

No. 780,265.

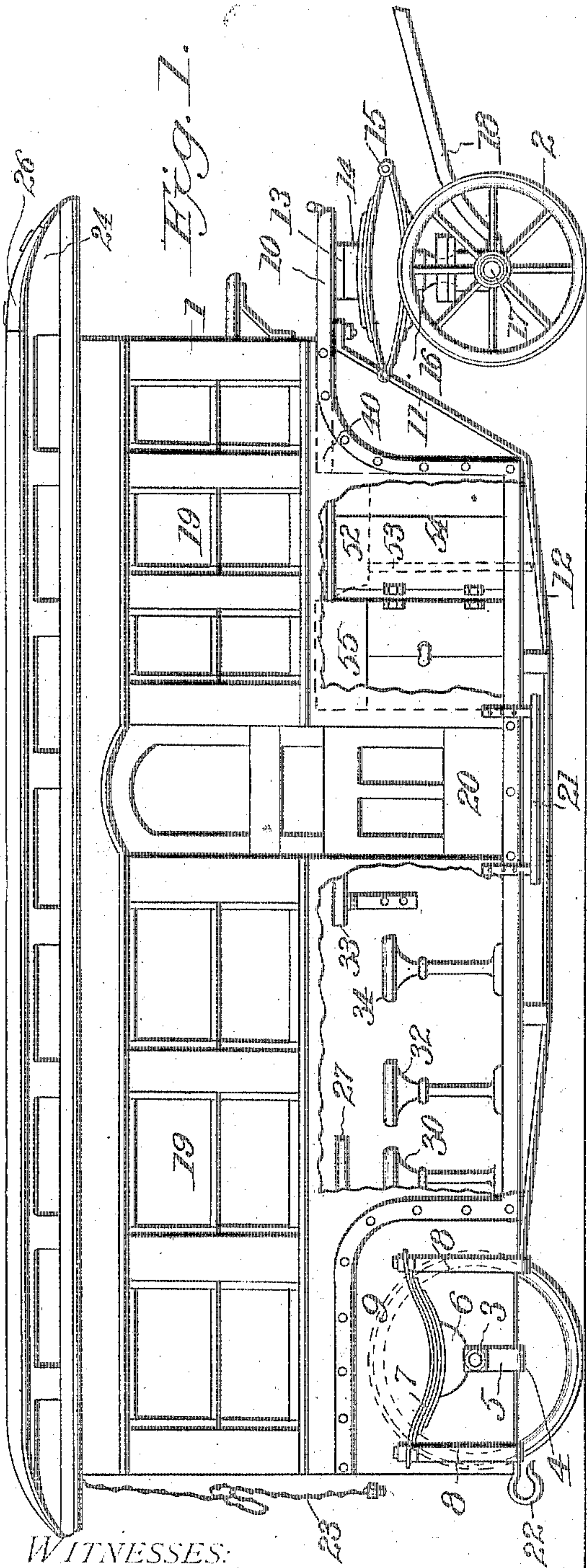
PATENTED JAN. 17, 1905.

A. H. CLOSSON.

NIGHT LUNCH WAGON.

