

(No Model.)

2 Sheets—Sheet 1.

T. H. BUCKLEY.  
LUNCH WAGON.

No. 489,893.

Patented Jan. 10, 1893.

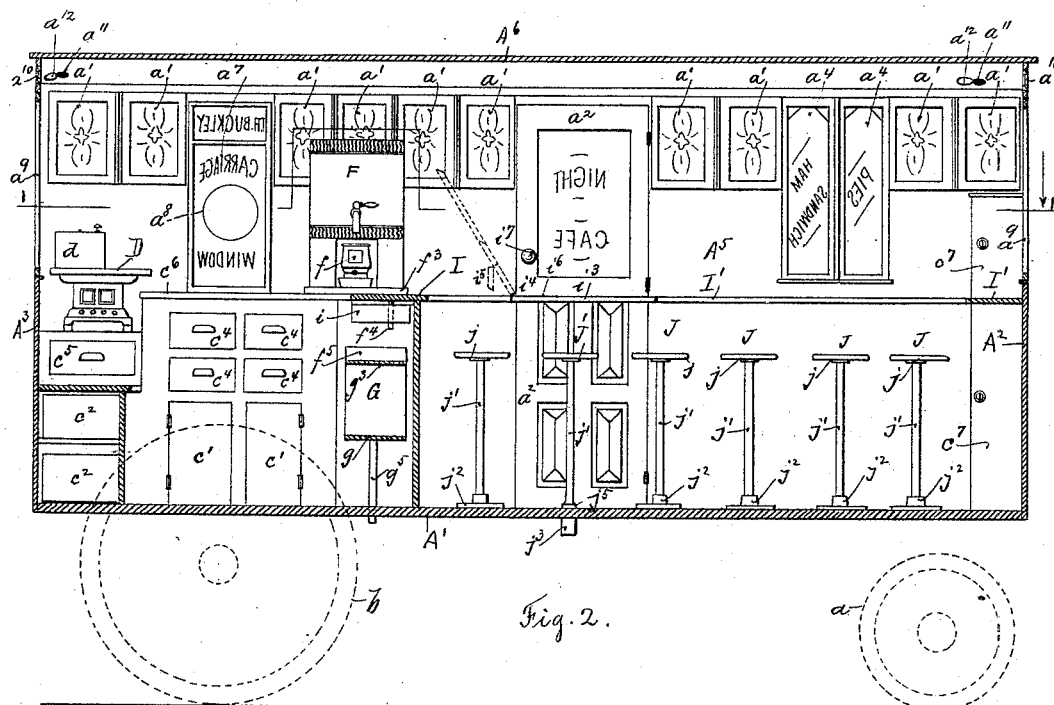
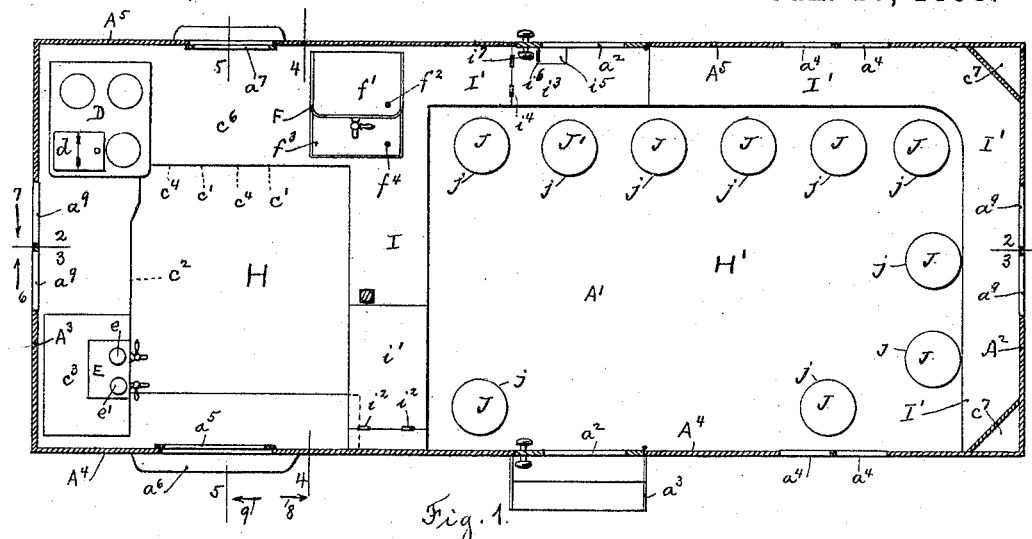
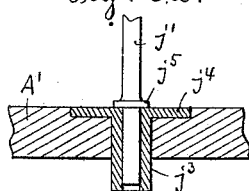


Fig. 2.a.

