

(No Model.)

C. SEE.
DELIVERY WAGON.

No. 438,191.

Patented Oct. 14, 1890.

Fig. 1.

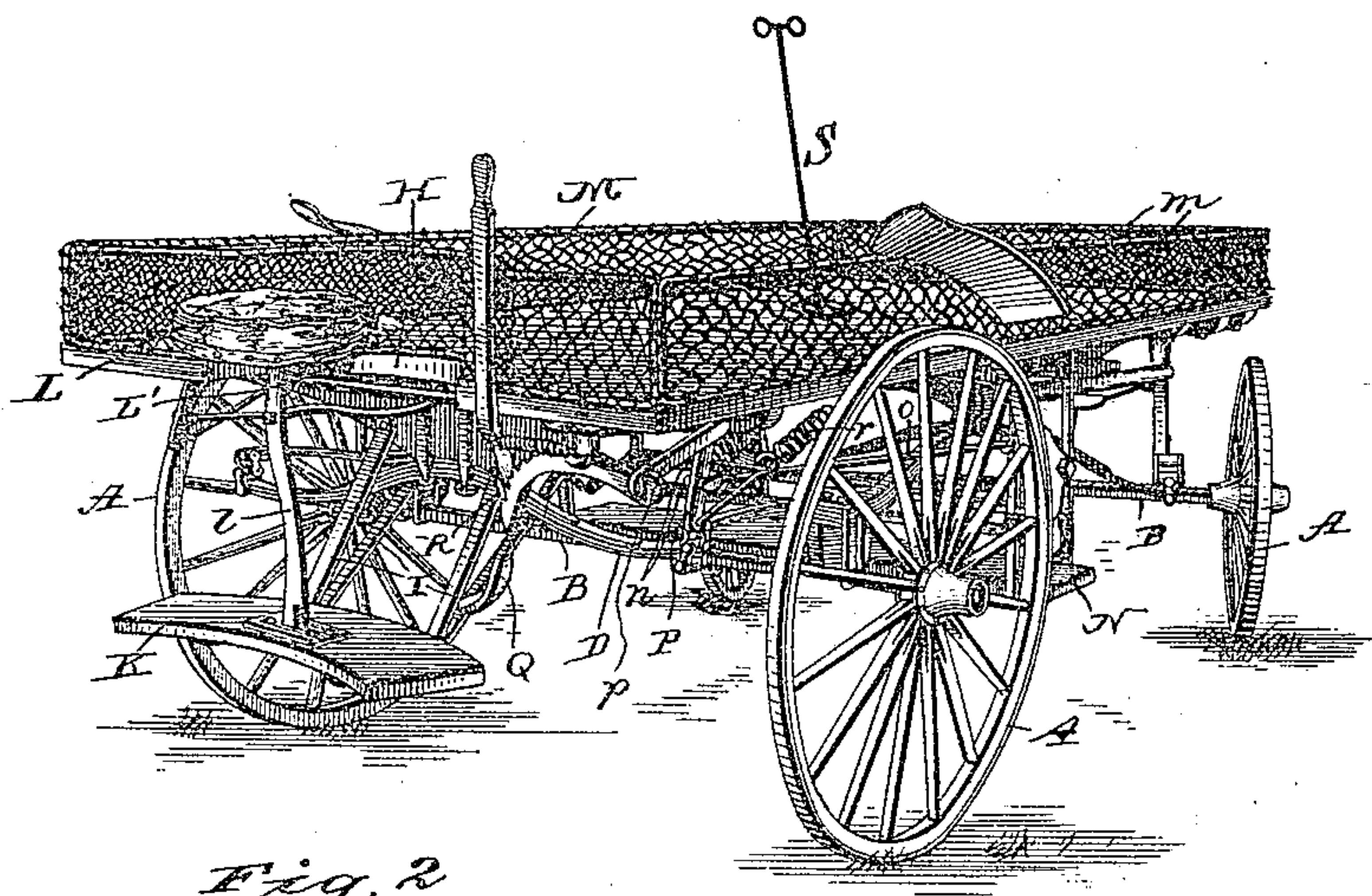


