

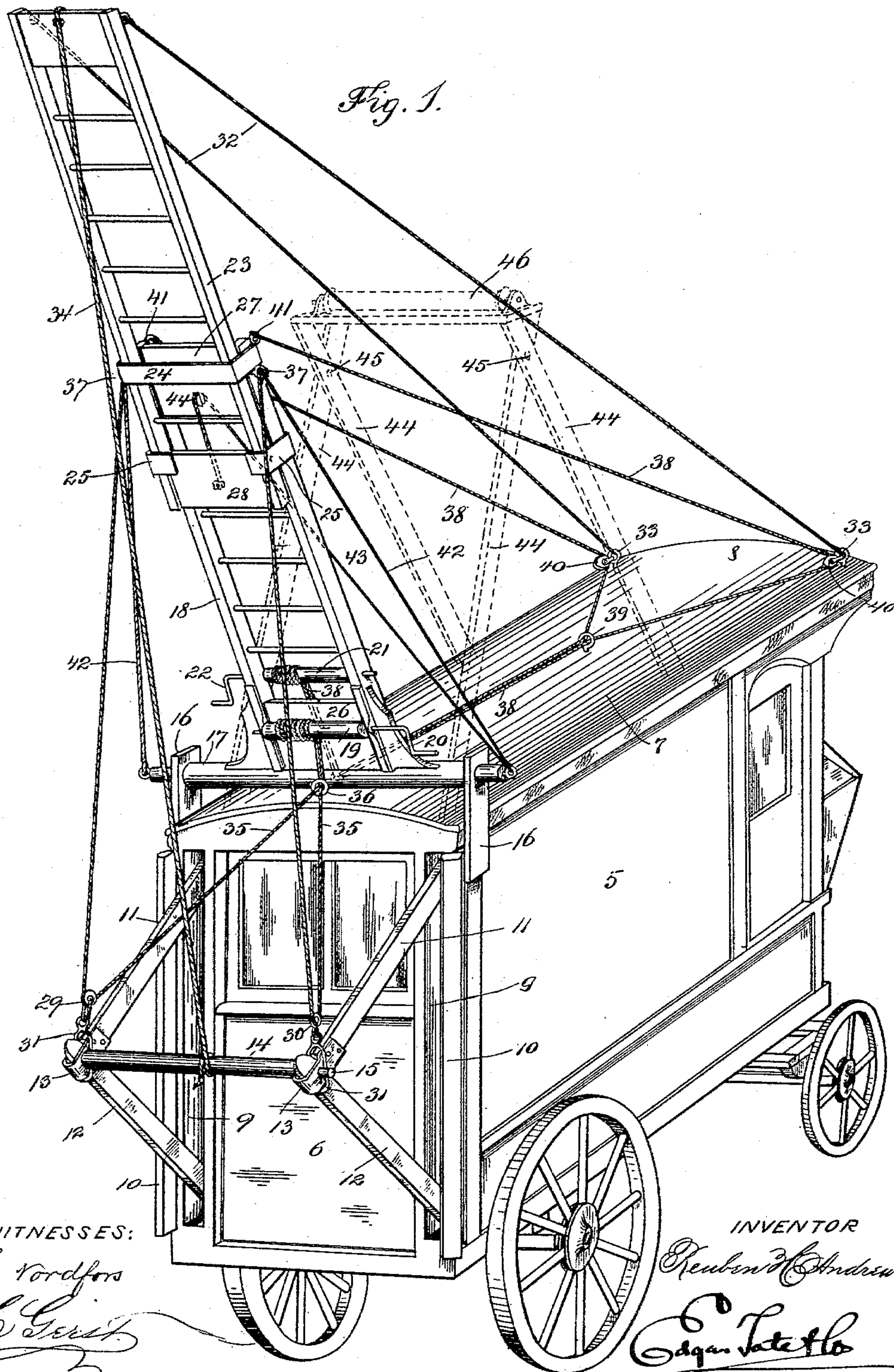
(No Model.)

2 Sheets—Sheet 1.

R. H. ANDREWS.  
ADVERTISING VEHICLE.

No. 597,369.

Patented Jan. 11, 1898.



