

No. 776,148.

PATENTED NOV. 29, 1904.

C. W. SCOUT.
PEANUT AND COMBINATION WAGON.

APPLICATION FILED JAN. 27, 1904.

NO MODEL.

3 SHEETS—SHEET 1.

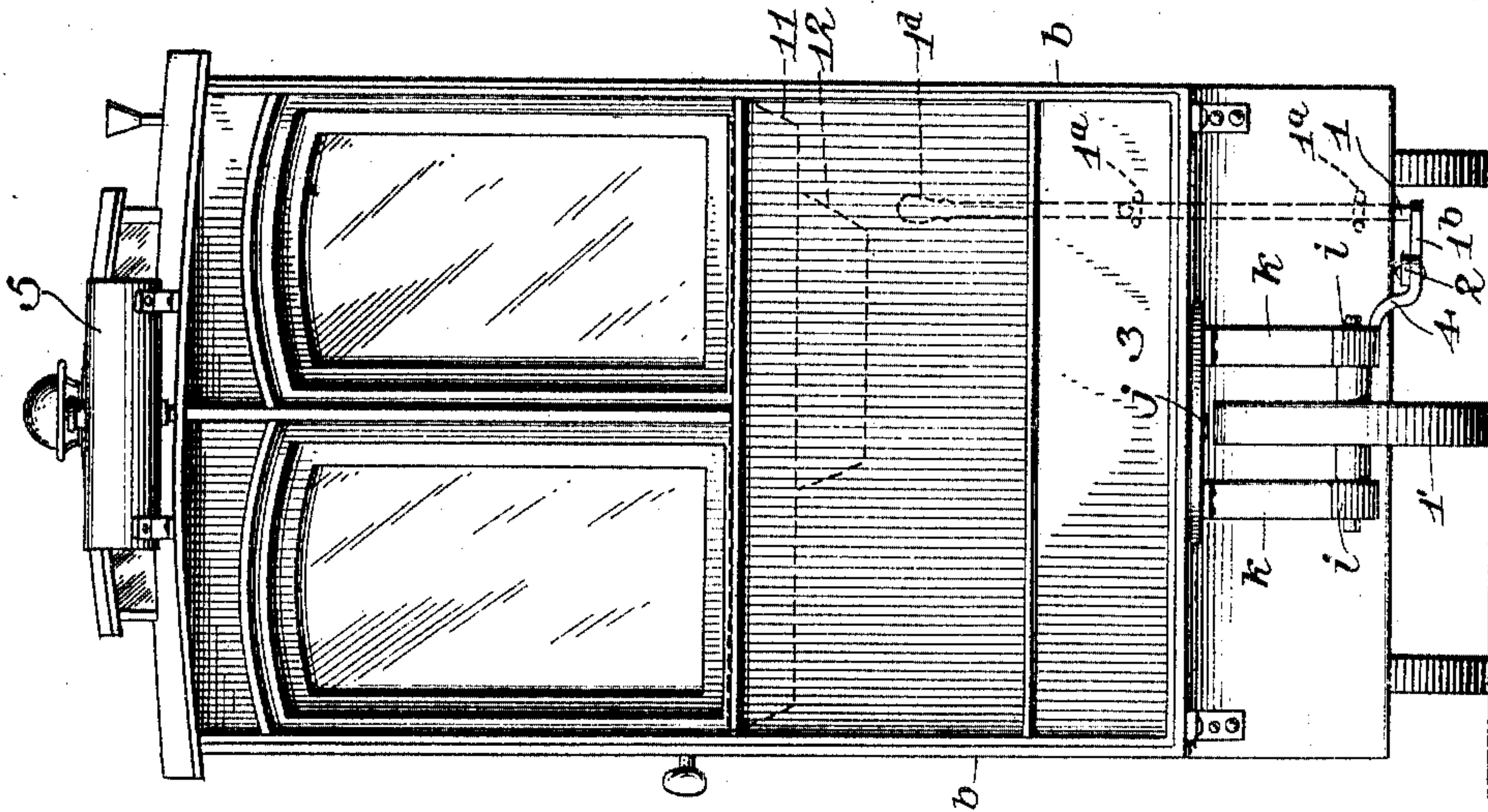


Fig. 2.