Fig. 2

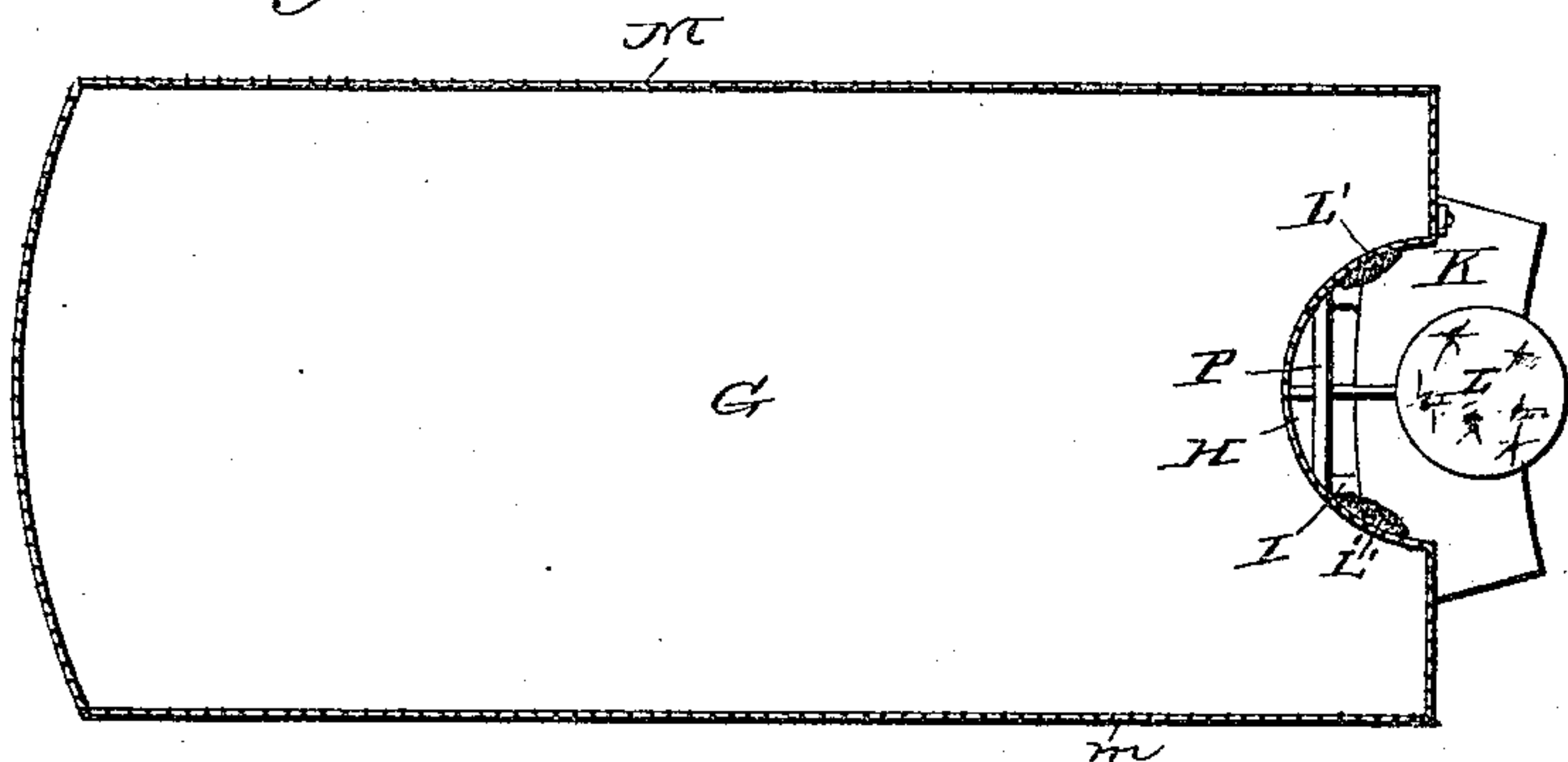
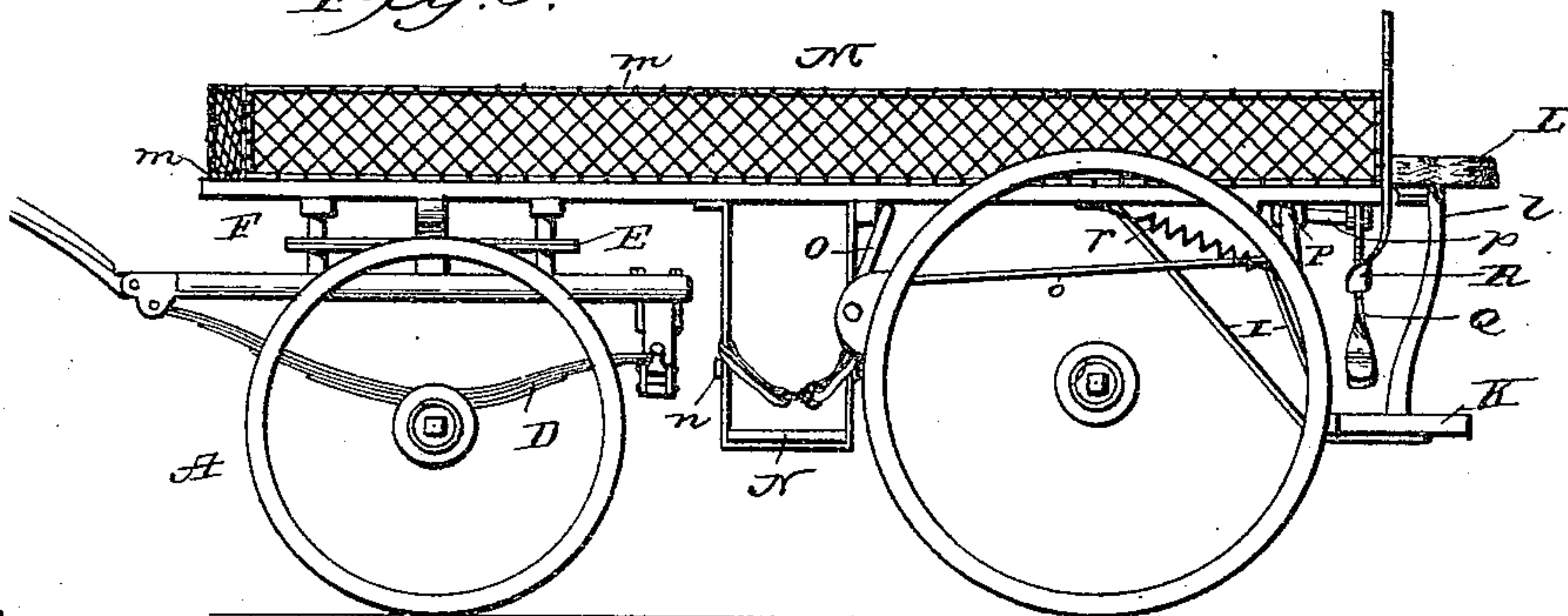


