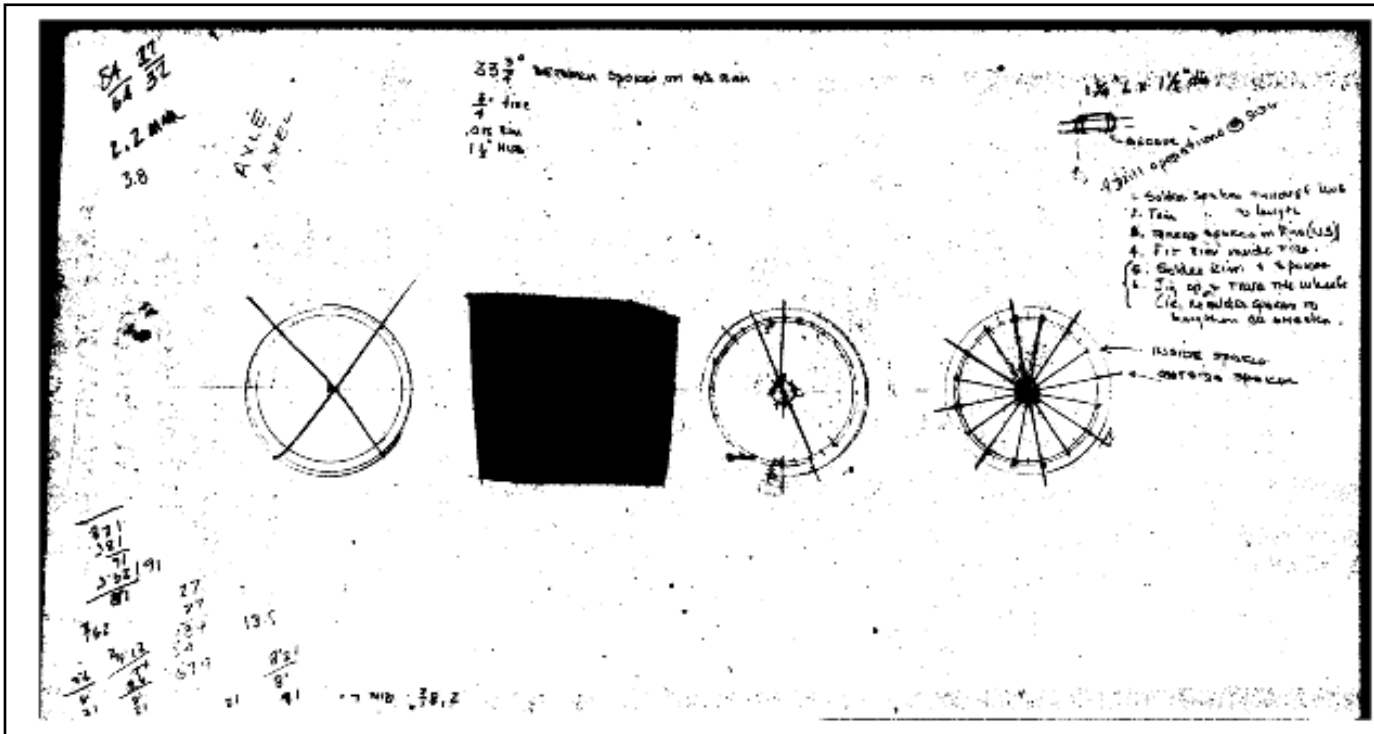


From the Workbench of...