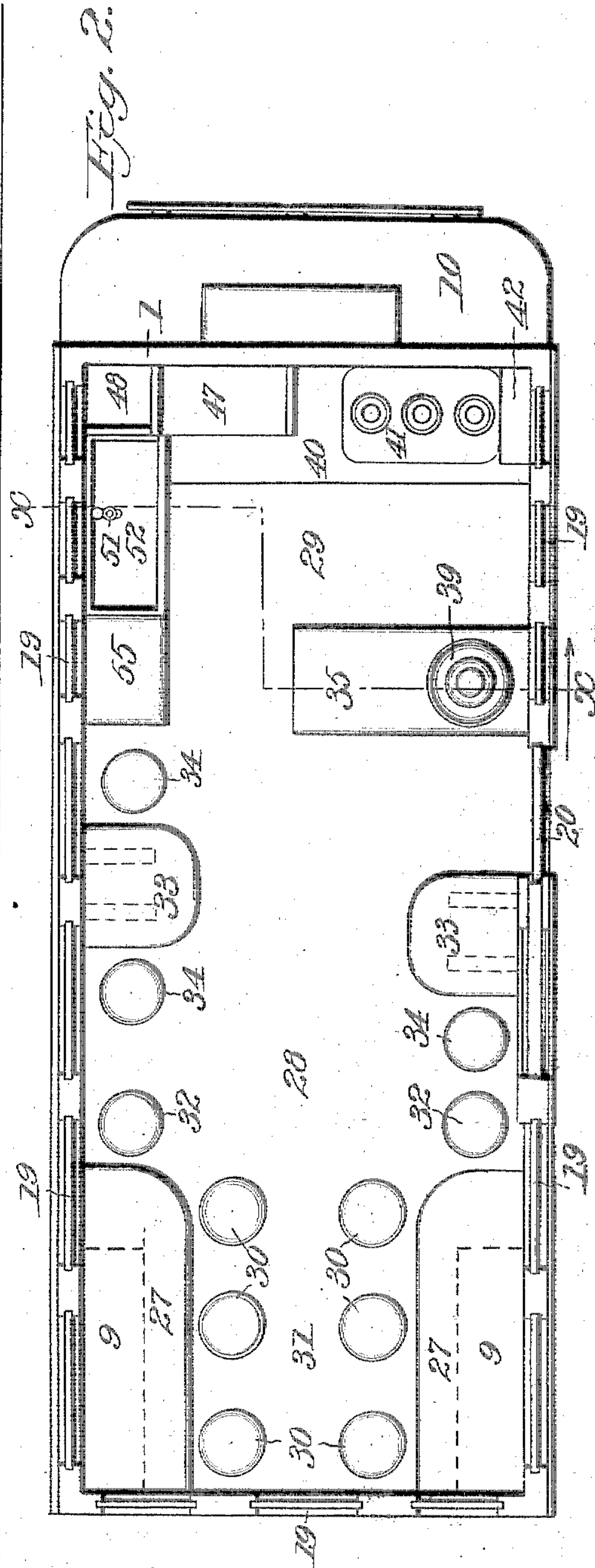
APPLICATION FILED MAR. 30, 1904.

2 SHEETS—SHEET 1.



WITNESSES:

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2 SHEETS—SHEET 2.

Fig. 3.

