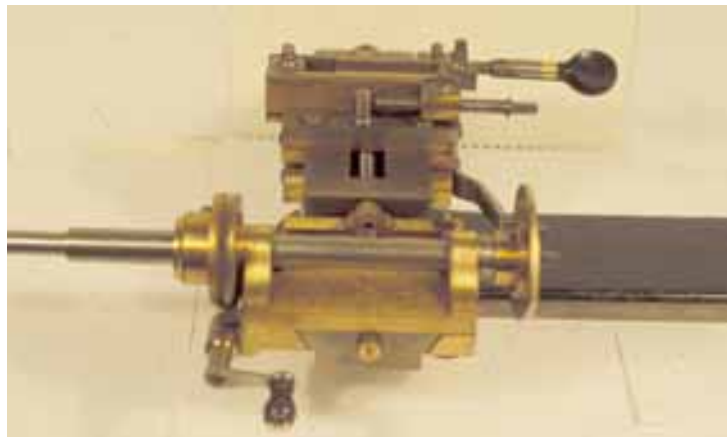
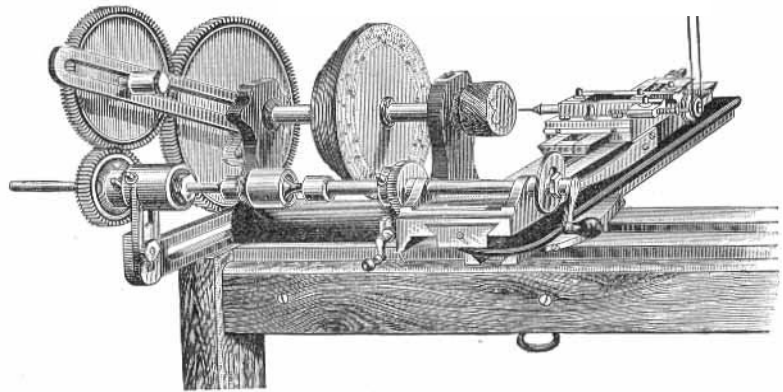


The Geometric (or sliding) Slide-Rest): another way of cutting wavy lines on surfaces under the control of a rosette. The main slide of the rest has a spring in place of the usual leadscrew and this forces a rubber against a template. The template is mounted on a spindle connected by a gear train to the lathe spindle so that when the template is

rotated the slide oscillates and the gear train turns the lathe spindle. The profile of the template is repeated several times around the work according to the ratio of the gear train.

Here is the Geometric Slide-rest in action ornamenting one side of a hexagonal box held on the Dome Chuck.

Geometric Slide-rest



Geometric Slide-rest by Evans





The Rose Engine and Ornamental Turning Lathe is a light form of Rose Engine, almost identical to an Ornamental Turning lathe but with a rocking headstock which carries a single rosette carrier mounted on the tail of the lathe spindle.



A Rose Engine and Ornamental Turning lathe by John Bower c.1840

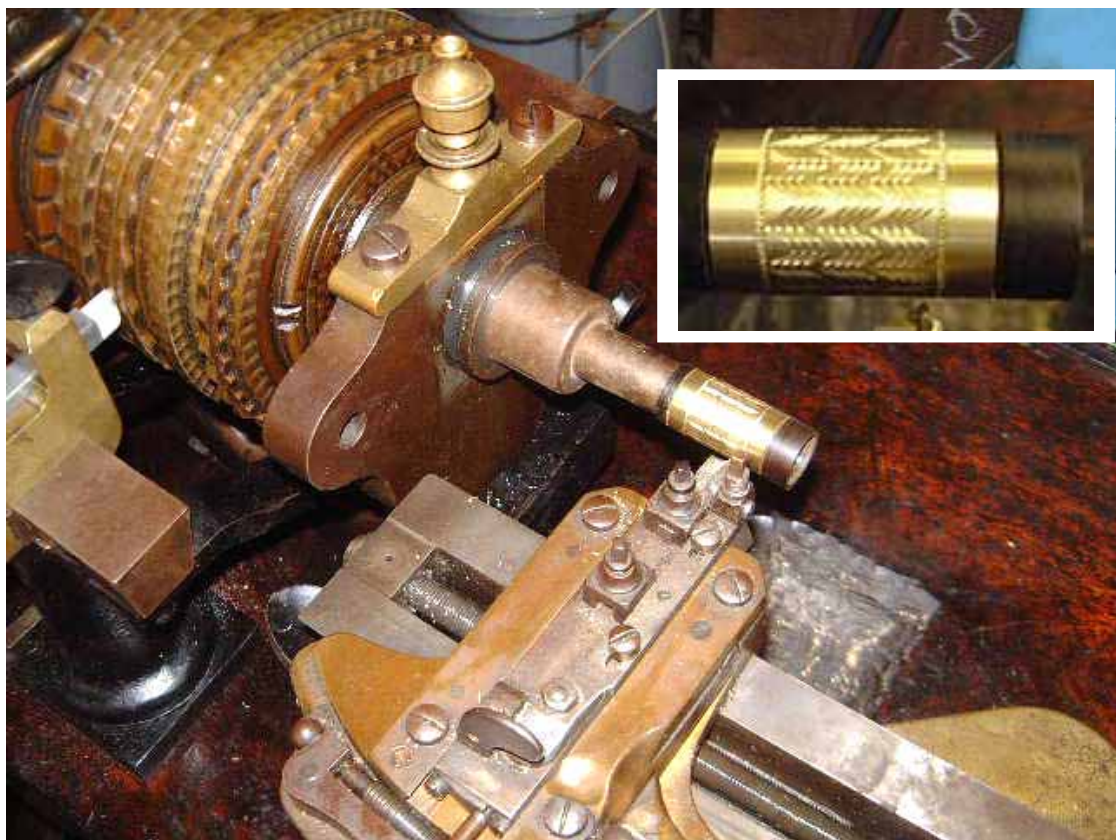
Here are some rose-turned pieces: a ring stand in lignum vitae, a Tazza in Mopane and a box in African Blackwood and Pink Ivory wood. All were turned with the horizontal cutting frame; the Tazza on Eccentric and Oblique chucks combined and the box lid was made from four separate pieces.



A fixed cutter is sometimes used; usually a narrow pointed tool to cut quite fine line cuts. However, very skilful turners sometimes use a broad moulded edge cutter but it needs to be controlled very carefully and, because of the slow speed of rotation, it can take only the thinnest of cuts and the cutter must be extremely sharp. Rose Engines are also used in the jewellery trade for cutting fine patterns in silver and gold using a fixed cutter.



Trade Rose Engine by G J Fieldhouse 1863



The full Rose Engine lathe has a massive rocking headstock and a barrel of rosettes surrounding the lathe spindle. It has the advantage that its great weight gives it more stability than the lighter types; this results in smooth operation which imparts a fine finish to the work. There are very few of these magnificent machines, the most complete and expensive one ever made was sold by Holtzapffels in 1836 for the princely sum of £1850, an amount sufficient at that time to buy a small country estate. The one illustrated below was first sold in 1816 for the lesser but still very significant sum of £367.10.0.



*One of the few full Rose Engine lathes made by
Holtzapffel*

*Any reader who requires specific information about O T equipment and techniques
not covered in this section is invited to complete an Enquiry Form.*