Creating Content for *TSC*: Shop notes from Volume 3 of *The Scale Cabinetmaker*

August 1978 to July 1979



1914 Pedal Car

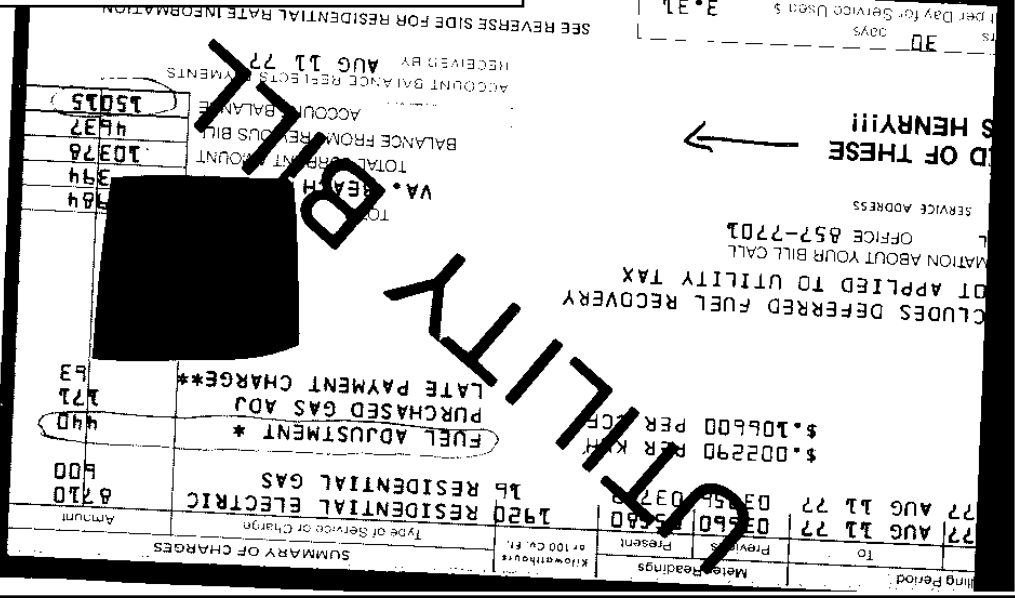
James Dorsett
The Scale Cabinetmaker, Vol 3:1
 November, 1978

Any Scrap Sheet Will Do...

TSC articles usually started at the workbench. Amid scraps of wood and scraps of paper, the preliminary plans were drawn up as the model was being built. Any piece of paper, regardless of size or original purpose was likely to have doodles, notes, and measurements scribbled, in random direction. A quick scan of the article files, in 1978, shop notes could be found on the back of political flyers, used tractor-fed computer paper, magazine renewal cards, and yellowing notepad paper.