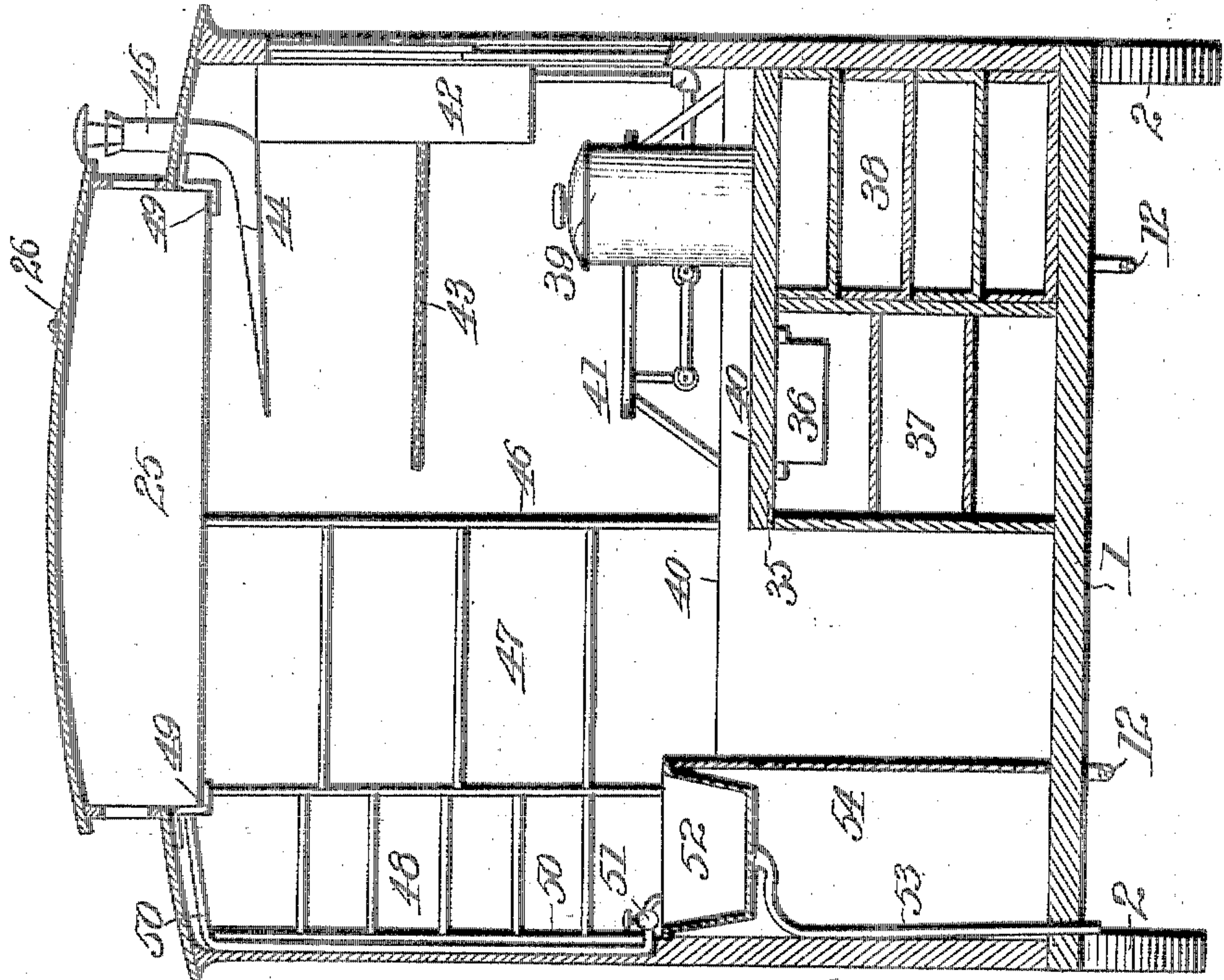
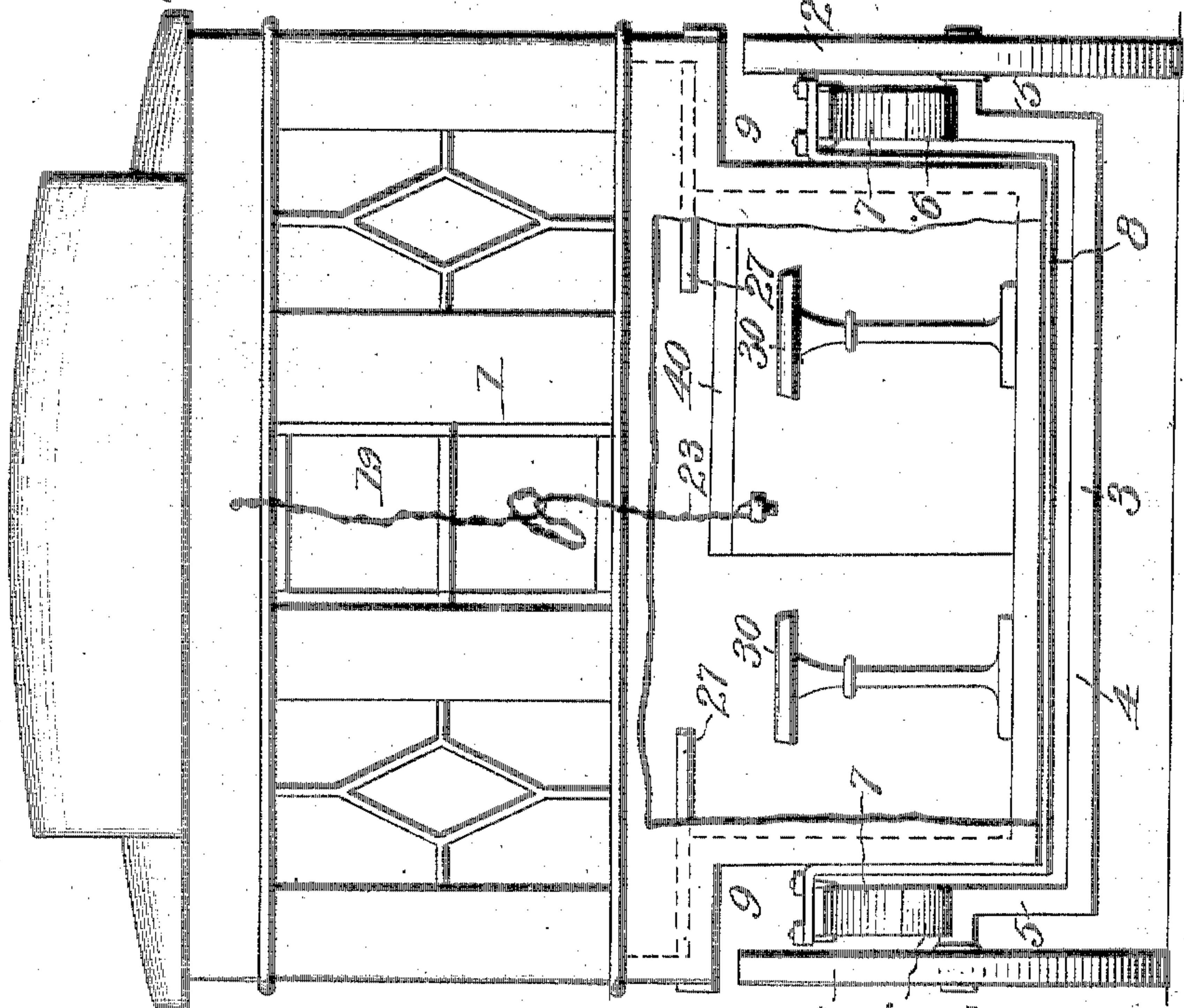


