

FIG. 218.—Details of a Modern Tea Cart.

Tea Cart

It is not so very many years ago that if real "plain folks" were seen using a tea cart they would be regarded by certain neighbors as "putting on airs" or getting "tony." Considering the many articles which have heretofore been classed among the luxuries of life the tea cart when used will be found to greatly lighten the labors of the housewife, particularly if she is attempting much or all the labors of the home. From the kitchen many meals may be carried entire, while there will be a great reduction in the labor of removing the dishes and at the same time it gives the housewife greater composure at the table that her dessert prepared before the meal needs only to be wheeled to her place at the table by some other member of the household.

This is one of the many items of conserved energy which our women are adopting and it will not be long before few homes will be without a tea cart, and where the outdoor life on porch and lawn is being given so much attention the tea luncheon is readily carried about on the cart wherever desired.

In Fig. 218 is shown a tea cart which provides ample space for the needs of an average family. It may be found on looking over this illustration that it would be desirable to provide other features. Some have a knife box arranged under the tray between the handles, but whatever these additions may be, aim to embody them in the preparatory detail drawing which should always be made. This drawing does not need to be elaborately

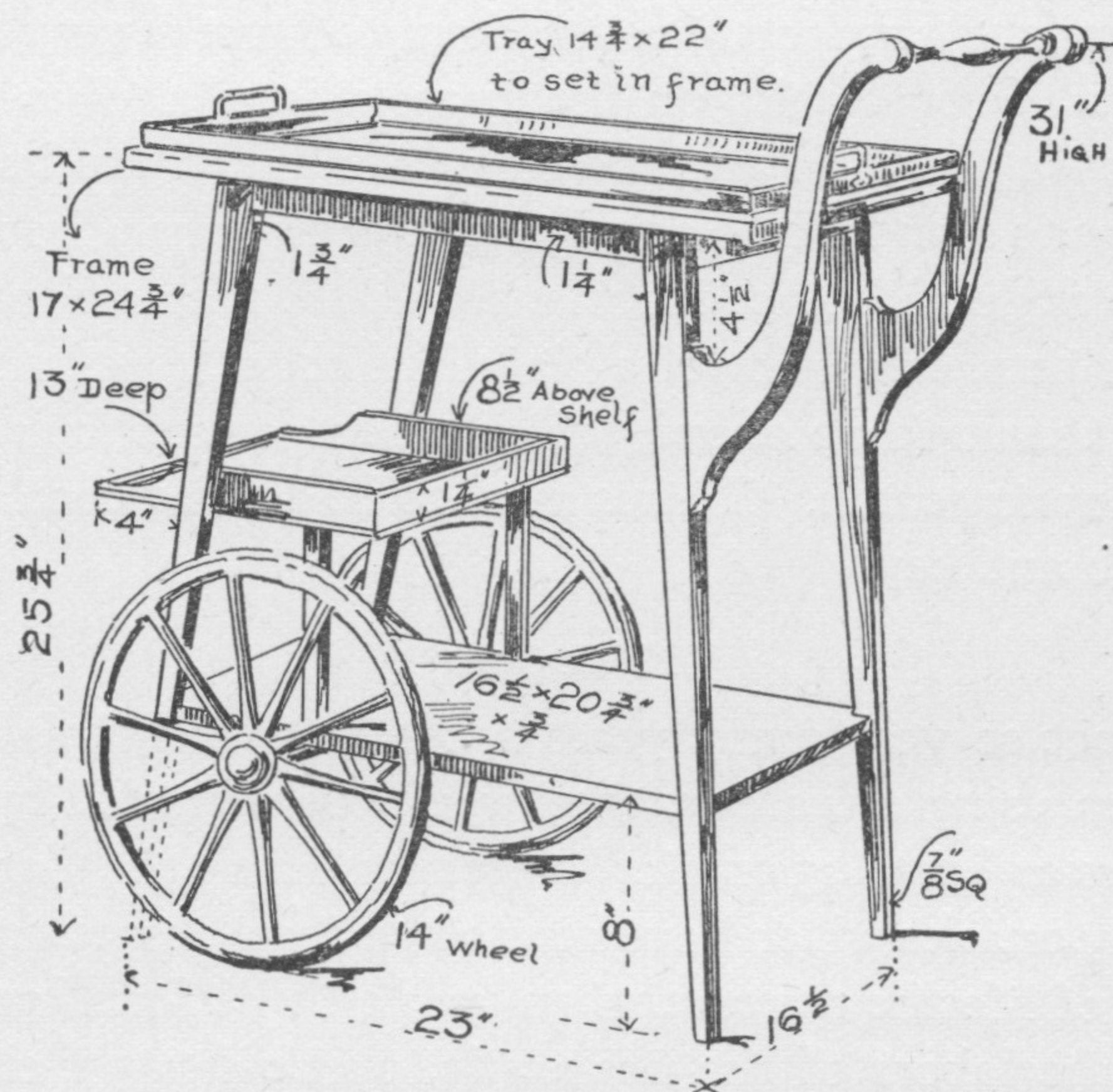


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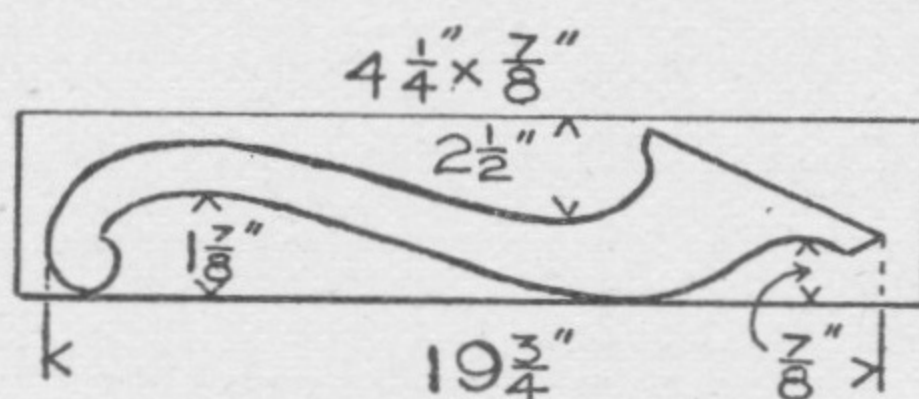


FIG. 219.—Details of One of the Pusher Supports.

detailed, as the main thing is to obtain the constructional outlines or boundaries and whatever bevels will be required to know; also to draw any part of the varying forms, such as the pusher supports, shown in Fig. 219 that it came from a board $\frac{7}{8} \times 4\frac{1}{4}$

x $19\frac{3}{4}$ in., then trace this on a heavy piece of paper, so that it can be cut out to the mark on the prepared board for sawing out, the two being sawed out together if done on a band saw.