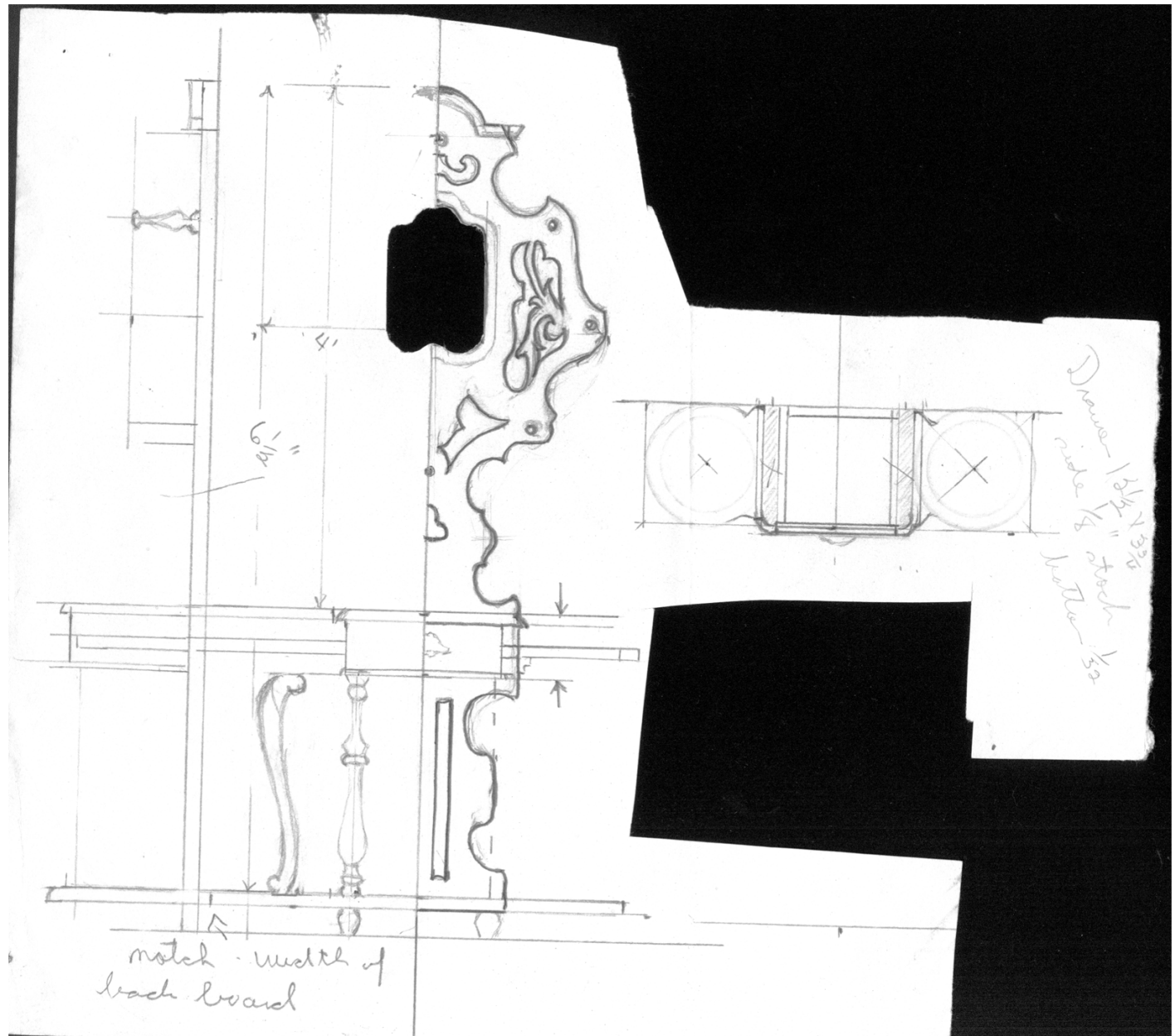
CRACK DOWN ON HIGH UTILITY RATES. HENRY/HOWELL DEMOCRAT NOVEMBER 8th

- He's already saved consumers over \$140 million.
- Think what he can do as Governor.