Fig. 4.



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UNITED STATES PATENT OFFICE.

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NIGHT LUNCH-WAGON.

SPECIFICATION forming part of Letters Patent No. 780,265, dated January 17, 1905.

Application filed March 30, 1904. Serial No. 200,814.

To all whom it may concern:

Be it known that I, ALBERT H. CLOSSON, a citizen of the United States, residing at Glens Falls, in the county of Warren and State of New York, have invented new and useful Improvements in Night Lunch-Wagons, of which the following is a specification.

This invention relates to a lunch-wagon adapted for preparing and serving lunches on streets or other places, as desired.

The object of the present invention is to provide an improved commodious kitchen and dining-room which is mounted on wheels to permit of easy transportation and which may be easily and conveniently entered by pedestrians from the street, as well as to furnish a booth from which persons standing on the outside may be readily served with lunches.

Another object is to provide a vehicle of this character in which the facilities for preparing and serving lunches are greatly increased by the peculiar arrangement and aggroupment of the furnishings, which enables a maximum number of persons to be served with a minimum amount of labor and trouble, the tables and seats being so arranged in the dining-space as to afford easy access by the waiter to each seated person without crowding each other or obstructing the passage for the admission and exit of other guests and of the waiter and at the same time permit standing persons to be served from a counter in front of the kitchen, which is separated from the dining-space by such counter.

A further object is to arrange the furnishings so as not to obstruct the light through the windows and at the same time obviate the use of floor-space for cupboards, closets, shelves, &c., and, in fact, everything except that which is necessary for the comfort of the customers, and to these ends the kitchen is located at the front of the wagon, and the entire front wall, where there are no windows, is equipped with the necessary closets, shelves, cupboards, and sink, while the projecting front end of the ventilated car-roof, which is usually of no practical utility, may conveniently accommodate a tank for supplying water to the sink.

For a full understanding of the merits and

advantages of my invention reference is to be had to the following description and the accompanying drawings, in which—

Figure 1 is a side elevation of my improved night lunch-wagon with parts of the sides broken away to expose the interior furnishings thereof. Fig. 2 is a plan view with the roof removed, showing the floor-space and the arrangement of the furnishings. Fig. 3 is a transverse section on the line *xx* of Fig. 2, showing the front or kitchen end of the wagon; and Fig. 4 is a rear elevation with the lower portion of the wall broken away.

