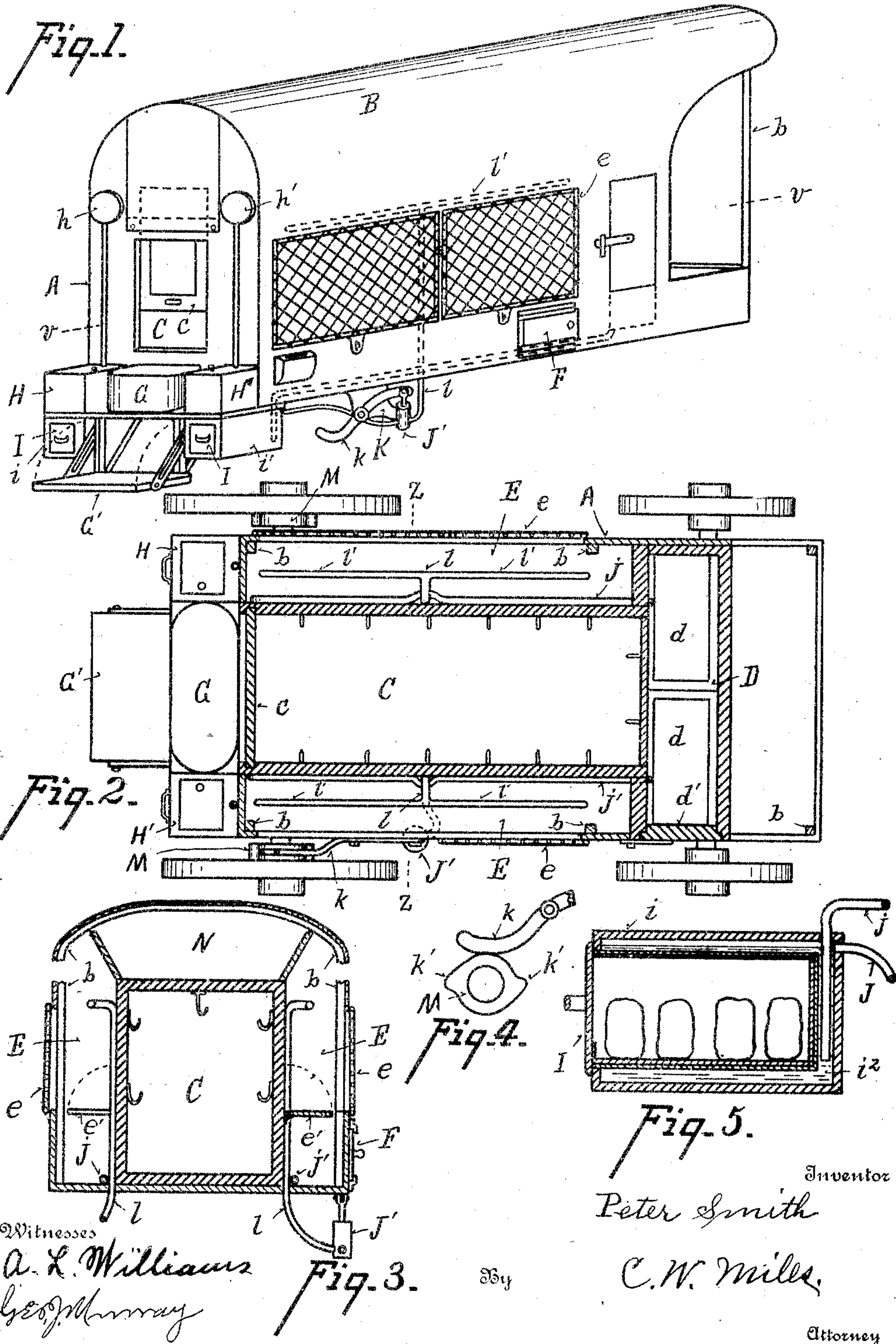


P. SMITH.
VENDER'S WAGON.

APPLICATION FILED FEB. 1, 1904.

NO MODEL.



UNITED STATES PATENT OFFICE.

PETER SMITH, OF CINCINNATI, OHIO.

VENDER'S WAGON.

SPECIFICATION forming part of Letters Patent No. 776,623, dated December 6, 1904.

Application filed February 1, 1904. Serial No. 191,424. (No model.)

To all whom it may concern:

Be it known that I, PETER SMITH, a citizen of the United States, residing at Cincinnati, in the county of Hamilton and State of Ohio, have invented certain new and useful Improvements in Venders' Wagons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in wagons for venders. One of its objects is to provide a wagon in which a variety of articles may be conveniently carried for sale.

Another object is to provide a wagon in which a variety of articles may be respectively kept in the best condition to insure a ready sale.

It further consists in certain details of form, combination, and arrangement, all of which will be more fully set forth in the description of the accompanying drawings, in which—

Figure 1 is a perspective view of my improved vehicle. Fig. 2 is a horizontal section through the same on line *vv* of Fig. 1. Fig. 3 is a vertical section on line *zz* of Fig. 2. Fig. 4 is a detail of the pump-operating mechanism. Fig. 5 is a vertical section through one of the storage-compartments.

A represents the body of the vehicle, and B the cover, preferably of canvas, supported upon ribs *b*.