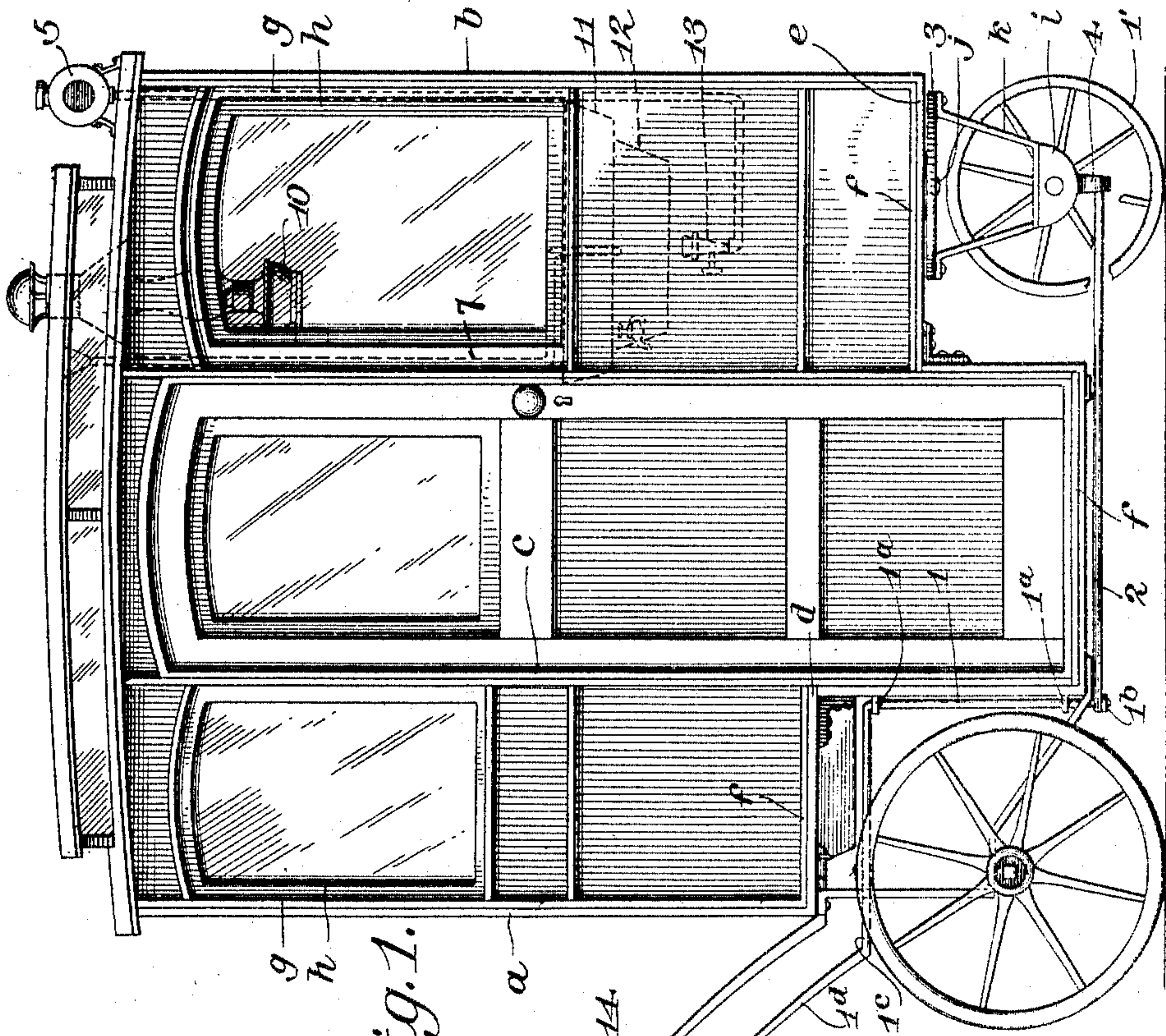


Fig. 1.

Witnesses
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3 SHEETS-SHEET 2.

