

(No Model.)

2 Sheets—Sheet 1.

J. F. BALDWIN.  
CATERER'S VEHICLE.

No. 464,058.

Patented Dec. 1, 1891.

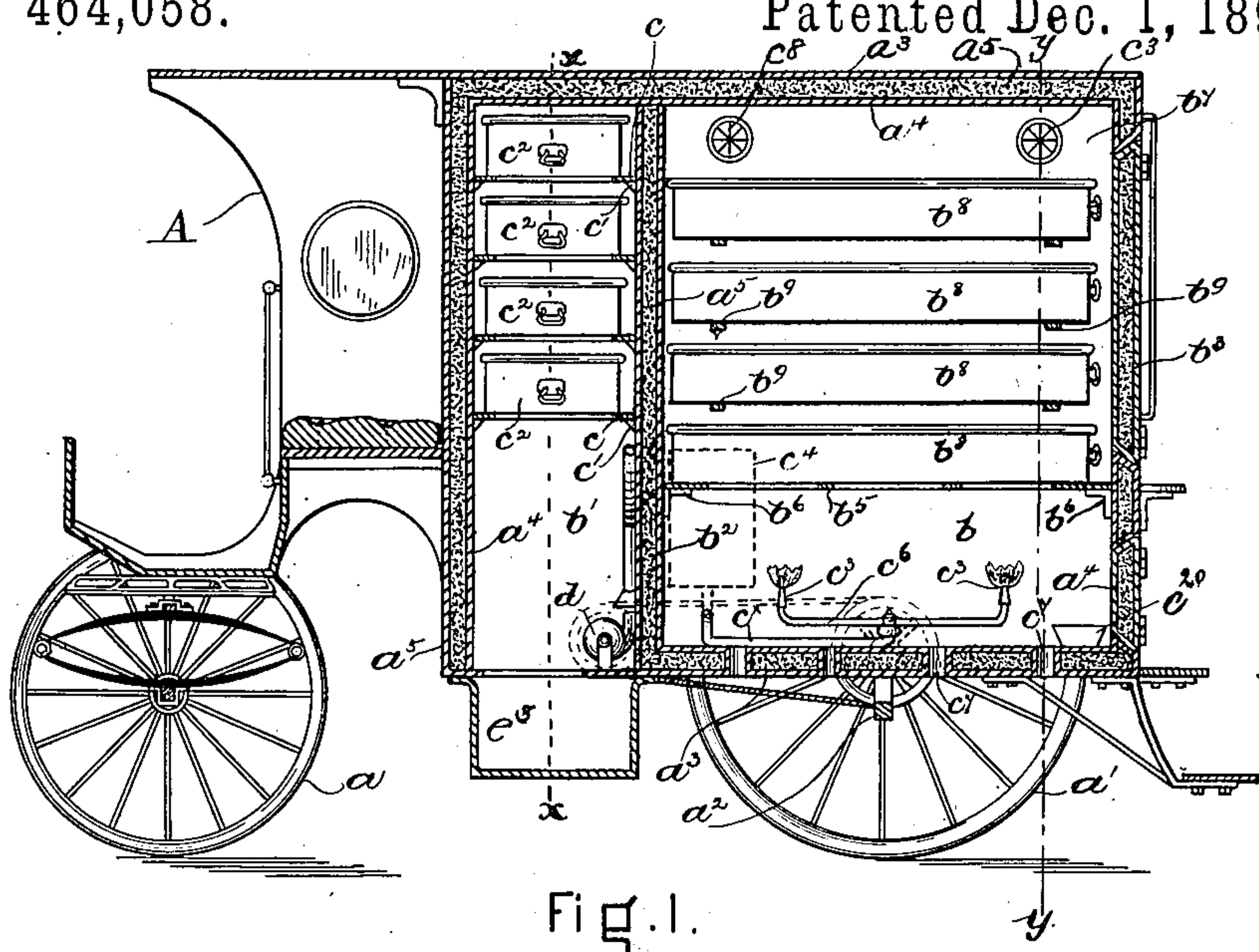


Fig. 1.