C represents a box for the storage of meats and similar articles, occupying a central position and having a compartment D at the forward end for the storage of ice *d*, by means of which the box is refrigerated in warm weather.

c represents the door to box C, which is arranged to slide vertically, and *d'* the door through which the ice is introduced.

The compartments C D communicate with each other by ports through the partition at top and bottom, so as to create a circulation of air from one to the other and back. The side walls of compartments C D are insulated by suitable light-insulating material, such as cork blocks. Upon opposite sides of the box C are provided compartments E, having screen or glass doors *e* opening at the sides of the wagon and through which the contained arti-

cles may be seen. These compartments are preferably provided with shelves *e'*, which may be folded up against the sides of box C when not in use or to permit access beneath the shelves. The shelves are designed to hold and display fresh or green vegetables and similar articles, and the screen or glass doors in the side permit the articles to be seen and give an attractive appearance to the wagon. That portion of the side compartments beneath the shelves is suitable for the storage of potatoes, apples, and similar articles, which may be reached by lifting the shelves or by means of one or more sliding panels F.

G represents a block upon which the meat may be cut. At the rear of the block is a step G' of suitable height to stand upon while cutting meat and which is adapted to fold up, so as to occupy a vertical position when not in use.

H H' represent compartments which are located on opposite sides of the block and may be kept heated by means of contained gasoline-burners, which are supplied with fuel by gravity from the storage-tanks *h h'*. These compartments are designed to contain hot meats, sandwiches, and hot drinks.

Compartments I I' are preferably in the form of drawers, which seat in housings *i i'*. These housings are exteriorly of insulating material and are each provided with a watertight jacket *i''*, inclosing the drawers upon all except one side. These compartments are designed for the storage of butter, cheese, and similar articles.

The cool water resulting from the melting of the ice is drained from the compartment D through pipes *j j'* and discharged near the bottom of the jackets *i''*. When the water-jackets are full, the warmer part of the water overflows through pipes J to pumps J', which are supported upon brackets K.

k represents a pivoted lever one end of which is connected to the pump-rod, and the other end extends over the hub M of the rear wheel, so as to be engaged by cam projections *k'* thereon to actuate the lever and operate the pump.

Separate pumps are preferably employed upon opposite sides of the wagon; but, if desired, the overflow from both jackets may be

conducted to a single pump. The pumps force the water into pipes *l*, which have perforated branches *l'*, located so as to drip or spray water over the vegetables or articles on the shelves *e'* and from whence the water may be conducted by any appropriate means to the street beneath the wagon.

Above the compartment C is a storage-compartment N, in which miscellaneous articles may be stored.

I am thus enabled to provide a vender's wagon in which are combined facilities for transporting in good condition a large variety of articles and from which they may be conveniently reached and vended.

Having described my invention, what I claim is—

1. In a vehicle, an insulated compartment occupying a central longitudinal position, a door at the rear end thereof, a compartment at the opposite end in communication therewith, and adapted to receive ice to refrigerate said compartments, a door for the introduction of ice, and compartments at opposite sides of said central compartment with openings through the sides of the vehicle.

2. In a vehicle, an insulated central longitudinal compartment, a door at the rear end thereof, an ice-compartment at the forward end of the vehicle in communication with and adapted to refrigerate said central compartment, a door to admit ice thereto, storage-compartments at opposite sides of said central compartment, a block opposite the door of the central compartment at the rear of the vehicle, and a step at the rear of and lower than said block.

3. In a vehicle, an insulated central longitudinal compartment, a door at the rear thereof, an insulated ice-compartment at the forward end of the vehicle, a door to admit ice thereto, separate storage-compartments at opposite sides of said central compartment, and openings thereto from opposite sides of the vehicle.

4. In a vehicle, an insulated central longitudinal compartment, separate storage-compartments upon opposite sides of said insulated compartment, a door at the rear of said insulated compartment, a butcher's block opposite said door, a step at the rear of and lower than said block, storage-compartments at opposite sides of said block at the rear of the side compartments adapted for the storage of heated articles, and means for heating said last-named compartments.

5. In a vehicle, an insulated central longitudinal compartment, a door at the rear thereof, an insulated ice-compartment at the forward end of the vehicle, separate storage-compartments at opposite sides of said central compartment, a compartment located at a point lower than the floor of the ice-compartment, a tube leading the cool waste water from the ice-compartment thereto to cool the same, a pump, means for operating the pump from the movements of the vehicle, and pipes leading the water from the pump to a side compartment to spray the contents thereof.

6. In a vehicle, an insulated central longitudinal compartment, a door at the rear thereof, an insulated ice-compartment at the forward end of the vehicle, separate storage-compartments at opposite sides of the central compartment and doors in the sides of the vehicle through which the contents of the side compartments may be seen.

7. In a vehicle, a body portion containing separate compartments for meat, ice and vegetables, a compartment located at a point lower than the floor of the ice-compartment and provided with a water-jacket, and a tube leading the cool waste water from the ice-compartment thereto to cool the same.

In testimony whereof I have affixed my signature in presence of two witnesses.

PETER SMITH.

Witnesses:

C. W. MILES,
J. L. JONES.