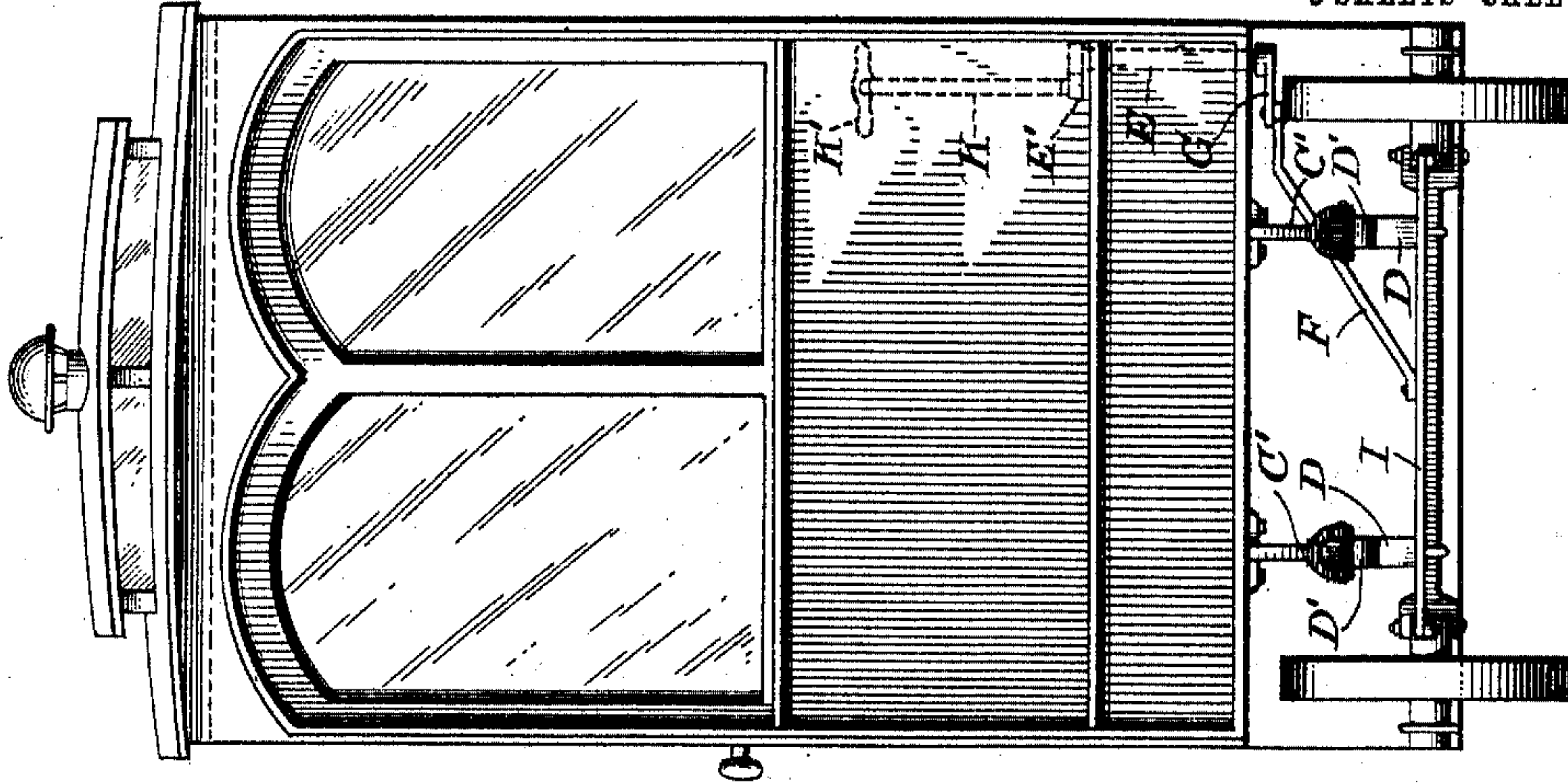


Fig. 4.