WITNESSES:

C. Nordfors

C. Ernst

INVENTOR

Reuben H. Andrews

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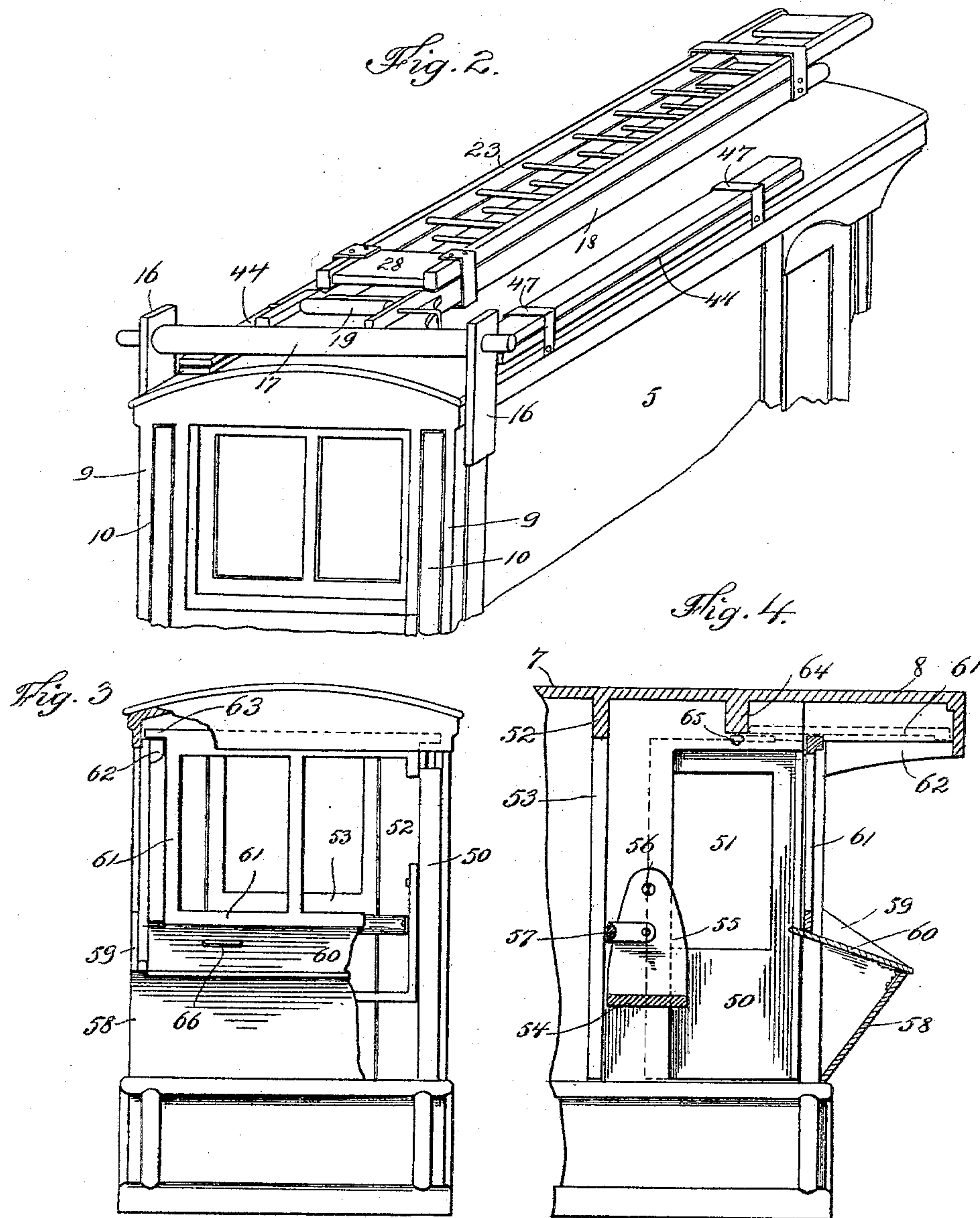
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C. Nordforn

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INVENTOR

Ruben H. Andrews.

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ATTORNEYS.



# UNITED STATES PATENT OFFICE.

REUBEN H. ANDREWS, OF SHORT HILLS, NEW JERSEY.

## ADVERTISING-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 597,369, dated January 11, 1898.

Application filed September 3, 1896. Serial No. 604,734. (No model.)

*To all whom it may concern:*

Be it known that I, REUBEN H. ANDREWS, a citizen of the United States, and a resident of Short Hills, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Advertising - Vehicles, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which  
10 similar numerals of reference indicate corresponding parts wherever found throughout the several views.