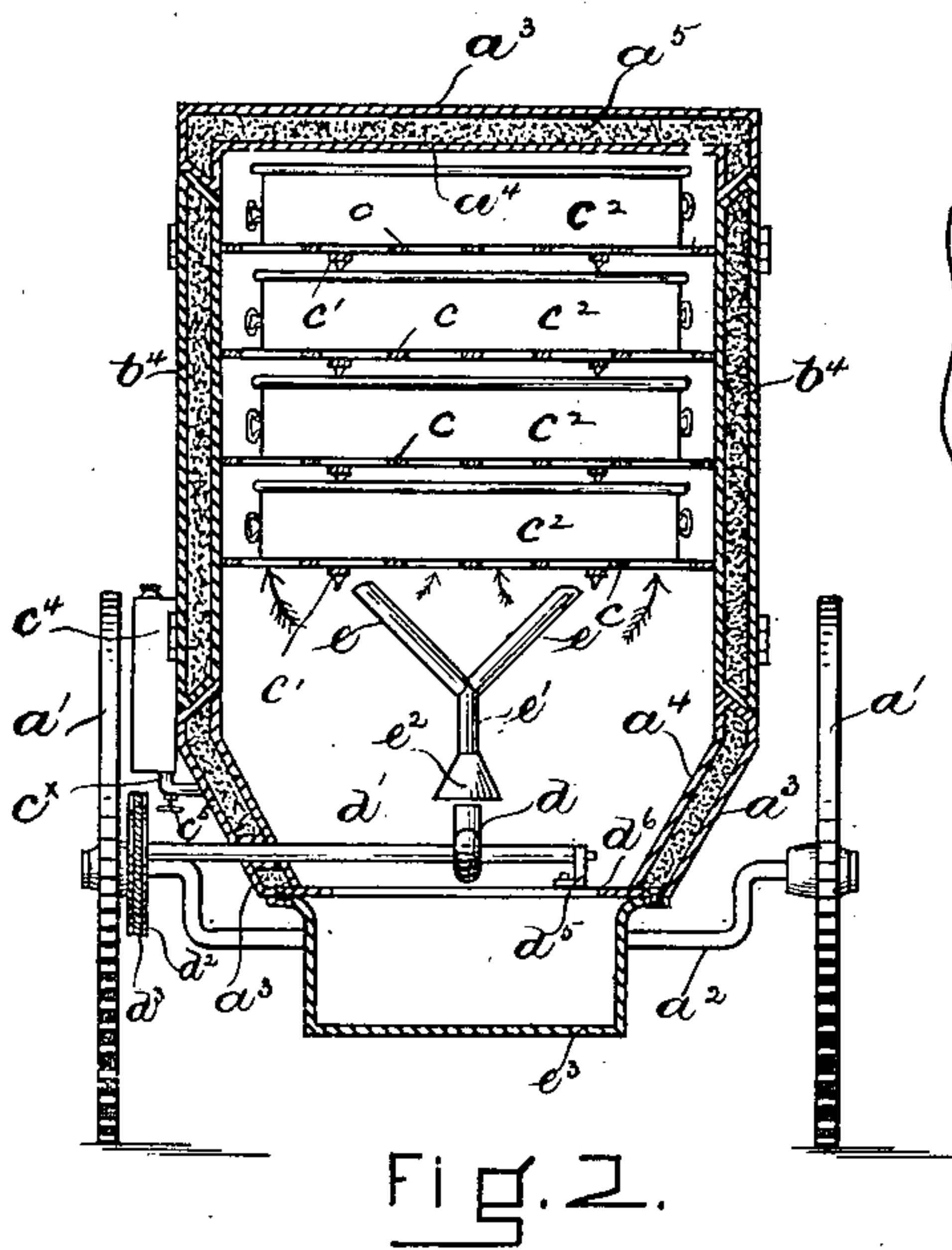


Fig. 2.