Fig. 3.



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DELIVERY-WAGON.

SPECIFICATION forming part of Letters Patent No. 438,191, dated October 14, 1890.

Application filed July 18, 1890. Serial No. 359,175. (No model.)

To all whom it may concern:

Be it known that I, CHRISTIAN SEE, of St. Paul, in the county of Ramsey and State of Minnesota, have invented certain new and useful Improvements in Delivery-Wagons; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, and to the letters of reference marked thereon.

This invention relates to improvements in delivery-wagons especially designed for retail grocers' use in delivering relatively small quantities or packages of goods to the purchasers' houses, the object being to provide a wagon from which the goods may be delivered much more rapidly than heretofore, with less fatigue on the part of the driver, and with less danger of the goods being purloined by unscrupulous persons or overturned in passing over rough ground, the driver being able to see all the goods in the wagon at a single glance without effort on his part and while he is attending to the driving.

The invention consists in certain novelties of construction and combinations and arrangements of parts, to be hereinafter described, and pointed out particularly in the claims at the end of this specification.

Referring to the accompanying drawings, Figure 1 is a perspective view of a wagon constructed in accordance with my invention. Fig. 2 is a top plan of the platform or body. Fig. 3 is a side elevation showing a liquid-receptacle holder and the brake mechanism.

Like letters of reference indicate the same parts in all the figures.

The running-gear, consisting of the wheels A, axles B, springs D, fifth-wheel E, and bolsters F, forms no part of my present invention, and may be of any preferred kind or style, due regard being had to the fact that it is desirable to have considerable space between the front and rear wheels for a purpose to presently appear, and to have the running-gear of the low-down type, so that the platform will be of convenient height for a man standing on the ground to reach over on the same for the goods to be delivered. In the preferred form of running-gear, however, the front wheels are made small enough to pass under the platform and enable short turns to

be made, and what is more important permit of the use of an exceedingly-wide platform, the design being to provide a wagon which will accommodate as many packages as an ordinary wagon, and that without the necessity of piling them one upon the other, so that any package can be easily and quickly removed for delivery.