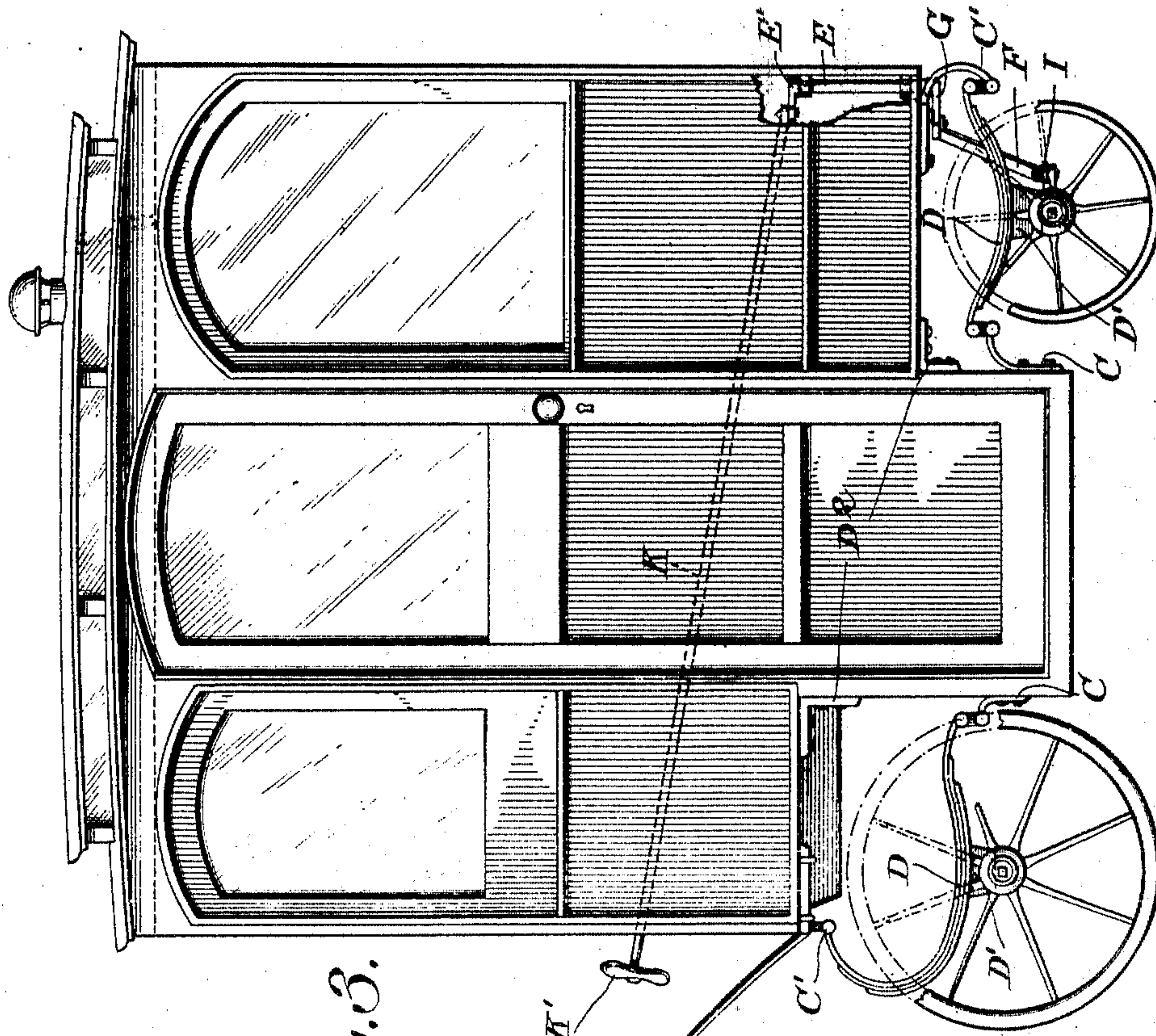


Fig. 3.

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3 SHEETS—SHEET 3.