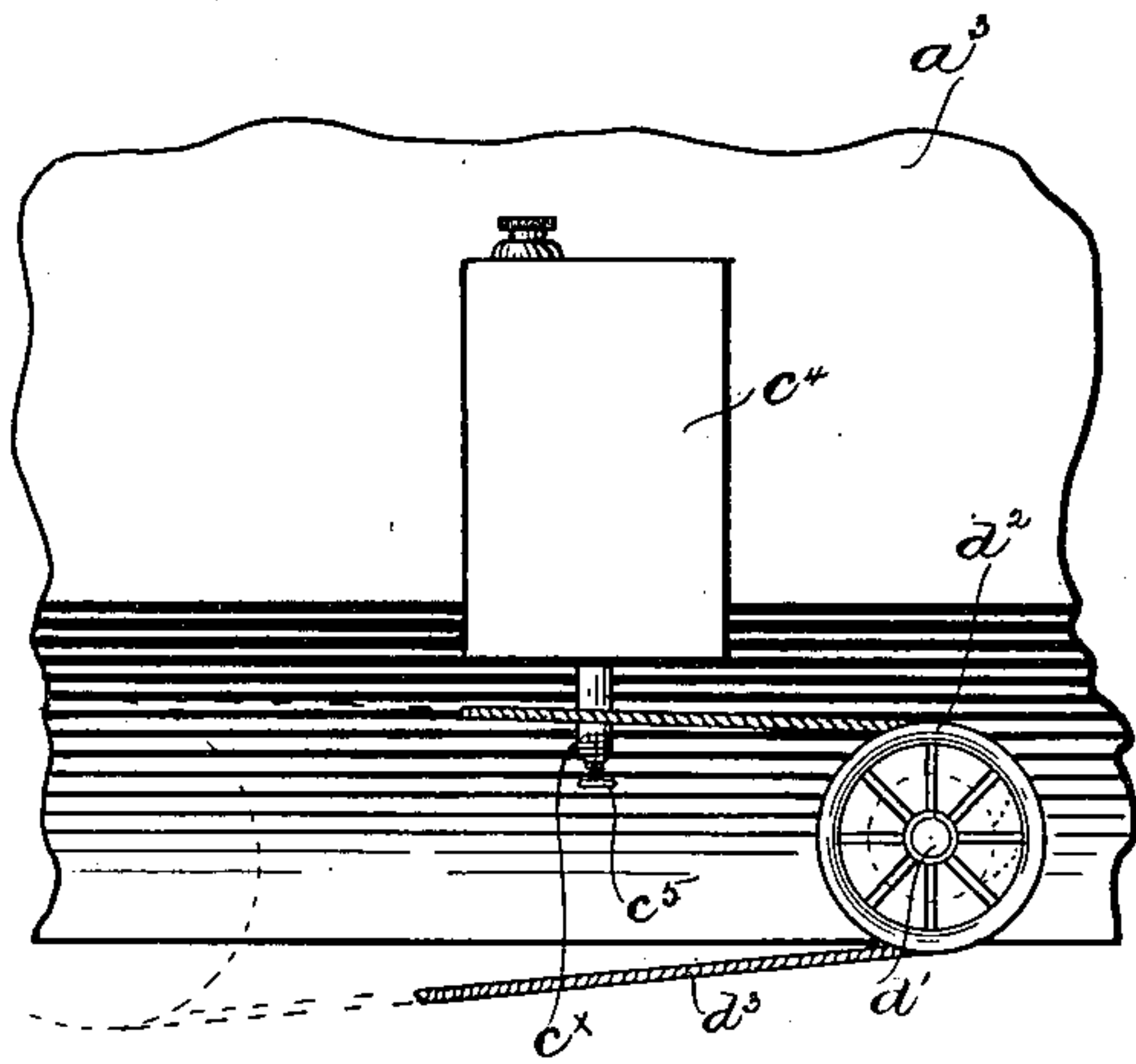


Fig. 3.

