

(No Model.)

C. H. PALMER.
LUNCH WAGON.

No. 497,598.

Patented May 16, 1893.

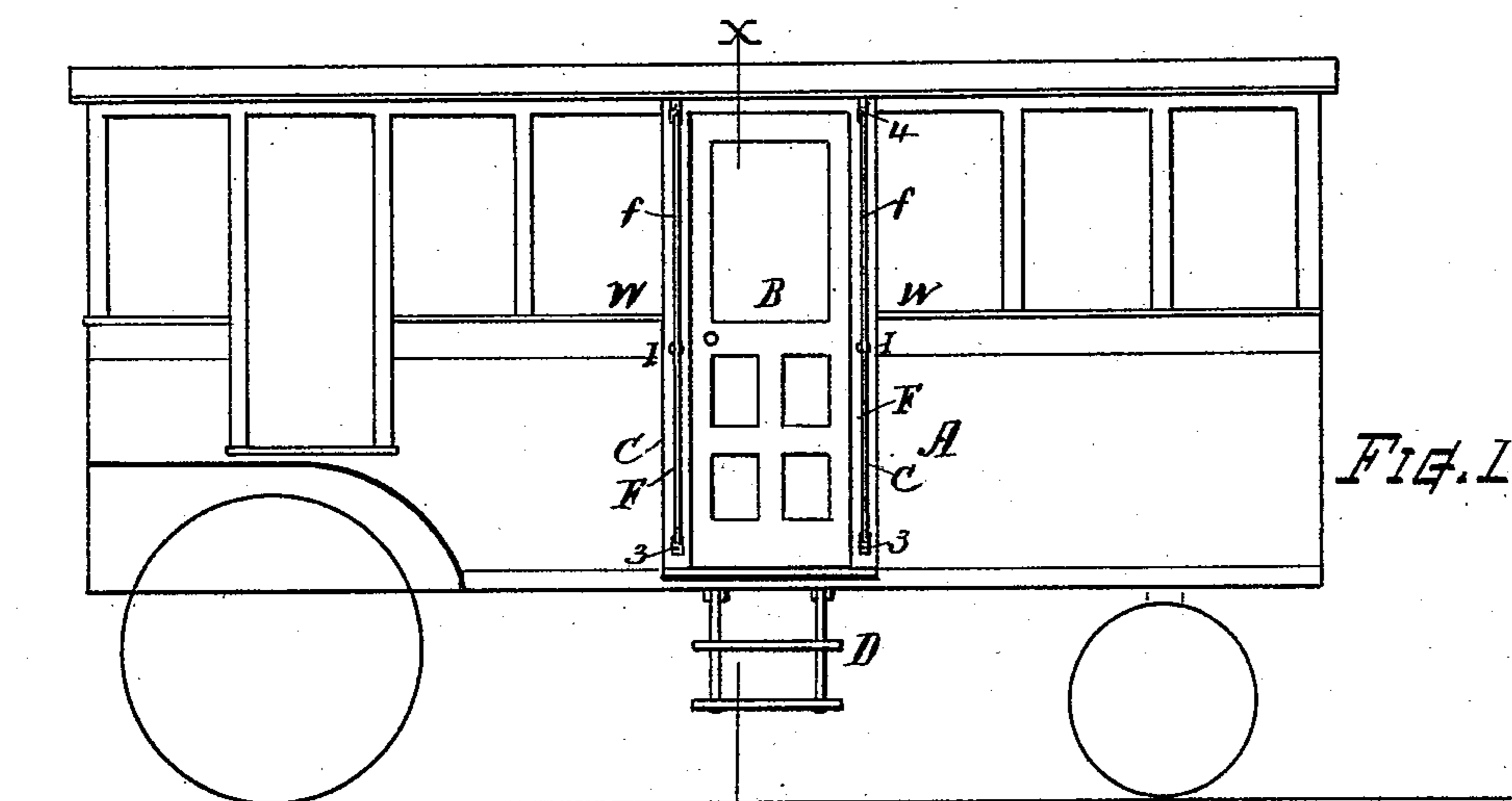


FIG. 1

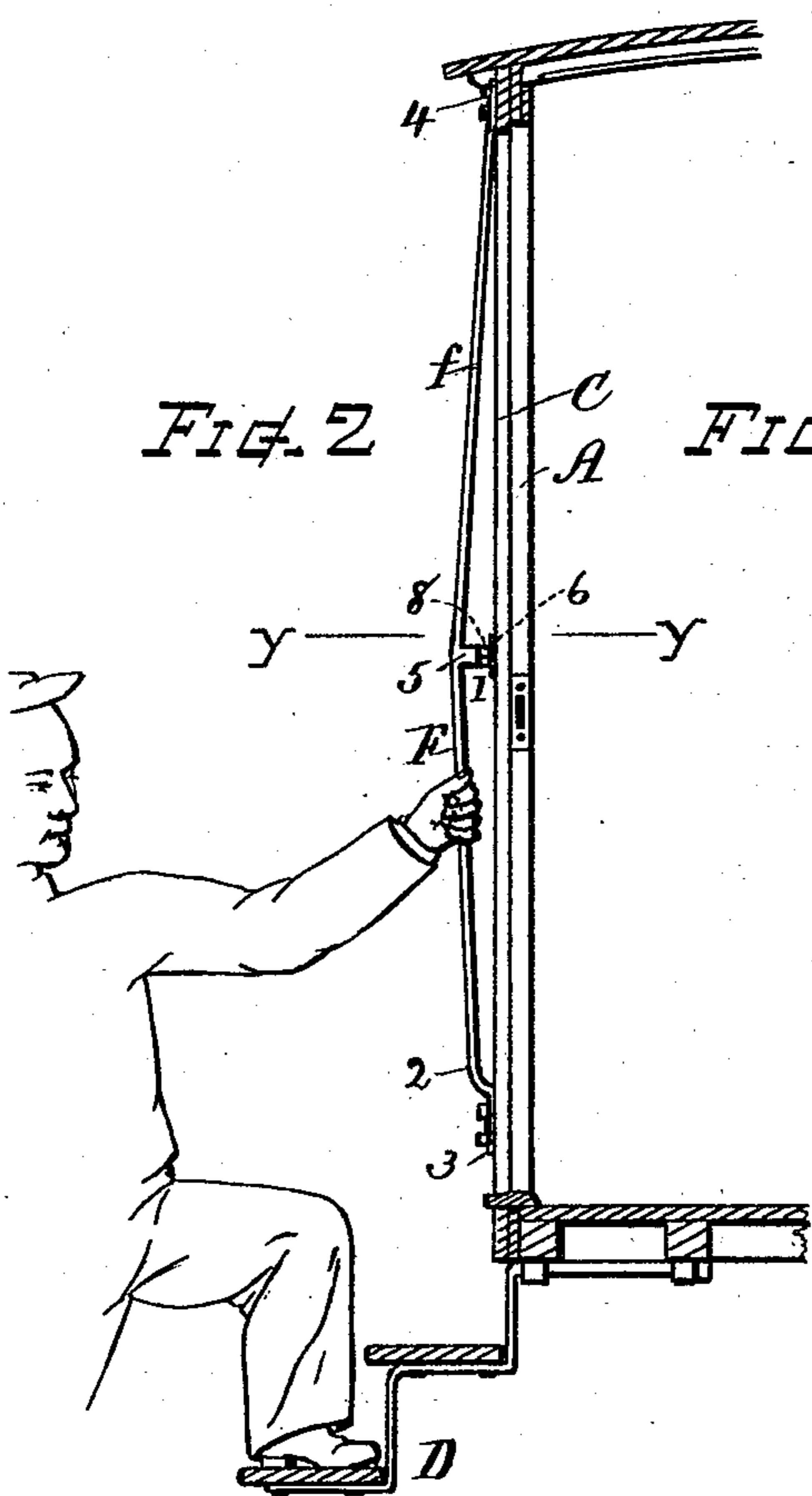


FIG. 2

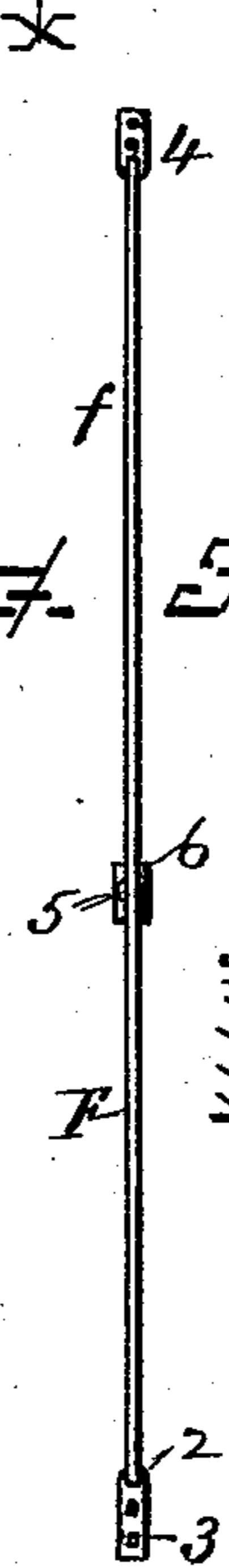


FIG. 3

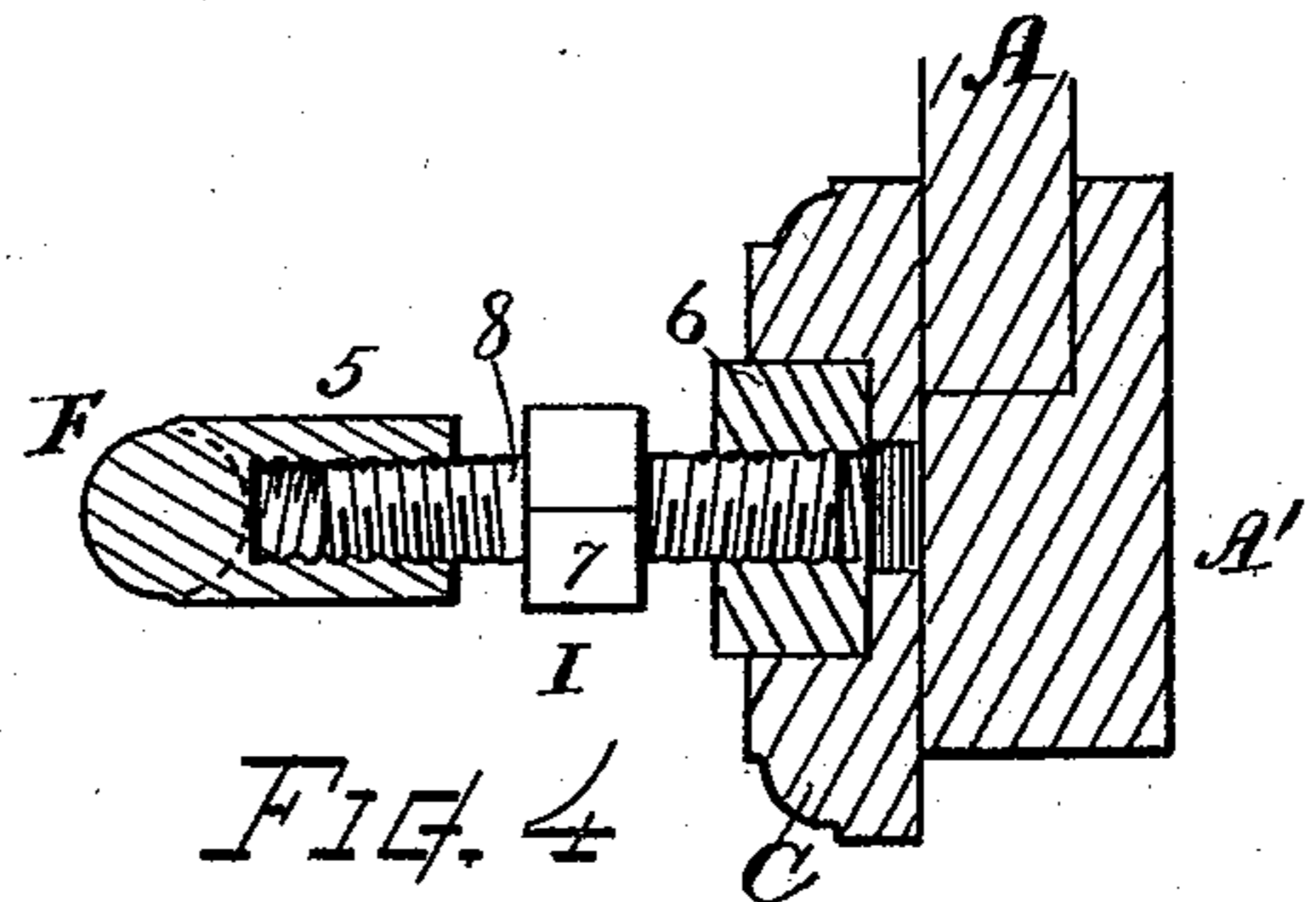


FIG. 4

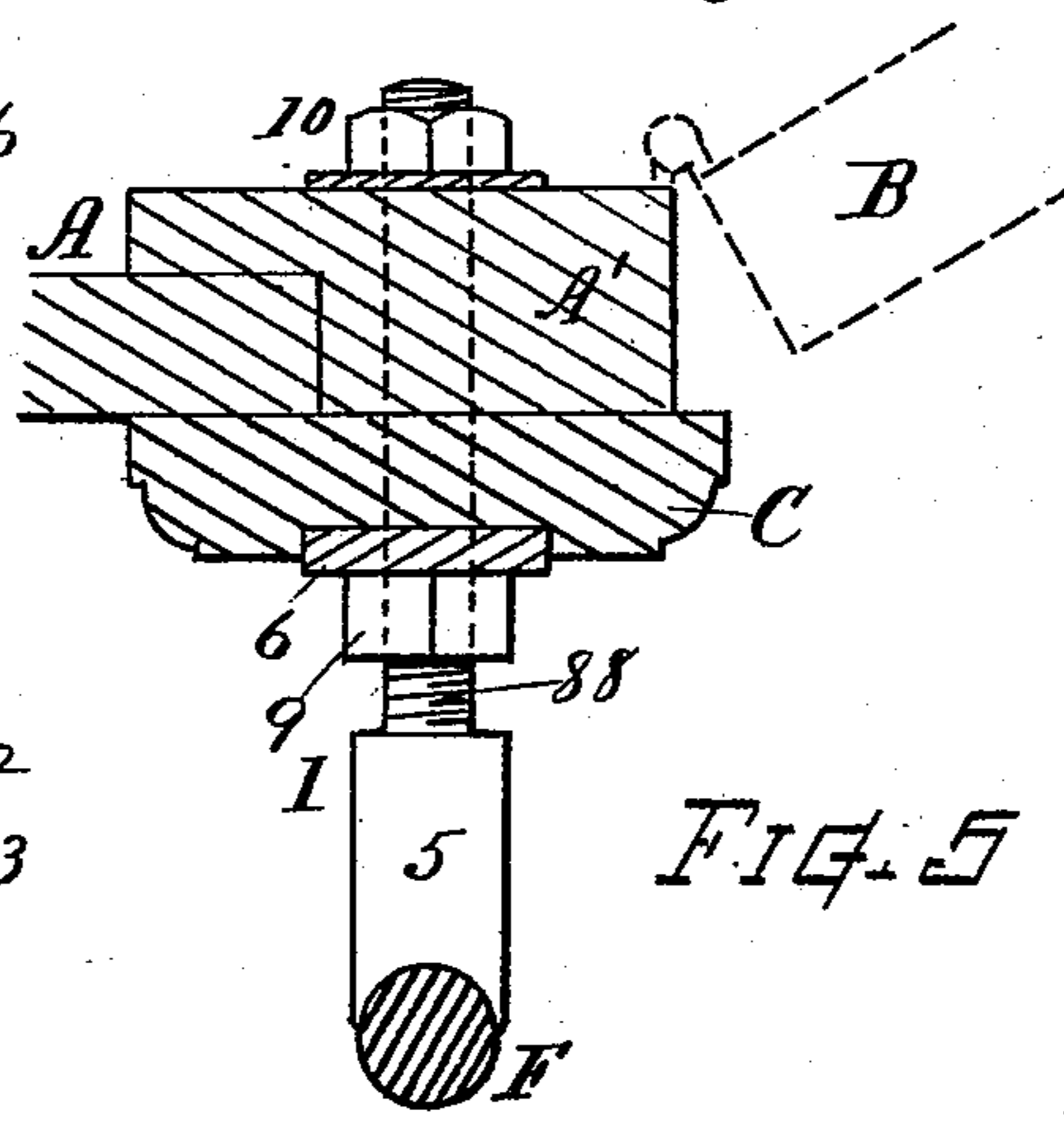


FIG. 5

Witnesses.

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LUNCH-WAGON.

SPECIFICATION forming part of Letters Patent No. 497,598, dated May 16, 1893.

Application filed February 21, 1893. Serial No. 463,221. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. PALMER, a citizen of the United States, residing at Worcester, in the county of Worcester and State of Massachusetts, have invented a new and useful Improvement in Night-Lunch Wagons, of which the following, together with the accompanying drawings, is a specification sufficiently full, clear, and exact to enable persons skilled in the art to which this invention appertains to make and use the same.

In covered wagons of the class employed for "night lunch" service, or for the dispensing of refreshments, food, &c., comprising an open interior or serving room inclosed by a superstructure of light frame-work, thin boarding and windows, and having the entrance doors in the sides thereof; the side walls of the wagon, after being for a time in use, are liable to become warped outward or bulged at the central part by reason of the springing of the light materials used for the walls, or the repeated outward pulls upon the handles at the sides of the door by the customers when mounting the steps to enter the wagon, or by outward pressure by persons resting against the walls while inside, so that the doors do not properly match their jambs and difficulty is found in closing, latching or swinging the doors which are liable to bind and otherwise give annoyance.