This invention relates to advertising-wagons; and the object thereof is to provide an improved vehicle of this class with adjustable ladders which are connected with a roller suitably mounted thereon, which is provided with means for adjusting the ladders to any desired position and for raising them and  
15 holding them at any desired angle on the body of the vehicle, whereby signs may be printed or placed on elevated structures, on trees, or on other places which could not under ordinary circumstances be reached, a further object being to provide a device of this class with a body of novel construction, the front of which may be closed when desired without interfering with the control thereof.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which—

Figure 1 is a perspective view of an advertising-wagon or similar vehicle, the body of which is made according to my invention and  
25 provided with my improved apparatus, consisting of adjustable ladders supported thereon, said ladders being shown in a raised and projected position; Fig. 2, a similar view of a part of the upper portion of the body of the vehicle, showing the ladders and other parts of the apparatus folded thereon; Fig. 3, a front view of the body of the vehicle with parts thereof broken away to better show the construction, and Fig. 4 a sectional side view  
35 thereof.

In the practice of my invention I provide an advertising wagon or vehicle having a body 5, which is provided at the rear end with a hinged door 6, the hinges of which are not  
40 shown, and with a top or cover 7, which is projected at the front, as shown at 8.

At each side of the door 6 at the rear of the wagon-body is a vertical chamber 9, each of which is provided with a hinged door 10, the hinges of which are not shown, and pivoted in  
55 the upper and lower portions of the chambers 9 on each side are levers 11 and 12, and the upper levers 11, as shown in Fig. 1, are provided at their outer ends with yokes 13, through which the free ends of the levers 12 are adapted to be passed, and I also provide a roller or cross-bar 14, having tubular extension 15 at the ends thereof, which are adapted to be passed through said yokes and through the  
60 ends of the levers 12.

Secured to the rear of the body portion of the wagon and to the upper part thereof are vertical standards 16, in which is mounted a roller 17, and secured to said roller is a ladder 18, at the lower back portion of which is  
65 mounted a roller 19, which is provided with a shaft one end of which is provided with a crank 20, and at a short distance above said roller and on the opposite side of the ladder is mounted a similar roller 21, the shaft of  
70 which is provided at one end with a crank 22. A supplemental ladder 23 is also provided, which is adjustable on the main ladder 18 and connected therewith by suitable ways 24 and 25; but these ladders 18 and 23 may be con-  
75 nected in any desired manner, the only object in this connection being to so couple said ladders that the upper one may be free to slide on the lower one and be locked thereon at any desired point by means of any of the well-  
80 known devices employed for this purpose.

The levers 11 and 12 and the shaft or roller 14 are adapted to be folded or stored in the vertical chambers 9 and the doors 10 to be closed thereover, as shown in Fig. 2, and the  
85 ladders 18 and 23 are adapted to be folded or slid together, as shown in Fig. 2, and to lie upon the top 7 of the body of the vehicle, as is also shown in said figure.

The lower end of the ladder 18 is provided  
90 with a cross-plate 26 and the upper end thereof with a cross-plate 27, and the lower end of the upper ladder 23 is provided with a cross-plate 28, and I also provide pulley-blocks 29 and 30, which are adapted to be connected  
95 with the ends of the levers 11 and 12 by suitable yokes or loops 31.



Connected with the upper or outer end of the ladder 23 are two guy-ropes 32, which are adapted to be connected with suitable eyes, loops, or rings 33 at the forward end of the wagon-body, and I also provide another guy-rope 34, which is also connected with the upper end of the ladder 23 and adapted to be connected with the shaft or roller 14.

Mounted on the lower rear roller 19 of the ladder 18 are two cables 35, which are passed through a ring or pulley 36, secured to the roller 17, and said cables 35 are passed through the pulleys 29 and 30 and carried upwardly and secured to the upper end of the ladder 18 at 37, and mounted on the roller 21 are two cables 38, which are carried downwardly and passed through a pulley or other device secured to the roller 17 and then forwardly along the central portion of the top of the vehicle and passed through a vertical keeper 39 and forwardly to the forward corners of the top of the body of the vehicle, where they are passed through pulleys 40, and said cables 38 are then carried upwardly and connected with the upper end of the ladder 18 at 41. I also provide suitable stay-ropes 42, which are connected with the ends of the rollers 17 and carried upwardly and secured to the upper end of the ladder 18 at 37, and another rope 43 is connected with one of said rollers 17 and carried upwardly and passed around a pulley 44, mounted in the plate 27 at the upper end of the ladder 18, and then downwardly and secured to the plate 28 at the lower end of the ladder 23.