WITNESSES:

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*Judson K. Emery*

INVENTOR:

*Joseph F. Baldwin*  
*by Leroy & Gregory*  
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(No Model.)

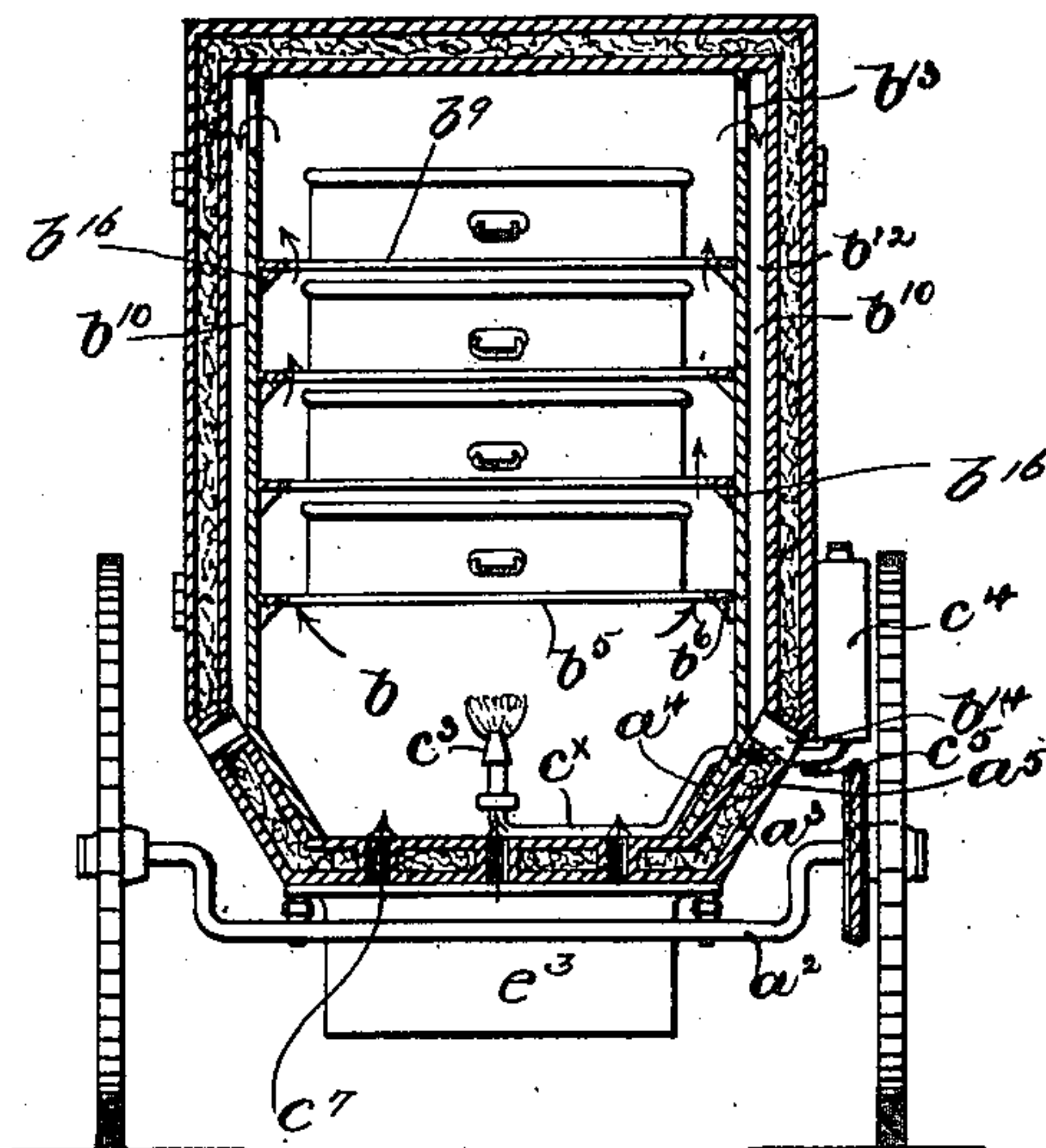
2 Sheets—Sheet 2.