The object of my present invention is to obviate the above objections, and to provide a hand-rod that is adapted for maintaining the sides of the wagon, at the door jambs, in upright position so that the doors will match thereto, move freely on their hangings and properly latch when brought together; also, to provide a covered wagon with means for the purpose named having facilities for adjustment, or adapted for rectifying the vertical alignment of the sides when desired.

In the drawings, Figure 1 is a side view of a lunch wagon embodying my invention. Fig. 2 is a vertical section through the doorway at line *x x*, Fig. 1. Fig. 3 is a front view of the hand-bar. Fig. 4 is a horizontal section at line *y y* Fig. 2, showing the adjusting devices, and Fig. 5 is a similar section showing a modification in the form of the same.

Referring to parts, A denotes the wall or upright side of the covered wagon.

B indicates the door, and C the outer casing and A' the frame at the side of the door.

D indicates the steps that lead up to the door, and F F the hand-bars at the sides of the doorway. In accordance with my present invention the hand-bar is made substantially as shown, of a suitable sized rod forming the handle or grip portion at F, with an inward bottom curve 2 and attaching-plate 3 at its lower end which are rigidly fixed to the wall or door casing by bolts, coach-screws or other fastenings at or near the foot of the door, and with a long backwardly inclined upward extension *f* from the upper part of the handle portion nearly to the roof, and having at its upper end an attaching plate 4 which is rigidly bolted or secured to the upright part of the body-frame or casing at or near the top of the door.

At the junction of the handle proper and its upwardly extending portion *f* I provide a connection I that joins said hand-bar to the casing, door-frame and wall at about half the height of the door or near the bottom line of the windows W. The hand-bars are thus adapted to afford a stiff support for holding the wall and door frames rigid, upright and against flexure at the sides of the doorway, and to prevent the light frames and upright siding from springing outward when a person seizes the handle for mounting the steps; or when persons in the interior lean against the walls; also for sustaining the material from warping and throwing the door jambs out of plumb. This central connection I is best made with facilities for its adjustment so that the distance of the hand-bar from the wall or door-frame can be regulated and re-adjusted as required. It is preferably constructed as shown in detail in Fig. 4.

The hand-rod F has a lug or boss 5 formed thereon which is internally screw-threaded; a block or plate 6 having an internally threaded hole therein is fixed to the door frame or casing C, and a stud 8 having a suitable head 7 at its center and right and left screw threads on its respective ends, connects said lug 5 with the said plate 6 by the right and left threads respectively, so that adjustment can be effected by applying a wrench to the stud and turning the threads inward or outward. Thus in the event of the side of the door warping

or springing out of shape, the parts can be brought to proper alignment by means of this adjusting attachment of the hand-bar.

In Fig. 5 I show a modification of the central connection I wherein the threaded bolt or stud 88 from the arm 5 is carried through the casing and door-frame A', and the adjustment effected by means of the nuts 9 and 10 screwed on the stud 88 at the outer and inner sides of the frame.

I claim—

1. In a lunch-wagon having the open interior, or serving room, inclosed by upright walls composed of thin boarding and windows, and having the door in the side thereof, and steps for mounting thereto; the combination with said walls and the door-frame or casing, of the combined handle-bar and supporter disposed at the side of the doorway, and having its upper end rigidly secured to the frame at the top of the wagon, its lower end fixed to the frame adjacent to the foot of the door, and its center attached to the wall or door-frame, at or near the bottom line of the windows, and sustaining the same, by an intermediate adjusting connection, substantially as and for the purpose set forth.

2. A lunch carriage or covered wagon of the

character described, having the inclosed body with the door in the side thereof, and provided at either side of the doorway with a handle-bar, the lower end of which is rigidly secured to the wall or casing near the foot of the door, and its upper end rigidly secured to the wall or casing near the top of the door, and having an intermediate connection that supports the side of the door frame against outward flexure, and means for adjusting said intermediate connection, all substantially as set forth.

3. The hand-bar having the handle portion and the upward extended portion *f* with the attaching plates at its ends, and the central connection I comprising the threaded lug 5 fixed on said hand-bar, the threaded plate 6 secured in the door casing, the right and left threaded stud or connecting-bolt 8 its respective ends fitting the adjusting lug and plate, in combination with the door frame or casing in a lunch wagon, for the purpose set forth.

Witness my hand this 17th day of February, A. D. 1893.

CHARLES H. PALMER.

Witnesses:

CHAS. H. BURLEIGH,
ELLA P. BLENUS.