...	1	2	0
Top Rail 3 x 3	...	..	..	1	5	0
Side Studs	...	...	...	0	5	6
Forebuck	...	..	..	1	4	0
Front Shaft Bar	...	...	...	0	16	0
Back Shaft Bar	..	...	...	0	11	6
Side Panel 1 in.	...	...	..	1	8	0

			£	s.	d.
Side Panel $1\frac{1}{2}$ in	...	..	2	2	0
Front 1 in.	...	..	1	4	0
New Bottom 1 in.	...	..	1	14	6
New Bottom $1\frac{1}{4}$ in.	...	..	1	19	6
Top Backboard, Deep	...	..	0	16	0
Top Backboard, Narrow	...	..	0	12	6
Sideboard, 6 in.	...	..	0	12	6
Sideboard, 11 in.	...	..	0	15	6
Top Frontboard, 6 in.	...	..	0	13	0
Top Frontboard, 11 in.	...	..	0	16	6
Tailboard	..	...	0	16	0
Axle Bed 6 x 6	...	..	2	7	6
New Set of Draught Irons Complete	..	...	0	19	6



REPAIRS TO LIGHT DRAYS.

Runner, $2\frac{1}{4}$ x 2	...	...	1	11	6
Side, 3 x $1\frac{3}{4}$	...	..	1	4	0
Nosepiece, Bolted on	...	...	0	16	0
Nosepiece, Morticed on	...	...	1	4	0
Tailpiece, Bolted on	...	...	0	16	0
Tailpiece, Morticed on	...	...	1	4	0
Top Bolster, 3 x 2	...	..	1	4	0
Carriage do. 3 x 2	...	...	1	4	0
Carriage Bars, 2 x $1\frac{3}{4}$	...	...	0	12	6
Seaft Bars, ..	...	...	0	13	0
Middle Bearer	...	...	0	13	0
Spring Bearer, 5 x $1\frac{1}{2}$	...	...	1	4	0
Axle Bed, 5 x 2	...	..	1	4	0
Bottom Boards, per foot Super—					
Deal, $\frac{3}{4}$ in.	...	...	0	2	0
Deal, 1 in.	...	..	0	2	3
Shackle Bolts, each	...	...	0	1	3
Shackle Plates, each	...	...	0	1	3
New Set of Axle Washers	...	..	0	11	0

REPAIRS TO HEAVY DRAYS.

	£	s.	d.
Runner, up to 3 x 2½	2	4	6
Nosepiece, Bolted on	1	1	6
Nosepiece, Morticed on	1	6	0
Tailpiece, Bolted on	1	1	6
Tailpiece, Morticed on	1	6	0
Side 3½ x 2½	1	11	6
Top Bolster,...	1	11	6
Carriage do....	1	11	6
Carriage Bars, each	0	14	6
Middle Bearer	0	16	0
Spring Bearer, 5 x 2½	1	11	6
Axle Bed, 5 x 5	2	0	0
Shaft Bars, each	0	14	6
Bottom Boards, per foot Super—			
Deal, 1 in.	0	2	3
Pitch Pine, 1 in.	0	2	9
Elm, 1 in.	0	2	3
Shackle Bolts, each	0	1	4
Shackle Plates, each	0	1	4

All New Bolts and Repairing Ironwork and
Painting Repairs to be Charged Extra on
these Prices.

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SUNDRY REPAIRS.

Clean and Set Up Light Cart Springs, per Pair	1	4	0
Clean and Set Up Light Dray Springs, per Set	2	8	0
Heavy Dray Springs per Set	2	10	0
New Slipper and Chain Complete to 2½ Tyre	1	11	6
Saling Slipper	0	11	0
Van Pole up to 3 in.	3	4	6
Van Pole, 4 in.	3	15	0

	£	s.	d.
Splinter Bar, Wood only	1	11	6
Splinter Bar, Plate and Rollers Complete	3	4	6
Set of Heavy Cart or Dray Draught Irons	0	19	6
New Shaft Pin, $\frac{5}{8}$	0	4	0
New Shaft Pin, $\frac{3}{4}$	0	4	6
New Backband Chain, 4 lbs.	0	7	0
New Backband Chain, 6 lbs	0	8	0
New Backband Staple,	0	3	6
New Backband Slide	0	4	0
New Backband Hook	0	4	6
Draught Hooks, each	0	2	6
Dee Shackle and Belt	0	2	6
Axle Bolt	0	2	6
Axle Bed Bolt, 15 in.	0	3	6
Tail Bolt to Drabble Axle	0	5	0
New Bolts. each, up to—			
$2\frac{1}{2} \times 5-16$	0	0	6
$4 \times 5-16$	0	0	7
$4 \times \frac{3}{8}$	0	0	8
$4 \times 7-16$	0	0	9
$4 \times \frac{1}{2}$	0	0	10 $\frac{1}{2}$
$6 \times \frac{3}{8}$	0	0	9
$6 \times 7-16$	0	0	10
$6 \times \frac{1}{2}$	0	1	0

NEW VEHICLES.