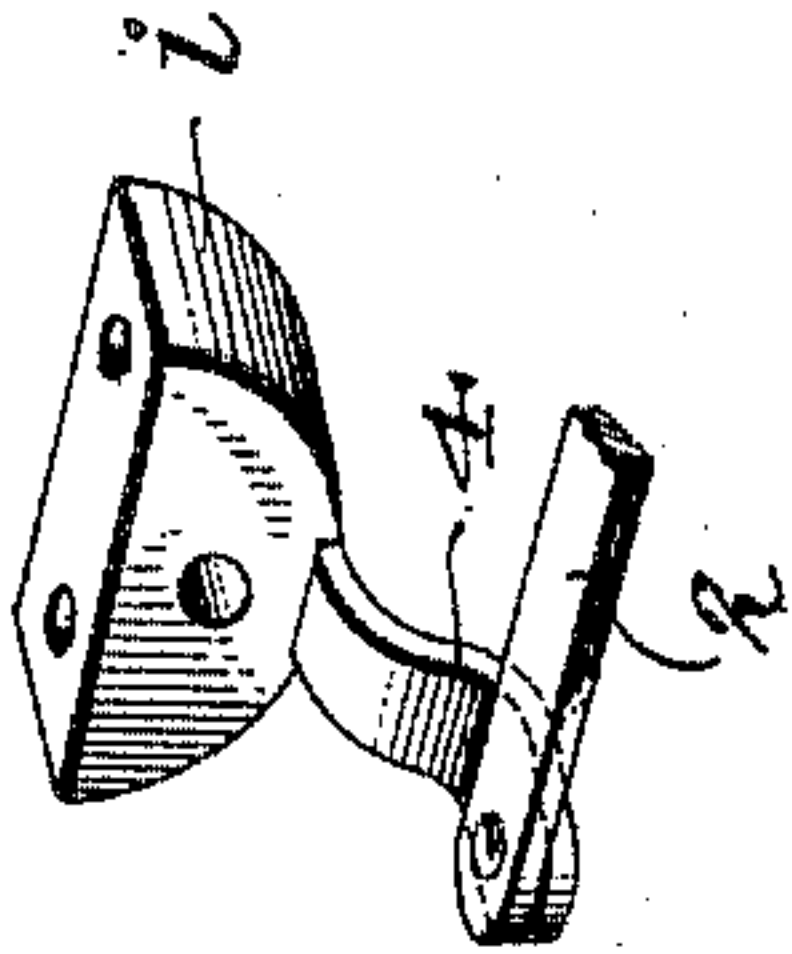


Fig. 7.

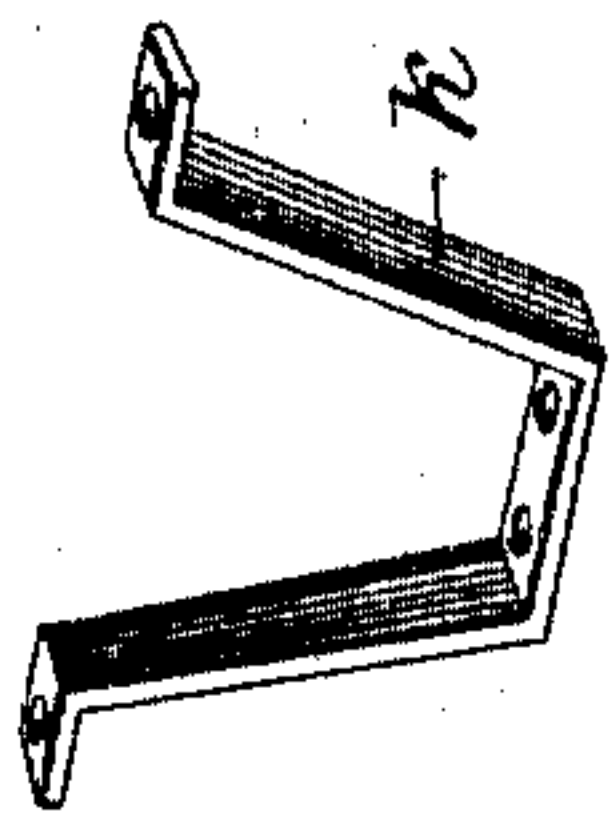


Fig. 6.