The lower ends of the stay-ropes 42 and the rope 43 are secured as shown and described, so that the lower ends thereof will be at or in line with the radial pivotal center of the ladder 18, and the rope 43 may be connected with the lower end of the ladder 18, if desired, and the stay-ropes 42 are intended as stays for the ladder 18 and to prevent the top thereof from moving laterally, and the rope 43 is intended as means for raising or projecting the ladder 23, and it will be understood that the lower end of this rope is to be secured only when the ladder 23 is in proper position, so as to prevent the same from sliding downwardly on the ladder 18, and the guy-ropes 32 and 34 are to be connected with the wagon only when the ladders are in the desired position.

The ladders when in the upright position and when the upper ladder 23 is projected may be moved forwardly or backwardly by operating the rollers 19 and 21. In this operation if the ladders are to be moved backwardly the roller 19 is turned, so as to wind the ropes 35 thereon, and at the same time the roller 21 is unwound, and if said ladders are to be moved forwardly the roller 21 is turned so as to wind the ropes 28 thereon, and at the same time the roller 19 is unwound.

It will be understood that the ladders 18 and 23 may be of any desired length, and I thus provide means for reaching elevated places—such as walls of high buildings, the high limbs

of trees, and other elevated places or structures—and the ladders 18 and 23 may be so adjusted as to form a bridge across a small stream or across a chasm, and by means thereof signs may be placed upon the high banks of streams and other similar places.

When it is desired to use this device as a bridge, as above described, in which operation the ladders are projected almost in a horizontal position at the rear of the vehicle, I provide side braces 44, which are shown in dotted lines in Fig. 1 and in full lines in Fig. 2, and said braces are mounted on the top of the vehicle, and the upper ends thereof are pivotally connected, as shown at 45, and mounted therein is a transverse roller 46, and in practice, when it is desired to form a bridge as herein described, the guy-ropes 32 and, if necessary, the ropes 38 are also passed over this roller and thus afford a secure support for said ladders. These braces 44 are shown in the stored position in Fig. 2, in which they are held by suitable keepers 47, secured to the top of the vehicle.

In addition to the novel features of the construction of the wagon-body hereinbefore described and which are connected with the rear ends thereof I also provide additional features of construction by which the wagon-body is particularly adapted for use for the purposes herein specified, said features of construction being shown in Figs. 3 and 4.

The wagon-body is provided at the front thereof at each side with sliding doors 50, having windows 51, and rearwardly of said doors is a transverse door-frame 52, having a door 53, which is adapted to separate the main portion of the wagon-body from the front portion and in the upper portion of which windows are placed, and I also provide a seat 54, which is supported by upwardly-directed side arms or plates 55, which are pivoted at 56 and with which is pivotally connected a suitable back for the seat, as shown at 57, and said back is adapted to be folded into said seat and said seat to be turned into the upper portion or top of the wagon-body, at which time the door at 53 may be opened and a clear passage thus provided through the body of the vehicle. The body of the vehicle is also provided at the front thereof with an upwardly-directed plate 58, at each end of which is a side plate 59, and hinged to the upper edge of said plate, so as to form a water-shed, is a supplemental plate 60, which is adapted to drop downwardly and to rest upon the plate 58 or to be held in the raised position shown in Figs. 3 and 4 by suitable catches and the doors 50 when the latter are closed, the inner edge of said plate resting against said doors, and mounted above the inner edge of the hinged plate 60 is a window or window-frame 61, which is adapted to rest thereon when said plate is in the position shown in Fig. 1, and said window-frame is adapted to be raised and the upper edge thereof moved forwardly in the forward ex-