In carrying out the invention I mount the body 1 of the vehicle on suitable carrying-wheels 2, which are arranged at each end thereof and confined within the space occupied by the width of the body, so as not to project beyond the sides thereof. The gear for the wheels is particularly adapted for my improved lunch-wagon, so that the body of the same will be as low down as possible to facilitate the entrance to and exit from the wagon. The rear axle 3 is U-shaped, with an intermediate portion 4, which extends beneath the body, and the vertical upright arms 5 thereof terminate in oppositely-extending spindles, on which the wheels are mounted. On the top of the vertical upright arms of the axle are mounted bearing-blocks 6, which are secured by suitable clips to the truck leaf-springs 7, the ends of which are looped and engaged with straps 8, extending down and beneath the vehicle-body and secured thereto, as shown in Figs. 1 and 4. The vehicle-body at the rear is recessed laterally, as at 9, and the springs and wheels are confined within this recess, which does not necessitate a wider gage than usual for vehicles and at the same time permits the sides of the vehicle to be brought into close proximity to the sidewalk, with the floor substantially in the same horizontal plane therewith, thus enabling patrons to easily gain access to the door of the wagon without mounting several steps.

At the front the vehicle-body is recessed or displaced entirely across the same at its bottom, and the running-gear is confined within this recess and beneath the front platform or footboard 10, which extends rearwardly and

is connected at its rear end with the drop portions 11 of the truss-rods 12. These truss-rods extend from the rear strap 8 to the front platform, as shown in Fig. 1, thereby preventing sagging of the body. Beneath the front platform is a transverse strip 13, which furnishes a bearing for the blocks 14 of the elliptical springs 15, to the under portion of which is secured the bolster 16, which is pierced by a king-bolt that enters the axle 17, on which the front wheels are mounted. Suitable thills 18 extend from the front axle. The sides and back of the body may be provided with windows 19, the sills of which are about midway between the floor and roof of the body, so that the lower portion thereof is inclosed to insure privacy. The front of the body is entirely closed, there being no windows, and about midway of the ends, upon one side thereof, is a sliding door, beneath which is an adjustable step 21. When the vehicle cannot readily be backed, the horses may be hitched to a hook 22 at the rear end. The windows are preferably of the usual construction, with an upper and lower sash, the lower sash containing a colored or frosted glass, and by opening the windows lunches may be easily served therefrom to persons standing on the outside of the vehicle. A suitable electric conductor 23, with an attaching-nozzle, extends from the rear of the vehicle and furnishes an electrical connection for the electric lights on the interior thereof.

The roof of my improved lunch-wagon is of the monitor type, with the transom-windows in the sides thereof, so that the wagon may be well ventilated and an increased height obtained, as well as permitting light. At the ends this roof extends or projects beyond the front and rear of the wagon-body proper, and in the front extension 24 thereof is a water-tank 25, which may be filled by a hose from the outside, access being gained thereto through the hinged door 26, as shown in Figs. 1 and 3.

From the description thus far given it will be seen that the running-gear of the wagon is confined beneath the body and that by the peculiar manner of mounting the rear running-gear the floor-space between the wheels may be utilized, while that portion displaced by forming recesses for the reception of the springs and wheels furnishes shelves or tables 27 on the interior, and that the floor of the body is permitted to drop comparatively low, thus affording an increased floor-space on the interior of the same, while the recess at the front does not remove any of the floor-space to any appreciable extent, since the sides and front of the body above the same are utilized to good advantage, as will be hereinafter described. This manner of mounting the running-gear permits the employment of comparatively large wheels, which insures a light or easy draft.

Referring now to the interior furnishings, it will be seen that the dining-space 28 is located at the rear and center of the wagon, while the kitchen 29 is comprised within a relatively smaller space at the front of the same. The lateral displacements or recesses at the rear do not destroy any of the floor-space for the dining-room, since the tables 27 are mounted above said recesses, and in front of the tables are arranged a row of stools 30, leaving an aisle 31 therebetween, whereby all the customers may be conveniently served. At the ends of these tables 27 are stools 32, and near the center upon each side are smaller tables 33, each having stools 34 at the sides thereof. This arrangement provides a comparatively large space between the stools, which enables the waiter to gain access to each seated person and which prevents obstructing the passage for the admission and exit of other customers and of the waiter, and each customer has ample room, wherefore a great number of persons may be served in a comparatively small space. The tables 33 are preferably bracket-supported and detachable, so that they may be dispensed with, if desired, and the table adjacent to the door preferably has one stool only upon one side thereof, so that the passage to and from the door will not be obstructed.