Cottage Victorian Hall Tree c. 1855

*Helen Dorsett
The Scale Cabinetmaker,
Vol. 3:1
November, 1978*

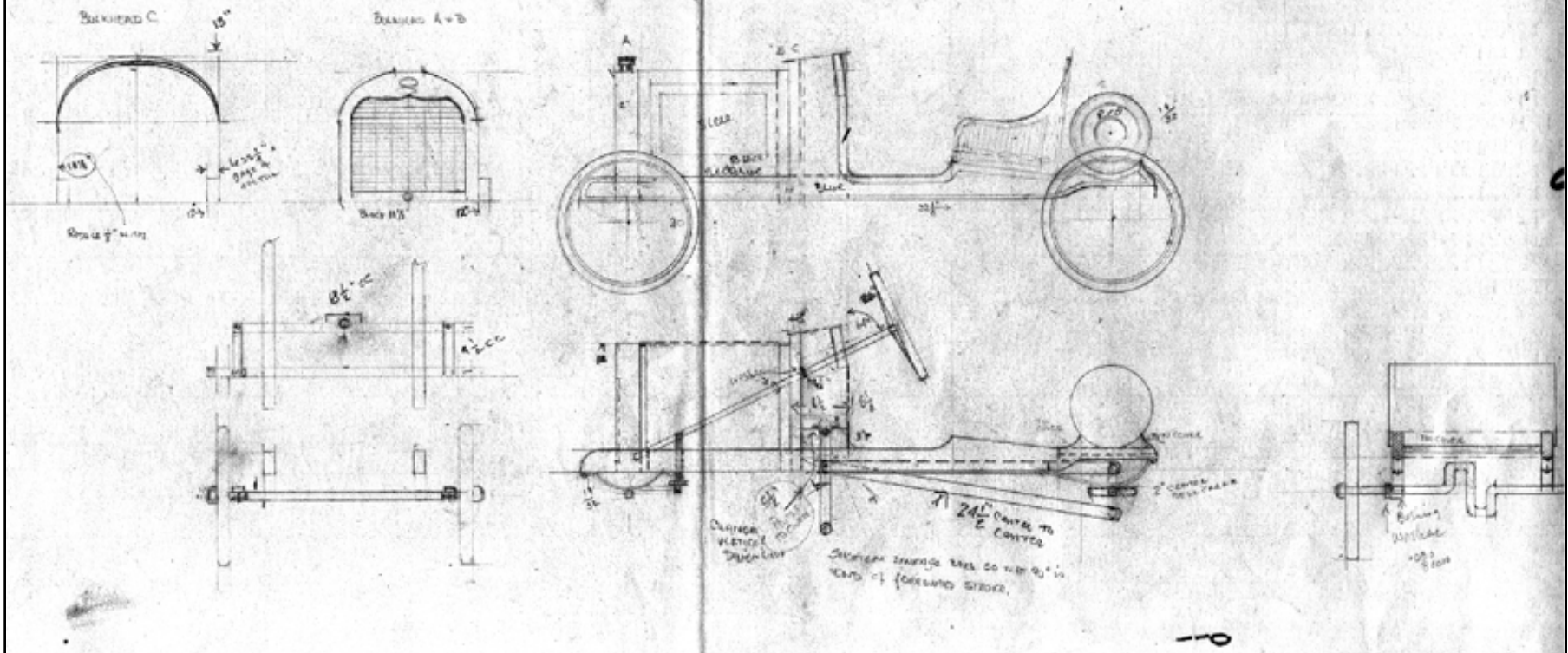


1914 Pedal Car

James Dorsett
The Scale Cabinetmaker, Vol 3:1
November, 1978

Color: Blue
Black
Red
Gold

The drawings included in TSC went through a three step process. The initial plans were sketched on the back of either computer paper (Jim) or sketchbook paper (Helen). Jim took the rough drawings and drew them a second time on the drafting board. The final plans were created by overlaying mylar on the second set of drawings and inked, using a rapidigraph or other drafting pen.



Cottage Victorian Hall Treec. 1855

Helen Dorsett
The Scale Cabinetmaker, Vol. 3:1
November, 1978

- Kid - Bath room
- Kitchen pieces?

Wall tree

Base - $\frac{1}{8}$ " stock

- Panes - 8" diameter - outer rim 11" ($5\frac{1}{2}$ " radius)
- 1" x 17" notch for back

Legs $10\frac{1}{2}$ " centers

- Back $\frac{5}{64}$ " - upper rings $\frac{5}{64}$ inner $\frac{1}{16}$ " stock
- Base $\frac{1}{8}$ "

Drawer carcass $\frac{1}{8}$ " stock - cresting $\frac{1}{8}$ " stock -
Drawer $\frac{1}{16}$ " stock

- Reqs - $\frac{1}{8}$ " dowel - $\frac{3}{16}$ x $\frac{3}{16}$ square stock (walnut)
- Leg-feet - $\frac{1}{4}$ " ~~dowel~~ dowel
 $\frac{5}{16}$ x $\frac{5}{16}$ " square stock - (walnut)

$10\frac{1}{2}$
 $\frac{1}{4}$

 $1\frac{3}{4}$

- Back-pattern -
- $10\frac{3}{4}$ - Base pattern - outer rings 11" diameter - 1" ~~over~~
- Leg - turn pattern - Reqs - ~~turning~~ turning pattern
- Ring - pattern

3
 $\frac{1}{2}$ Carcass overall dimensions 12" x 15 $\frac{1}{2}$ "
sides 12 $\frac{1}{4}$ x 4" ($\frac{1}{8}$ " stock) front edge rounded
run grain vertically to avoid cross grain
stain problem (measured on full scale -)

Bottom 12 $\frac{1}{4}$ x 16" ($\frac{1}{32}$ " stock)
Back - 12 $\frac{1}{2}$ x 4" - $\frac{5}{64}$ " stock
Drawer

front - 12 $\frac{1}{2}$ x 4" -
2 - sides 3 $\frac{1}{4}$ x 11" $10\frac{3}{4}$
1 - bottom 12 $\frac{1}{4}$ x 10 $\frac{3}{4}$
1 - back - 3 $\frac{1}{2}$ x 11"