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By his Attorney,  
Thos. H. Dodge

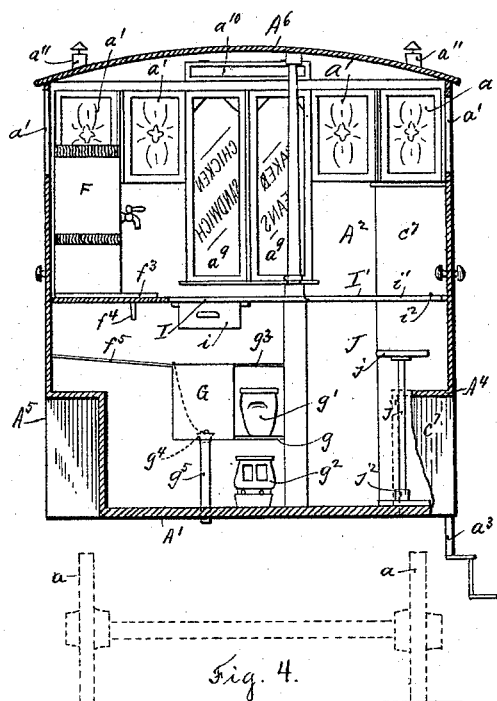
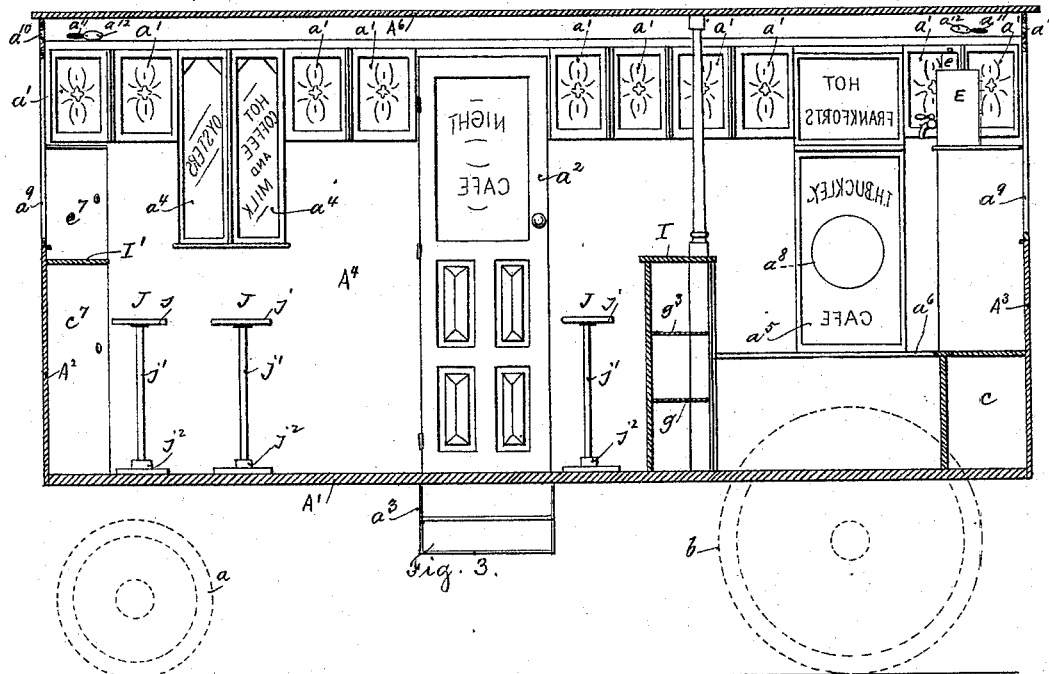
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2 Sheets—Sheet 2.