G indicates the platform, having the characteristics just pointed out, and at the rear end has a semicircular recess H formed therein, below which is suspended by hangers I a step K, conforming approximately to the shape of the opening in the platform. The driver or delivery-man is stationed on this step in rear of the platform in position for conveniently keeping watch over the goods in his charge, such position also enabling him to select the goods, either mentally or actually, for delivery to the next customer while driving to the stopping-point. A seat L is mounted on a standard l on the step for the use of the driver, and within the semicircular recess are located two pads L' L', against which the driver's knees rest when traveling from place to place.

The guard M, extending around the platform, is composed of wire open-work supported at the corners and along the edges by iron rods m. This guard extends entirely around the platform close to the edge and gives the wagon a light and fancy appearance, and at the same time effectually prevents any of the packages from falling off the platform, a further advantage of the open-work guard being that packages can be readily seen from any point, and it is not necessary to remove one of the sections in order to clean off the platform when dirty, the dirt being swept right through at any point.

Below the platform is hung a shelf or receiver N for liquid-receptacles—such as coal-oil cans, gasoline-cans, vinegar-jugs, &c.—which are apt to leak and spoil the contents of packages of edibles should the leakage come in contact therewith. The shelf is preferably hung between the wheels or in rear of the circle described by the front wheels in turning, and the vessels on the platform are retained by a guard n, which may be opened at the end, as shown, to facilitate the insertion and removal of the vessels.

The brake mechanism, which is also designed as a check for the horse while the driver is delivery the goods to the customer, consists of the ordinary brake-shoes mounted
 5 on the downwardly-extending ends of the shaft O, pivoted beneath the platform and moved by a rod or link o, running to the back of the platform and connected to the crank-arm of a shaft P. The latter has another
 10 crank-arm p, which extends to the rear and is adapted to be engaged by the bell-crank Q, having its inner end extended down in proximity to the step or in convenient position to be pressed upon by the driver's foot. A pawl
 15 R is provided for holding the brakes on, and a spring r for releasing them when the lever is freed.

The reins may be supported above the platform and packages thereon by the rein-support S, secured in the center of the platform.
 20

It will be seen that I have produced an exceedingly-simple delivery-wagon, from which packages of goods can be delivered with the utmost dispatch and with very little fatigue
 25 to the driver, who can keep a careful oversight of the goods, and needs but make a single step from his seat to the ground, or vice versa, and then take the packages which have been previously selected by him and
 30 carry them to the customer's door, thereby avoiding the delay of the climbing down from a high seat and then going to the rear of the wagon and selecting the goods to be delivered, as is necessary with an ordinary delivery-wagon.
 35

What I claim, and desire to secure by Letters Patent, is—

1. In a delivery-wagon such as described, the combination, with the low-down running-gear and substantially flat platform having
 40 the semicircular recess at the rear end, of the step suspended below said recess, the standard mounted on the step, and the seat on the standard, leaving a clear passage-way at the
 45 side of the seat, whereby the driver may

mount or leave his position without obstruction, substantially as described.

2. In a delivery-wagon of the character specified, the combination, with the running-gear and platform having the semicircular
 50 recess at the rear end, the step suspended below said recess, and the driver's seat, as described, of the brake and brake-lever for moving the same into contact with the wheels, having its ends extended down into prox-
 55 imity to the step, substantially as described.

3. In a delivery-wagon such as described, the combination, with the low-down running-gear and the platform having the semicircular
 60 recess at the rear end, the step below and the driver's seat in rear of said recess, of the open-work guard extending around the platform, the rein-support secured in the middle of the platform, the shelf suspended below
 65 the platform in rear of the circle described by the front wheels in turning, the brake, and the brake-lever having its end extended into proximity to the step, substantially as described.

4. In a delivery-wagon such as described, 70 the combination, with the low-down running-gear, the extended substantially flat platform having the semicircular recess at the rear end, and the guard passing around the edge of said platform or recess, formed of the
 75 wire open-work, with the stiffening and supporting rods, of the step suspended below the semicircular recess and the driver's seat suspended at substantially the center of said recess and having a clear passage-way at the
 80 side thereof, whereby the driver may mount to or leave his position without obstruction, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses. 85

CHRISTIAN SEE.

Witnesses:

LOUIS FEESER, Jr.,
 MARTIN H. ALBIN.