Considering that the removable tray on top is made first we will proceed to construct the cart to hold it. The tray having an outside measurement of $14\frac{3}{4}$ x 22 in. sets in another frame 17 x $24\frac{3}{4}$ in. which is screwed to the frame of the cart through the under side of the side rails, the end rails providing a resting place for the tray. The plan of the rails and four posts of the cart will be found to be $16\frac{1}{2}$ x 15 in. This detail being known it will not be difficult to proceed with drawing up the rest of the cart from the measurements given.

The wheels may be made in several ways but the form constructed after the manner of a wagon wheel will give the greatest satisfaction. A drawing should be made of this. The diameter of the wheel for this cart is 14 in., including $\frac{1}{2}$ in. rubber tire such as is used on a child's carriage. This tire is not absolutely essential and I mention this in case it is not readily obtainable. A piece of very heavy felt or flat band of rubber glued on neatly in a similar manner to the rubber on a band saw wheel will answer. The felloe should be not less than $\frac{5}{8}$ in. in tread and $\frac{3}{4}$ in. wide jointed in the same manner as in a wagon wheel.

The spokes are worked to an oval and round shape from a $\frac{5}{8}$ in. square and are fitted into a $2\frac{1}{4}$ in. hub with a long tenon. Avoid turning the hub of a pattern which will project too greatly on the outside of the wheel as it should be just a low round to avoid striking the door jambs. Have the journal bearing in the hub bored and counter-bored to receive the nut on the axle in a flush manner. The axle which is held by screws to the bottom of the under shelf should be $\frac{5}{8}$ in. square with a $2\frac{1}{2}$ in. journal and proper washers at each end of the hub.

The wheels should represent careful workmanship and if it is possible have them so that they can readily be detached by a spring catch on the axle and an inserted flange bushing within the hub rather than the old style of threaded axle and nut which too frequently allows grease to collect on the outside of the hub.

The new "steel glides" or "domes of silence" will be found very smooth terminations driven in on the bottom of the front legs. These are now largely supplanting the unsightly and objectionable casters on most all kinds of light furniture.