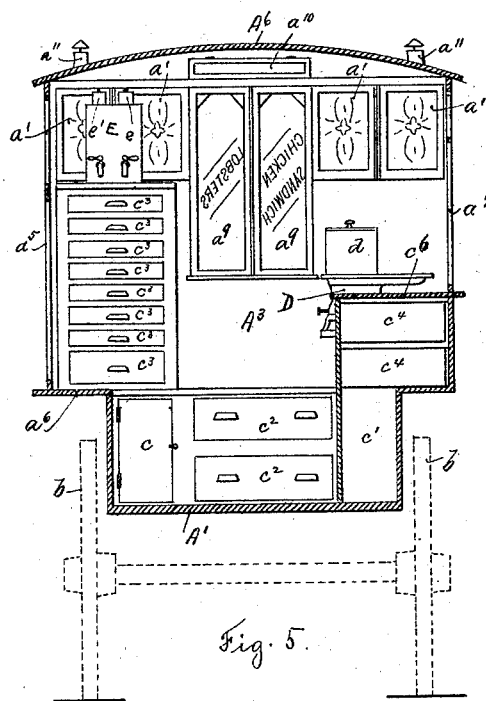
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Witnesses,  
Chas. F. Schuchling  
William B. Buckley



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Thos. G. Dodge

# UNITED STATES PATENT OFFICE.

THOMAS H. BUCKLEY, OF WORCESTER, ASSIGNOR OF ONE-HALF TO EPHRAIM  
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## LUNCH-WAGON.

SPECIFICATION forming part of Letters Patent No. 489,893, dated January 10, 1893.

Application filed February 15, 1892. Serial No. 421,563. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS H. BUCKLEY, of the city and county of Worcester, and Commonwealth of Massachusetts, have invented certain new and useful Improvements in Night Lunch-Wagons; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings and the letters of reference marked thereon, forming a part of this specification, and in which—

Figure 1—represents a horizontal section through the upper part of the wagon on line 1, 1, Fig. 2,—looking down. Fig. 2—represents a vertical central section on line 2, 2, looking in the direction indicated by arrow 6, Fig. 1. Fig. 3. represents a vertical central section on line 3, 3, Fig. 1—looking in the direction indicated by arrow 7—Fig. 1. Fig. 4—represents a vertical cross section on line 4, 4, Fig. 1, looking in the direction indicated by arrow 8, Fig. 1. Fig. 5—represents a vertical cross section on line 5, 5, Fig. 1, looking in the direction of arrow 9—Fig. 1—and Fig. 2<sup>a</sup>.—represents a section of a portion of the floor and a side view of the base of a seat or stool support, and also a vertical section of the stool supporting socket, as will be hereinafter more fully described.

To enable those skilled in the art to which my invention belongs to make and use the same, I will now proceed to describe the invention more in detail.

The general features of the night lunch wagon shown in the drawings are of a similar nature to those shown in Jones' night lunch wagon made and used in 1887—, and which with my added improvements render the wagon one of great utility and convenience, as will be hereinafter set forth and explained. The relative positions of the supporting and carrying wheels are shown by dotted lines in Figs. 2, 3, 4 and 5, of the drawings—the attaching parts of the running gear to the body of the lunch wagon are not shown, since they form no part of my present invention, and are of well known form of construction. In fact, the entire device can be mounted upon runners or rendered portable in any suitable manner; but, when arranged upon a wagon body, the front wheels are small and turn un-

der the front of the wagon, while the rear and larger wheels extend up on the sides of a narrow portion of the wagon, below the ledge  $a^6$  as indicated in Fig. 5, of the drawings,—the front wheels are marked  $a$ ,  $a$ , and the rear or large wheels  $b$ ,  $b$ , and the running gear supports the body, consisting of the floor  $A'$ , the front and rear end walls  $A^2$ , and  $A^3$ , the side walls,  $A^4$ ,  $A^5$ , and the roof  $A^6$ .

Arranged below the eaves of the roof  $A^6$ , and in the inclosing walls  $A^2$ ,  $A^3$ ,  $A^4$ , and  $A^5$ , are windows  $a'$ , some of which are plain ground, and give a white light, while others are stained red, and others blue, and by which combination of red, white and blue—the national colors,—a very pleasing light for the interior of the lunch wagon, is obtained. I prefer to have the glass of the longer windows red, and to have all of the windows provided with a ground ornamentation of some form—one style is indicated in the drawings.