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Fig: 4.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

JOSEPH F. BALDWIN, OF CAMBRIDGE, MASSACHUSETTS.

## CATERER'S VEHICLE.

SPECIFICATION forming part of Letters Patent No. 464,058, dated December 1, 1891.

Application filed June 21, 1888. Serial No. 277,744. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH F. BALDWIN, of Cambridge, county of Middlesex, and State of Massachusetts, have invented an Improvement in Caterers' Vehicles, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

10 This invention relates to caterers' wagons or vehicles for the transportation of food from one point, as a supply-station or cookery, to another or distant point, as the house of the consumer, it being an improvement upon the caterer's wagon shown and described in my United States Patent No. 377,594, dated February 7, 1888.

20 This invention has for its object to provide a wagon or vehicle by which the food placed hot or substantially hot in the vehicle or a compartment thereof may be delivered to the consumer in the same or substantially the same condition, while other articles of food placed cold in the said vehicle may be maintained cold, especially in warm weather.

25 In accordance with my invention the body of the wagon is rendered non-heat conducting by a layer or lining of asbestos, magnesium carbonate, or other non-heat-conducting substance, preferably interposed between an inner and outer wall of the said wagon.

30 The interior of the wagon may and preferably will be divided into two or more separate or independent compartments for the reception of different articles of food—that is, one compartment may be used to receive articles which it is desired to maintain hot, such as roasts, &c., while another compartment receives articles to be maintained cold, such as 40 creams, &c.

The particular features of my invention will be pointed out in the claim at the end of this specification.

45 Figure 1 is a longitudinal vertical section of a caterer's wagon embodying my invention; Fig. 2, a transverse section of the wagon, shown in Fig. 1 on line  $x x$ , looking toward the right; Fig. 3, a detail to be referred to; and Fig. 4 is a transverse section through 50 the body of the wagon, shown in Fig. 1 on line  $y y$ , the cans or receptacles being shown in elevation.

The wagon or vehicle A, mounted upon forward wheels  $a$  and rear wheels  $a'$ , has its body portion supported, as shown, upon the crank- 55 axle  $a^2$  of the said rear wheels.

The body portion of the wagon or vehicle, herein shown as oblong or box-shaped, is preferably composed of an outer wall  $a^3$  and an inner wall  $a^4$ , preferably of metal, the said 60 walls having interposed between them a layer  $a^5$  of asbestos, carbonate of magnesia, or other usual or well-known non-heat-conducting substance, by means of which heat within the said body portion is prevented from radiating 65 outward, while the heat outside of the said body portion is prevented from penetrating into the interior thereof.

The body portion is herein shown as divided into two compartments  $b b'$  by a double wall 70  $b^2$  and layer  $a^5$  of non-heat-conducting material interposed between said double wall, the said compartments being respectively accessible from without by means of doors  $b^3 b^4$ , also composed, as shown, of a double wall and 75 an interposed layer of non-heat-conducting material. The compartment  $b$  may and preferably will be divided horizontally by a reticulated plate or frame  $b^5$ , supported upon brackets  $b^6$  on the walls  $a^4 b^4$  and other brackets  $b^6$ , (shown as angle-irons,) secured to the 80 side walls  $b^{10}$  of the compartment  $b$ , the said side walls being herein shown as composed of metal plates separated from the inner walls  $a^4$  of the body to leave a chamber or air-passage  $b^{12}$ , which communicates with the chamber  $b$  by one or more openings  $b^{13}$ , which may be covered by registers  $c^8$ . (Shown only in Fig. 1.)