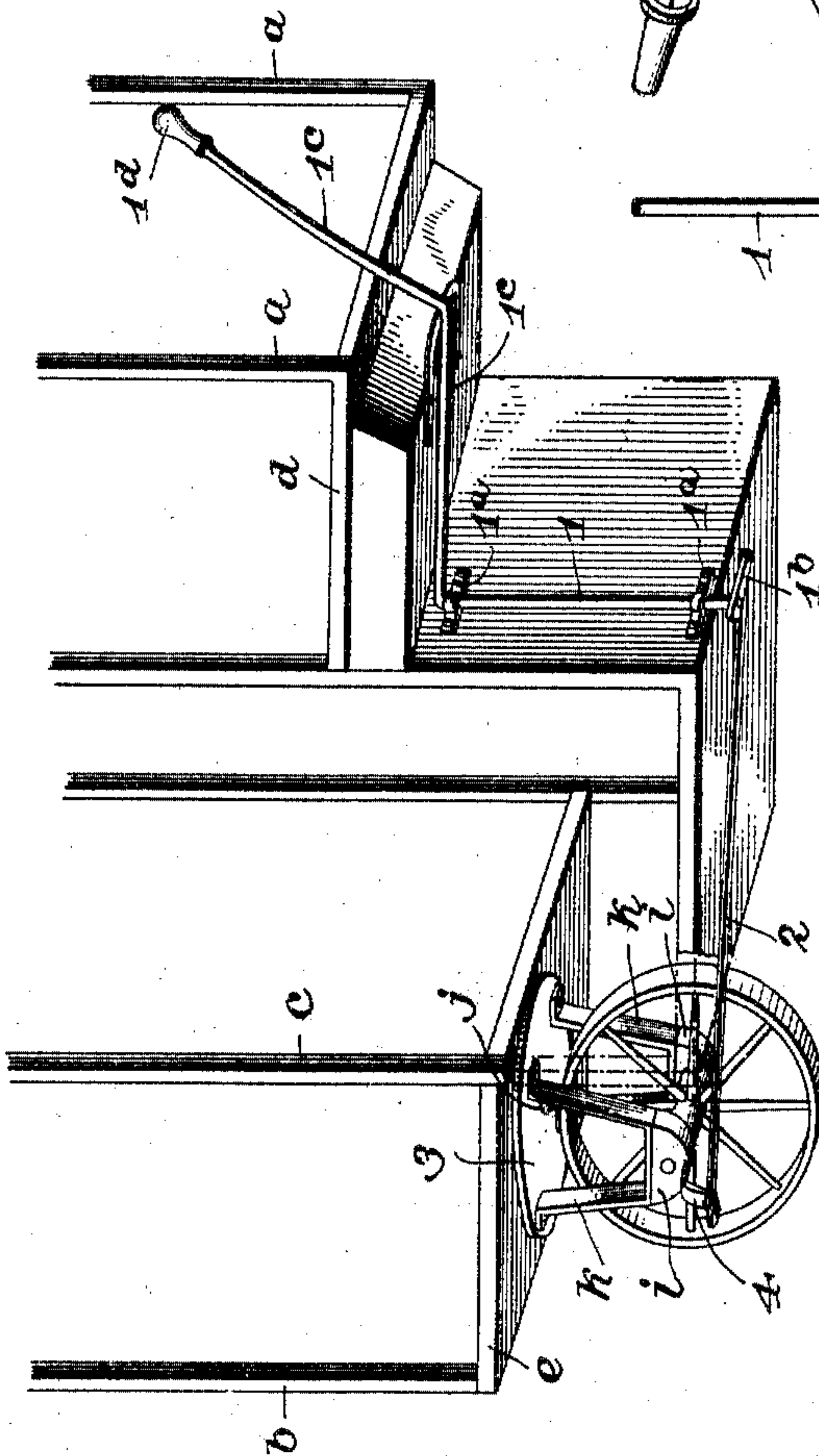
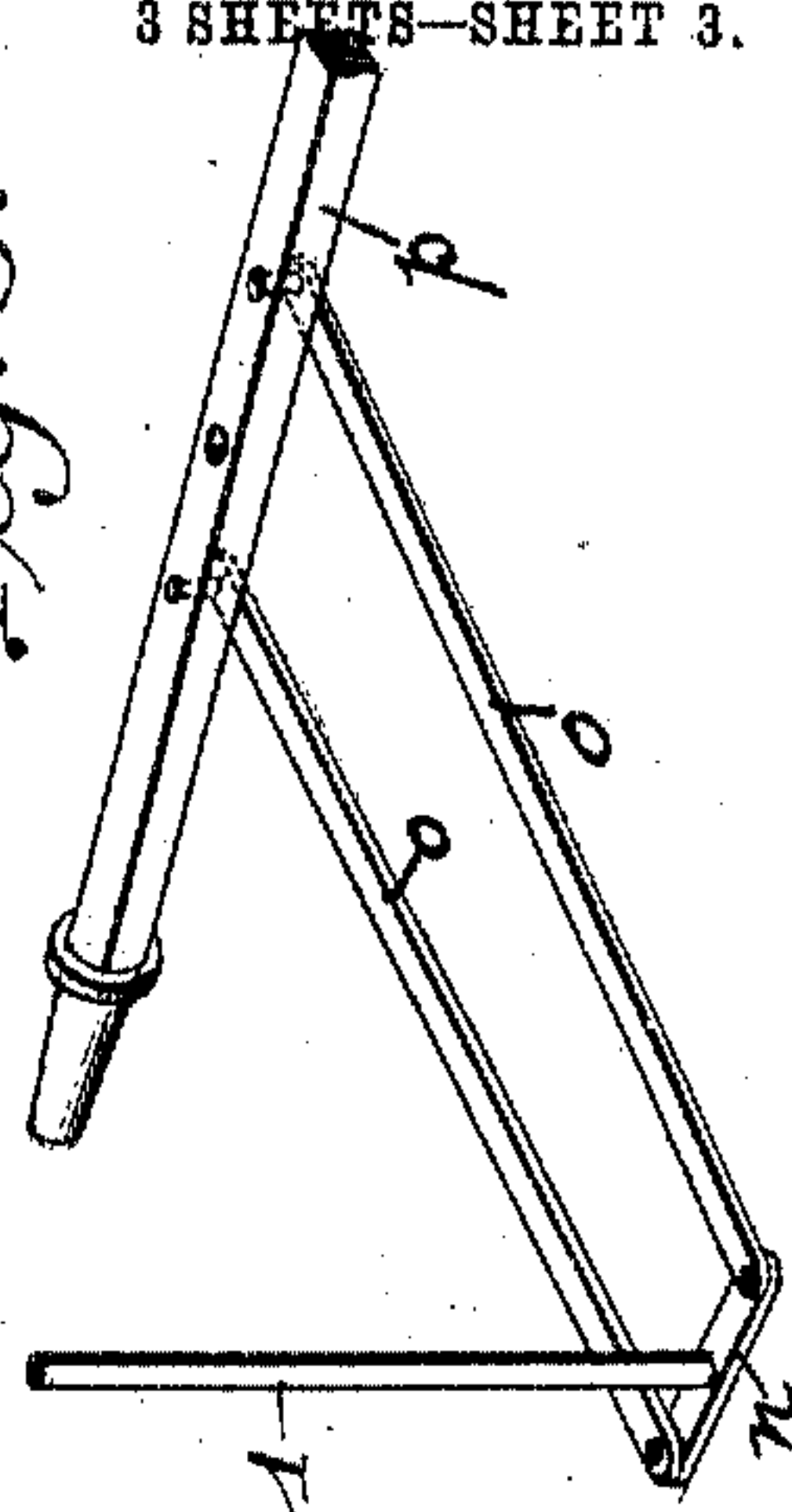