tension 8 of the top of the body of the vehicle, as shown in dotted lines in Fig. 4, and to rest on ways 62, and the upper side of the frame of the window is provided at each end with lugs or projections 63, by which it is supported on said ways, and secured to the underside of the top of the vehicle is a transverse plate or bar 64, to which are pivoted catches 65, which are adapted to be turned so as to support the inner end of the window-frame when raised into the position shown in dotted lines in Fig. 4. The hinged plate 60 is provided with a slot or opening 66, through which the lines may be passed, and the entire front of the vehicle may be closed and the lines passed through said slot or opening, and the front of the vehicle or the body thereof may thus be made tight, so as to afford protection for the occupants thereof in case of a storm. By means of this construction the seat 54 may be raised, as herein described, or turned into the upper part of the body of the vehicle, and the door 53 may be opened, as may also the door 6 at the rear end of the vehicle, and thus a clear passage therethrough or through the body of the vehicle may be formed, and, as will be seen, my improved vehicle is well adapted to accomplish the result for which it is intended, and it is evident that changes in and modifications of the construction herein described may be made without departing from the spirit of my invention or sacrificing its advantages, and I reserve the right to make all such alterations therein and modifications thereof as fairly come within the scope of the invention.

Having fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A vehicle provided with a body in the rear end of which are vertical chambers, a roller mounted above the rear portion thereof, a main ladder secured to said roller, an adjustable ladder connected with said main ladder and adapted to slide thereon, devices for raising said ladders, means for adjusting the adjustable ladder, and for holding the same in any desired position, levers mounted in said vertical chambers and adapted to be swung outwardly, a roller connected with the main ladder near the lower end thereof, and ropes which are connected with said roller and with the outer ends of said levers, and with said main ladder, substantially as shown and described.

2. A vehicle provided with a body in the rear end of which are vertical chambers, a roller mounted above the rear portion thereof, a main ladder secured to said roller, an adjustable ladder connected with said main ladder and adapted to slide thereon, devices for raising said ladders, means for adjusting the adjustable ladder, and for holding the same in any desired position, levers mounted in said vertical chambers and adapted to be swung outwardly, a roller connected with the

main ladder near the lower end thereof, and ropes which are connected with said roller and with the outer ends of said levers, and with said main ladder, and a supplemental roller which is also connected with the main ladder near the lower end thereof, and ropes which are connected with said supplemental roller, passed forwardly and through pulleys on the forward end of the body of the vehicle, and then upwardly and connected with said main ladder, substantially as shown and described.

3. A vehicle provided with a body in the rear end of which are vertical chambers, a roller mounted above the rear portion thereof, a main ladder secured to said roller, an adjustable ladder connected with said main ladder and adapted to slide thereon, devices for raising said ladders, means for adjusting the adjustable ladder, and for holding the same in any desired position, levers mounted in said vertical chambers and adapted to be swung outwardly, a roller connected with the main ladder near the lower end thereof, and ropes which are connected with said roller and with the outer ends of said levers, and with said main ladder, and a supplemental roller which is also connected with the main ladder near the lower end thereof, and ropes which are connected with said supplemental roller, passed forwardly and through pulleys on the forward end of the body of the vehicle, and then upwardly and connected with said main ladder, and guy-ropes which are connected with the upper end of said adjustable ladder and with said vehicle, substantially as shown and described.

4. A vehicle provided with a body above the rear portion of which is mounted a roller, a main ladder secured to said roller, an adjustable ladder connected therewith, and adapted to slide thereon, means for raising said ladders, and devices for adjusting the adjustable ladder, and means for projecting and holding the ladders in a horizontal position at the rear of the vehicle, consisting of detachable upright supports or braces mounted on the top of the vehicle, the upper ends of said supports being pivotally connected, and having mounted therein a transverse roller, and guy and stay ropes attached at one end to the forward end of the top of the vehicle, and at the other end to the ladders, and passing over said roller, substantially as shown and described.

5. A vehicle constructed as herein described, the body portion of said vehicle comprising a hinged door at its rear end, another door near its front end, the sides of the body portion being projected in front of the front door, slidable doors in said projecting portions, a pivotally-suspended seat which is adapted to be folded into the upper part of the body of the vehicle, the top of the vehicle being also projected in front, an outwardly and upwardly directed plate at the lower front part of the vehicle, another plate hinged



thereto and supported in a raised position by  
said sliding door, and a window mounted  
above said hinged plate and adapted to be  
raised and held in said projected portion of  
5 the top, substantially as shown and described.

In testimony that I claim the foregoing as  
my invention I have signed my name, in pres-

ence of the subscribing witnesses, this 27th  
day of August, 1896.

REUBEN H. ANDREWS.

Witnesses:

E. E. LAYNG,

LOUIS C. GOODRICH.