The body of the wagon near its bottom is 90 provided with one or more openings  $b^{14}$ , (see Fig. 4,) which constitute outlets for the chamber  $b^{12}$ .

The compartment  $b$  has placed in it a number of preferably metallic cans or receptacles 95  $b^8$ , in which the food—such as roasts, &c.—to be maintained hot or substantially hot is placed, the lowermost of said cans or receptacles being supported, as shown, by the reticulated plate  $b^5$ , and the upper cans or receptacles, as shown, by shelves  $b^9$ , having 100 their ends supported by the brackets  $b^{16}$ . The compartment  $b'$  is provided in a similar manner with a series of shelves  $c$ , supported



upon brackets  $c'$ , secured to the walls of the said compartment, the said shelves supporting cans or receptacles  $c^2$ , containing food to be maintained cold—such, for instance, as  
5 ices, creams, &c.

The compartment  $b$  is heated to the desired or required degree to maintain the food in the cans  $b^8$  hot or substantially hot by a heater, herein shown as vapor-fuel burners  
10  $c^3$ , connected, as by pipe  $c^*$ , to a suitable supply-tank  $c^4$ , preferably located outside of the wagon, the supply of fuel, which may be naphtha, being controlled by a suitable cock or valve  $c^5$ , the burner-pipe  $c^6$  being capable of  
15 being turned, as on a swivel, in usual or well-known manner.

The humidity of the air within the compartment  $b$  is maintained, as herein shown, by providing a dish or receptacle  $c^{20}$ , containing  
20 water, or it may be by means of steam, as in my patent referred to.

Air to support combustion and to effect a ventilation to carry off any obnoxious odors may be admitted through suitable openings  
25 or vent-passages  $c^7$  in the bottom of the wagon, the said air passing from the compartment  $b$  through suitable ventilators  $c^8$  into the chamber  $b^{12}$  and from said chamber out through the outlets  $b^{14}$ .

30 In the winter or colder season the air in the compartment  $b'$  is sufficiently cold to maintain the food in the cans  $c^2$  cold or in proper condition; but in summer or warmer weather the temperature of the compartment  $b'$  may  
35 be kept low by means of ice placed in a receiver or box  $e^3$ , attached to or forming part of the said compartment.

The air in the compartment  $b'$ , rendered cold by the ice in the receiver  $e^3$ , is circulated  
40 through said compartment by means of a fan or blower  $d$ , of usual or well-known construction,

having its shaft  $d'$  extended through the wall of the body portion of the wagon and provided with a pulley  $d^3$ , connected by a belt  $d^5$  to a pulley  $d^1$  on the hub of the wheel  $a'$ ,  
45 the inner end of the shaft  $d'$  being supported in an upright  $d^5$ , secured to a reticulated plate  $d^6$ , forming the bottom of the said compartment, the fan or blower being operated by the rotation of the wheels  $a'$ .  
50

I have herein shown and described the body of the vehicle as mounted upon wheels; but it is evident that in the winter-time the said body may be mounted upon runners, and by the term "wheels," as hereinafter employed  
55 in the claim, I wish to be understood as including runners.

I claim—

The caterer's vehicle herein described, comprising the body constructed with double external walls lined with a non-conductor of heat, the partition-wall  $b^2$ , similarly constructed and dividing the body into two completely-isolated compartments, one of said  
60 compartments being a heating-compartment and the other a refrigerating-compartment and supplied with the proper apparatus for these purposes, supplemental walls  $b^{10}$  in said heating-compartment forming vertical chambers opening into the heating-compartment  
65 at one end and to the external atmosphere at their other ends to ventilate said compartment, and independent doors for the two compartments, substantially as described.  
70

In testimony whereof I have signed my  
75 name to this specification in the presence of two subscribing witnesses.

JOSEPH F. BALDWIN.

Witnesses:

JAS. H. CHURCHILL,  
F. L. EMERY.