Fig. 5.

Fig. 8.



Witnesses
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UNITED STATES PATENT OFFICE.

CHARLES W. SCOUT, OF HARRISBURG, PENNSYLVANIA.

PEANUT AND COMBINATION WAGON.

SPECIFICATION forming part of Letters Patent No. 776,148, dated November 29, 1904.

Application filed January 27, 1904. Serial No. 190,779. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. SCOUT, a citizen of the United States, residing at Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented new and useful Improvements in Peanut and Combination Wagons, of which the following is a specification.

This invention relates to vehicles, and is particularly designed for use as a vending-wagon from which may be dispensed any one or more of the numerous articles usually sold on the street from a wagon of this character and which may also be employed as a barber-shop or for photographic equipment, advertising purposes, and the like; but as its use may be multiplied indefinitely I will not dwell on the particular use for which it may be employed.

An object of the invention is to provide novel means whereby the vehicle may be pushed from the rear and in the provision of novel means for steering the same from the rear.

Furthermore, an object of the invention is to provide a novel body containing a heating apparatus and suitable means for supplying the heater with fuel, to provide a water-jacket containing water to be heated, to provide a pan or receptacle above the water-jacket, to provide an exhaust leading from the water-jacket to the top of the vehicle, to provide a device for ingress and egress lighting the interior of the vehicle, to provide ventilating means at the top of the vehicle, and to provide a dropped sash all around the vehicle and terminating a comparatively short distance above the road-bed.

Finally, an object of the invention is to produce a vending-wagon of the character described which will possess advantages in points of simplicity, efficiency, and durability, proving at the same time comparatively inexpensive to manufacture.

With the foregoing and other objects in view the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully described and claimed.

In describing the invention in detail reference will be had to the accompanying draw-

ings, forming part of this specification, wherein like characters denote corresponding parts throughout the several views, and in which—

Figures 1 and 2 are side and front views, respectively, of a vehicle embodying the invention. Fig. 3 is a view in elevation of the side of the vehicle embodying the invention modified. Fig. 4 is a view in elevation looking at the front of the vehicle; and Fig. 5 is a perspective view showing the frame of the vehicle, the steering-gear, and its operating mechanism. Figs. 6, 7, and 8 are detail views illustrating different parts.