Butcher's Cart on Iron Tyres with Top			
Complete	51	10	0
Rubber Tyres and Lamps extra.			
Milk Floats, on Iron Tyres, Cob Size	48	0	0
Full Size	50	0	0
Open Front Float	52	0	0
Rubber Tyres and Lamps extra.			
Butcher's Pig Float	60	0	0
Butcher's Bullock Float	90	0	0

	£	s.	d.
Baker's Van	90	0	0
Baker's Van with well	105	0	0
Light Furniture Delivery Van	112	10	0
New Body for Baker or other Trades on Ford Chassis	52	10	0
Writing Extra.			
Light Flat Top Dray, 9 ft. x 5 ft. .	52	10	0
Extra for Brake	4	10	0
With Front and Seat	60	0	0
Mineral Water Dray	68	0	0
Coal Dray Complete	68	0	0
Farm Dray 11 ft. 6 in. x 5 ft 6 in. shod with 3 in. Tyres	62	0	0
Side Board and Rathes, extra ..	11	10	0
Tunnel Furniture Van 14 ft. Diagonally Boarded	127	10	0
Ditto, Panelled with Mahogany ..	150	0	0
Well Van 14 ft.	180	0	0
Extra per Foot on Vans	3	15	0
Sling Van Diagonally Boarded ...	82	10	0
Ditto Panelled	97	10	0
Farm Cart, with Rathes Complete ...	45	0	0
Contractor's Cart	50	0	0
Coal Cart	55	0	0
Extra for Springs	3	10	0
Cob Size, Builder's Cart on Springs ...	45	0	0
Timber Drug 3 in. Tyres to Carry 3 Tons	82	10	0
Ditto 4 in. Tyres to Carry 4 Tons ...	97	10	0
Ditto 4 in. Tyres to Carry 5 Tons ...	105	0	0
Tradesman's Truck on Springs ..	16	10	0
Builder's Truck on Springs	16	10	0
Builder's Block Axle Truck ..	15	0	0
Coal Truck, Block Axle	9	0	0
Coal Truck, on Springs	10	10	0
Coal Tubs	2	12	6
Garden Barrow (Top Boards Extra) ..	3	10	0
Navvy Barrow	2	5	0

			£	s.	d.
New Barrow Wheel	...	...	0	15	6
Milk Barrow	...	...	12	10	0
Contractor's Cart Body	...	...	20	0	0
Coal Cart Body	..	...	23	10	0
New Dray Body, Flat Top, 9 ft. x 5 ft. 4			20	0	0
With Seat and Deep Backboard	..		24	10	0
New Coal or Contractor's Dray Body					
with Front	...	...	27	0	0