- Fig. 1
1. Cut + Sand legs, runners, x 2 1/2" long
 STEAM + CLAMP.
 Find proper DIA. Form
 (Pharmacy Bottle?)
 + RAIL HANGER ROD
 GLUE + CLAMP (same form)
 CUT TO LENGTH
 2. CUT CROSS RAIL FOR SEAT
 SAND + FIT LEGS IN PLACE
 TRIM + SAND (SQ. ENDS)
~~POSITION TO GO TO~~
 3. CUT SEAT BOARD
 DECORATE + FINISH (Red
 MARKER OR BALL POINT OR BLUSH.
 DECALS? (DECOR))
 4. MARK POSIT. OF CROSS RAIL/LEG
 UNIT ON BOTTOM OF SEAT RD. W
 GLUE IN PLACE [CENTER! SO WHEN
 SIDE RAILS ARE ADDED THERE
 WILL BE 1/2" GAP OF SEAT + RAIL]
 5. CUT RUNNERS TO LENGTH,
 PAY ATT. TO ENDS.
~~GLUE IN PLACE.~~
~~MARK + DRILL~~
 1/2" hole for front cross brace
 CUT + REDUCE ENDS OF DOWEL (1 1/2", 1 1/2")
 MARK POSIT. OF LEGS ON TOP OF RUNNERS,
 GLUE DOWEL AT RUNNERS +
 GLUE RUNNERS TO LEGS.
 6. ASSEMBLE + GLUE TWO RAILS ROUND!
 TEST SO THAT END FITS
 ANOTHER TO END + DRILL.
 6. CUT VARNISH ON LIFE GUARD BODY.
 7. CUT + DRILL (ACCA. PAPER) LONG + SHORT
 METAL BOWELS GLUE IN PLACE - CURVE TRACKS

In the beginning...

For the first four years, TSC was created on a Selectric typewriter. Jim would write a brief outline of the steps on scrap paper, and then disappear into his office to write the article. The outlines were concise and little more than a laundry list of steps. He filled in the detail as he wrote, sometimes stopping to go back to the workbench or track down Helen to confirm the process used on the project. Most of TSC, until the later years, was written at the Eastlake roll top desk he featured in TSC 3:4.

During the drafting process, it was not unusual for each article to go through three to four drafts. He would write the first draft, come out to the chopping block in the kitchen (which doubled as a kitchen table and the board room table), sip a cup of instant coffee, and read the draft to whomever he could corner.

According to Jim, despite his best efforts, TSC always had typos. In later years, Jim would comment on the fact that someone was going to engrave on his headstone "Here lies Jim Dorsett. He never missed an opportunity to commit a typo to print."

Once he was satisfied with a draft, he typed a final version, using carbon paper to make a copy of the article, and would take the draft of TSC to a typesetting company 25 miles away to have the articles typeset. The company would return rolls of 3 inch wide photographic typeset paper, one roll per article. TSC was then delivered to the layout person put together on the drafting table. using index stock, rubber cement or hot wax, a T-square, and assorted triangles. Before Jim finally learned enough about layout to bring the layout process and the typesetting in-house, TSC was riddled with errors introduced by the typesetter and the layout artist.

TSC did not enter the computer age until 1990 and even then, Jim continued to write the drafts of the articles on a typewriter and

TSC 3:1

SLED & CAR : NON-TOY TOYS.

Toys are never quite what they seem; like beauty their meaning exists in the eyes of the beholder. To some a toy is defined as an amusement or an object of entertainment, whether used by adult or child.

that is ^{less than life sized} ~~What is a toy?~~ ^{An amusement? A folly or whimsical object? A pedagogical tool? ~~Some thing~~ ~~An object~~} ~~While definitions are as numerous as~~ ^{TEACHING TOOL?} ~~adults with points of~~ ^{a child} view to promote, in the eyes of ~~children~~ on a Christmas morning the sight of a sled from the 1877 Montgomery ~~Ward~~ ^{Ward} catalog was enough to promote visions of the universal conquering the steepest slope in the neighborhood. A sled was by a child's definition "fun" And the same was true for ~~the~~ ^{the recipient of the} ~~1914~~ "Speedway" roadster, which at the ¹⁹¹⁴ ~~1914~~ wholesale cost of \$10.00 in Butler Brother's catalog made its owner not only the happiest but also the most exceptional youngster on the block. It was a plaything par excellence, a toy, but it meant ~~the~~ the same thing as did the sled: ~~that~~ it was fun.

Yet, while fun, toys have always been inextricably bound to the adult world of objects and behavior. As Inez and Marshall McClintock have stated in Toys In America, "Young people. . . have always appropriated from the grownup world utilitarian objects and converted them to play purposes. . . . When children did not borrow directly from their elders, they asked for miniature replicas of adult possessions." The sled and pedal car were exactly such replicas, produced in some cases by manufacturers of full sized sleighs or autos and patterned in general after the adult vehicle.