In the drawings a body of the vehicle is illustrated as formed of a rectangular frame comprising the rear corner-posts *a* and the front corner-posts *b*, the said posts in the front being slightly longer than those in the rear, and between the front and rear posts I provide a door opening on one or each side of the vehicle, having a frame *c*, which drops a suitable distance below either the front or the rear post, the said frame terminating such a distance above the road-bed as to permit entrance to the interior of the body by a short step from the road-bed. Sills *d* extend from the bottoms of the rear posts to the frame *c*, and these sills have boards or other coverings *f*, forming floors for the reception of counters, chairs, and other fixtures. The dropped portion of the frame is also provided with a floor of any suitable construction. Suitable window-frames *g* are provided on the sides and ends, and suitable doors are provided at the sides. At the front of the interior and suspended in any suitable manner is a pan 11, which extends entirely across the body and secured at each end to the frame. (This can be removed and be replaced by a stove.) This pan is for the purpose of receiving peanuts or other commodities to be kept warm or heated, (or for cooking purposes.) Suspended from the under surface of the pan is a jacket 12, adapted to contain water, and immediately under the jacket is a burner 13, having a pipe connected to the tank 5 on the top of the vehicle. This burner may consume kerosene, gasoline, or other oil, and as it forms no part of the invention it will not be described in detail.

An exhaust-pipe 7 extends through the top of the vehicle and has its lower end tapped through the top of the pan into the jacket 12.

A lamp 10 is supported from a suitable bracket secured to one of the frame-posts, and the said lamp is provided with a cap-ventilator projecting from the top of the vehicle, as in ordinary devices of this character, or electric light can be substituted.

A handle 14 is secured to the rear of the vehicle for the purpose of pushing the same, and a steering-handle terminates at the rear within reach of the operator pushing the vehicle, or it can be used in front with tongues or shafts for pulling.

A steering mechanism has an angular rod having a vertically-disposed portion 1 journaled in brackets 1^a, the lower end of the vertically-disposed portion terminating in an angular portion 1^b and the upper end of the vertically-disposed portion having an extension 1^c approximately at right angles to the said vertically-disposed portion and then terminating in a handle 1^d, as stated. A connecting rod or link 2 has one end pivotally connected to the portion 1^b of the steering-rod and has its opposite end pivotally connected to the arm 4, which arm projects from the bearing *i*, whereby the said bearing may be turned. A plate 3 is rotatable on the stud *j*, which projects from the under surface of the bottom of the vehicle, the said plate 3 carrying the brackets *k*, each bracket terminating in the bearing *i*. A wheel 1' has its spindles mounted in the bearings *i*, and as the arm 4 is moved the plate 3 is partially rotated, carrying the brackets and the wheel from right to left and causing the vehicle to travel, according to the position of the said wheel.

Suitable hangers C' C' are provided at the front and rear of the vehicle, to which the springs D D are connected. Brackets C C are also secured to the dropped portion of the frame, and the ends of the springs D D are also attached to the bracket. The springs D D are connected to the vehicle-axle through the medium of the blocks D' D'. Angle brace-irons D² are provided at the corners for the purpose of bracing the structure. Where the four wheels are used in a vehicle, the front axle has a connecting-bar I, which is run parallel with the front axle and has a connection F leading to an arm G of the post E, the said post being mounted to partially rotate through the floor of the vehicle. The upper end of the post has an arm E', to which is connected an operating-rod K, which rod passes rear-

wardly and terminates in a handle K' at the rear of the vehicle within reach of the operator who has the handle 14.

As shown in Fig. 8, the operating-handle *l* is connected to a cross-arm *n*, to the ends of which are pivotally connected the links *o*, said links having their forward ends pivotally connected to an axle *p*, designed for use in a four-wheel vehicle. This modification is designed for use in exactly the same way as the device shown in Fig. 5, except that the front wheel instead of having one wheel is arranged to operate where two wheels are employed in front.

It will be observed that the two types of invention—one with the three wheels and the one with the four wheels—differ only in the construction of the running-gear and that the body or bed and the other features correspond in both.

The operation, construction, and advantages will, it is thought, be understood from the foregoing description, it being noted that various changes may be resorted to in the proportions and details of construction for successfully carrying the invention into practice without departing from its scope.

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

1. In combination with a wagon having a drop-floor centrally its length, a wheel secured to the wagon in advance of the central portion, means for turning the wheel from side to side, a link pivoted to said means, a rod journaled to the central portion of the wagon, said rod being secured at one end to the link, as and for the purpose described.

2. In a vehicle of the character described, a suitable body and running-gear having a front wheel, bearings in which the front wheel is mounted, a bracket for each bearing, means for permitting the turning of the bearing from side to side, an arm secured to one of the bearings, a rod pivotally connected to the arm, an angular rod suitably journaled and having its lower end connected to the first-named rod, a suitable handle on the upper end of the angular rod, a handle at the rear of the vehicle for pushing the same, the said handle and the handle of the angular rod being together.

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

CHARLES W. SCOUT.

Witnesses:

GEORGE B. STUCKER,
CHARLES TRESS.