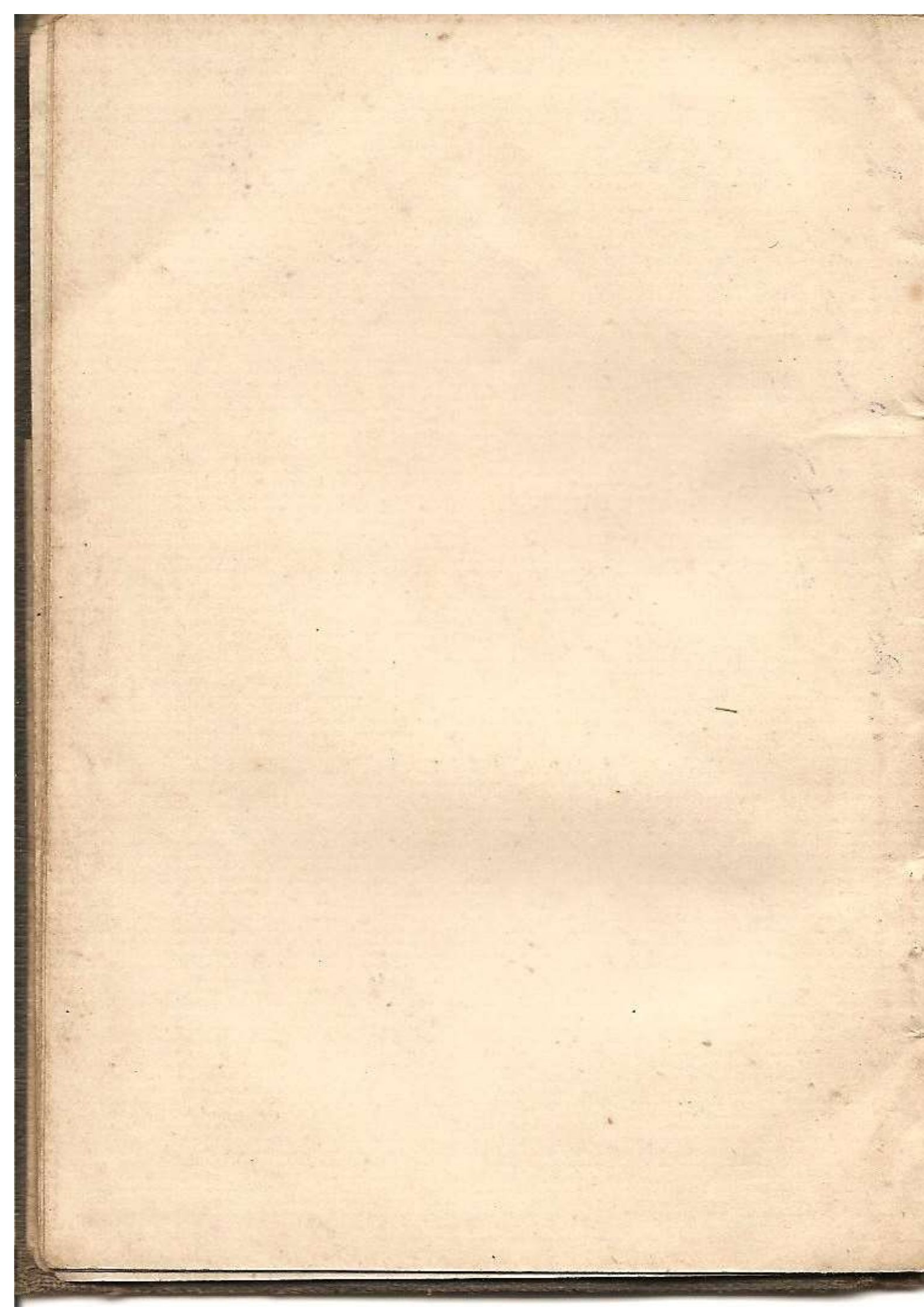
PAINTING OF VEHICLES.

Butcher's Cart Painted	..	...	6	0	0
Butcher's Cart Varnished	...	...	5	5	0
Milk Float Painted	..	...	6	0	0
Milk Float Varnished	...	..	5	5	0
Baker's Van	...	...	10	17	6
Writing in Gold Extra					
Vanette	..	...	9	0	0
Writing in Gold Extra					
Light Dray	...	..	6	0	0
Light Dray with Driver's Seat and					
Deep Backboard	...	..	6	15	0
Writing in gold Extra					
Mineral Water and similar Drays	..		7	10	0
Writing in Gold Extra					
Mourning Coach	...	...	17	10	0
Landau	...	..	15	10	0
Brougham	...	...	17	10	0
Waggonette for 10	...	...	10	10	0
Brake, Large Size	...	..	18	0	0
Touch up and Varnish Mourning Coach					
or Brougham	...	..	10	0	0
Landau	...	...	9	0	0
Painting Ford Van, including Chassis	..		15	0	0
Body only	...	...	11	5	0
Writing in Gold Extra					

	£	s.	d.
Sling Van	17	5	0
Furniture Van, Diagonally Boarded ...	22	10	0
Panelled Van	26	5	0
Writing in Gold Extra			
Coal and Contractor's Carts, not Lined and Varnished	3	15	0
If Lined and varnished	4	10	0
Coal and Contractor's Dray, not Lined and Varnished	4	2	6
If Lined and Varnished	5	5	0
Painting Set of Dray Wheels not Lined	1	12	6
If Lined and Varnished	2	7	6
Tradesman's Truck, Lined and Varnished	1	17	6
Builder's Truck	1	12	6
Coal Trucks	1	12	6
Milk Barrows	2	0	0
Oil Waggon, Small Size	14	10	0
Large Size	16	10	0

SPECIAL NOTICE.

Repairs to Ironwork and Painting of Repairs
to be Charged Extra on these Prices.



10% on
Light Bark Floats
& Truck Wheels

5% on all New Shafts.

10% off list on Sundry ropes

20% off New bottom &
Shackles & Bolts &
Leather washers

20% off New Gyres

5% off Cutting

30 per cent Advance on the
Whole of this List, from
August 1st, 1919.

$1\frac{3}{4} + \frac{5}{8}$	Drays	8	0	0
$2^u + \frac{5}{8}$	Dryer	8	10	0

$2^u + \frac{3}{4}$	8.	12	0
$2\frac{1}{4} + \frac{3}{4}$	9.	16	0
$2\frac{1}{2} + \frac{3}{4}$	10.	8	0

Flat Dryer

$1\frac{3}{4} + \frac{5}{8}$	4	4	10	0
$2^u + \frac{3}{4}$	5	10	0	