~~The sport of~~ Sledding was introduced to the American colonies by the Dutch, first as a practical up-state New York mode of winter travel and later as a child's sport. And just as the ^{purpose of the} toy was imitative, so was its form. The sleds produced in the country through out much of the 18th and 19th centuries had the same contours of bent-wood ~~lulls~~ and ~~lulls~~ (by 1850) steel faced runners as did the horse-drawn sleighs and cutters they were patterned after. The Ward's sled reflects the grace of some well known and widely

Sled - 2

distributed brands that were produced in the United States after 1840. Perhaps the premier sled of the period were those produced by Henry Norton's Paris Manufacturing Company in Paris, Maine ~~x the Paris "Clippers"~~ ^{the Paris "Clippers"} the first factory in the nation devoted exclusively to the production of sleds. His Paris "Clippers" and "Cutters" were as graceful as the cutters after which they were patterned and were hand decorated, ^{even though} (although 200,000 units a year were produced). The Ward sled also reflects the practice of the sled from the Vermont Novelty Works, on which the steel runner was ~~blought to a point~~ ^{blought to a point} terminated at the front with a graceful goose neck. Yet, however much these early sleds reflected the forms and uses of the adult world, the ^{child's} world of play was from the beginning a distinct precinct. Indeed, in colonial Albany the ^{Dutch town} city elders were finally forced to ban the practice of sledding in the town (confiscating and smashing the sleds of offenders) in order to protect the ankles and dignity of adult pedestrians.

(W)

By the turn of the 20th century, the popular ^{wheeled vehicles -} pull carts, carriages and wagons of the preceding century ^{had} been joined by the toy automobile. As with the sled, the earliest forms were not ~~that~~ far removed from the lines of the adult vehicle. And their names reflected that identity: "Hummer", "Speedwell", "Pedalmobile", and "Speedway". The Garton Toy Company of Sheboygan, Michigan (~~was~~ ^{was} a manufacturer of sleds, wagons, and doll carriages since 1887, introduced a pedal car called the "Kidillac", but changed the name ~~it had~~ when the manufacturers of the Cadillac objected. ~~And perhaps~~

~~Stealing a march on the~~ ^{stealing a march on the} auto industry's later penchant for styling changes and multiple models, the ~~Harmon~~ ^{American Metal Wheel and Auto Company of Toledo} ~~Vaughan Manufacturing Company of Indianapolis~~ introduced no fewer than 53 models of pedal car in 1907. Even Studebaker produced for a brief time a pedal car called the Studebaker Jr. ^{whose detractors in later years were fond of pointing out that they ruined the best wagon ever made when they ~~took~~ ^{removed} its tongue & put a motor in it,}

The catalog of the "Speedway" ^{described as} roadster reflects that conscious similarity with the full sized unit: "Enameled hardwood frame, royal blue body, red steel hood and large gasoline ^{Auto Steer & gear...}

TSC 3:1
sled - 3

tank, pierced radiator, black and gold panels and stripes, padded leatherette seat with back, black enameled gear, 12" red enameled double spoke wheels, 5/8" rubber tires, brass hub caps."

While the existence of the car as an object of pleasure and fun was not overcome by its ties to the world of adult sized dimensions, neither did it escape that tie. I suppose that my own urge to design and build the roadster was fanned by the memories of a childhood ^{mis-}adventure when, old enough to have known better and in defiance of ^{community} neighborhood convention, a neighboring child's property rights, and the laws of gravity, I dragged a ^{his} neighbor's pedal car (one with a prop ^{eller} and wings) onto the coal shed and ^{pushed} ~~rolled~~ peddled it madly off the edge. While ~~the~~ ^{my} brief flight was fun, it was also ^{smashing} pointed introduction to the differences between the world of toys and non-toys. I presume that the scale model of the 1914 Speedway will be safer, ^{and} ~~if~~ no less informative.

Bill of Materials: 1877 Wards Sled

Seat	1	27" x 12 1/2"	1/32 1/32" basswood
Side Rail	2	3/4" x 34" (bend & cut to shape)	1/32" basswood
Side Rail	2	3/4" x 26" (bend & cut to lshape)	1/32" basswood
Cross Rail	2	2 1/2" x 12 1/2"	1/16" basswood
Front Cross Brace	1	3/4" dia. x 14 1/2"	1/16" dowel
Leggs	4	3/4" x 22" (bend & cut to length)	1/32" basswood
Runner	4	3/4" x 48" (bend & cut to length)	1/32" basswood
Steel Runner	2	3/4" x 52" (bend & cut to length)	.016 brass or cardstock
	2	3/4" x 6"	.016 brass or cardstock