The kitchen 29 is separated from the dining-space by a transverse counter 35, beneath which is a money-drawer 36, shelves 37, and drawers 38, the last of which may be utilized for storing table-linen, knives and forks, and the like, and on top of this counter is the coffee-tank 39. The rear end of the platform 10 provides a shelf 40, which extends entirely across the front of the body and on which may be mounted a gas-stove 41, which is supplied with a hydrocarbon from the tank 42, and above the gas-stove is a warming-shelf 43, which may be made of heavy reticulated material, whereby some food may be kept warm while other food is being cooked, and above the warming-shelf is arranged a hood 44, which has a spout 45 projecting through the roof and by means of which the odor and steam arising from the cooking is carried off. A vertical partition 46 separates the heating apparatus from a china-closet 47, and in the corner opposite the oil-tank is a pie-cabinet 48. It will thus be seen that the entire front wall of the vehicle-body above the recess is utilized to good advantage. The water-tank 25 may be supported in the projecting end of the monitor-roof by means of hangers 49, and from one end of this tank extends a supply-pipe 50, which leads to a faucet 51 above the sink 52, the discharge-pipe 53 of the sink extending down through a closet 54 therebeneath and terminating beneath the floor of the wagon-body. Adjacent to the sink at one side of the body is an ice-box or refrigerator 55.

By the arrangement above described it will be seen that all the articles necessary for a complete kitchen are provided and aggrouped in such a manner as to be within easy access of the cook, who may stand behind the counter in front of the gas-stove and easily reach the pie-case, china-closet, sink, and ice-box, thereby enhancing the facilities for preparing and serving lunches.

While the specific construction and arrangement of parts as above set forth are preferable, it is to be understood that changes in the form, proportions, and minor details of the several parts may be made without departing from the principle or sacrificing any of the advantages of my invention.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a lunch-wagon of the class described, the combination of a body having lateral recesses at the lower rear ends thereof and a transverse recess at the lower front end thereof, running-gear confined within said recesses, a dining-space at the rear and central portion of the body, tables in each of the rear corners of the body above the recesses thereof, a table upon opposite sides at about the center of the body, seats arranged in front of and at the sides of the tables with an aisle or passage therebetween, a kitchen located at the front of said body, a transverse counter separating the kitchen from the dining-space, a sink upon one side adjacent to the counter, a cooking and heating apparatus located in front of the body above the transverse recess, a china-closet adjacent to the cooking and heating apparatus, a pie-case, the china-closet and the pie-case also being disposed above

the transverse recess, an ice-box mounted on the floor adjacent to the sink, a closet beneath the sink, and a water-supply tank for the sink mounted in the top of the body at the front thereof, substantially as specified.

2. In a lunch-wagon of the class described, the combination of a body having lateral recesses at the lower rear ends thereof and a transverse recess at the lower front end thereof, running-gears confined within said recesses, a dining-space at the rear and central portion of said body, a kitchen located at the front of said body, a monitor-roof for the body having its ends projecting beyond the front and rear thereof, a water-tank mounted in the projecting front end of the roof, a sink upon one side of the body having a supply connection with said tank and also having a discharge beneath the floor, a cooking and heating apparatus located in the front of the body above the transverse recess, a china-closet adjacent to the cooking and heating apparatus, a pie-case in the corner opposite the cooking apparatus, the china-closet and pie-case also being disposed above the transverse recess, an ice-box mounted on the floor adjacent to the sink, a closet beneath the sink, and a transverse counter extending from the side opposite the ice-box and having shelves and drawers therebeneath and dividing the kitchen from the dining-space, all substantially as set forth.

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

ALBERT H. CLOSSON.

Witnesses:

JAMES H. BAIN,
HARRY L. MICKLE.