By having the series of windows  $a'$  extend around the top of the wagon, the interior of the latter is well lighted when the wagon is located near an electric light, while at the same time the various colored lights make the lunch wagon an attractive object to persons on the street and in the vicinity of the wagon, consequently many advantages result from the combination and arrangement of windows with colored glass, as above described, while a saving in expense for lighting is made, and the air inside is better than when a large number of oil lamps is rendered necessary. The side walls  $A^4$ , and  $A^5$  are provided with oppositely arranged doors  $a^2$ , swinging inwardly, and to which access can be had by removable steps  $a^3$ . The front parts of the side walls  $A^4$ , and  $A^5$ , are also provided with swinging windows  $a^4$ ,  $a^4$ , which swing in, and through which articles can be handed out and in as occasion may require. The side wall  $A^4$ , is provided with a sliding window  $a^5$ , beneath which is arranged a shelf  $a^6$ , forming a ledge resulting from the lateral reduction in the size of the wagon body to allow it to pass between the wheels: and this is also adapted to serve as a low delivery shelf for customers on foot at the side of the street. The side wall  $A^5$ , has a high sliding window  $a^7$ , through which food may be passed

or served to customers on the street in carriages. Both of the delivery windows  $a^5$ , and  $a^7$ , are made of red stained glass with the exception of a small portion represented by the part inclosed by the circular line  $a^8$ , and by which construction the interior is screened from a too free and easy inspection from without, while at the same time the attendant can easily look out through the plain circular portions, and thus avoid opening the windows.

The front and rear end walls  $A^2$ , and  $A^3$ , are provided with stained glass windows  $a^9$ , fitted to swing inwardly, and the lights of the doors  $a^2$ , are also stained glass, and consequently with such construction lettering can be, and is ground thereon, to indicate and announce the character of the wagon and some of the general articles of food constituting the bill of fare, and which can be readily read from the outside both day and night, and as before suggested, under the glare of the electric street lights the wagon and its windows and glass doors are rendered very beautiful and conspicuous.

Arranged above the windows  $a^9$ , are ventilators  $a^{10}$ , hinged by their upper edges to the end walls  $A^2$ ,  $A^3$ , while the roof  $A^6$ , is provided with ventilators  $a^{11}$ , and which can be closed and opened from the inside by turning the covers or plates  $a^{12}$ , which are pivoted at their ends to the inside of the roof so they can be easily turned to close or open the ventilators as indicated—Fig. 3.

By reference to Fig. 5, it will be seen that the rear lower part of the body of the wagon is made narrow to pass down between the large rear wheels  $b$ ,  $b$ , while the body is made of full width above the wheels. It is necessary to adapt the fixtures and storing compartments for the different requirements of the trade in different localities, the purposes for which such compartments can be varied, but by my present arrangement I am enabled to obtain a system of drawers and closets together with shelves, heating and cooking apparatuses very compact and convenient, while at the same time a comparatively large amount of room is left for the attendant and guests. The closets consist substantially of the cupboards  $c$ ,  $c'$ , for receiving cans containing milk, coffee and similar articles, drawers  $c^2$ , for storing bread and rolls in bulk, a case of drawers  $c^3$ , for pies of different kinds, drawers  $c^4$ , in which to keep meat and made up sandwiches, and a drawer  $c^5$ , for a limited number of rolls to be used with sausages which are cooked on the stove above it, while the top cover  $c^6$ , of the closets  $c'$ , and drawers  $c^4$ , is utilized as a broad and convenient table for cutting the meats, bread and other articles of food. At the front end of the body are arranged in the corners closets  $c^7$ , into which the attendant can put a change of clothing, aprons, &c.

The drawer  $c^5$  is so arranged that its top will stand below the cutting and serving ta-

ble  $c^6$ , so that when the cooking stove  $D$ , is arranged thereon its top will be at convenient height for the attendant as he stands at table  $c^6$ ; upon stoves  $D$ , is a broiler  $d$ , for cooking sausages and other broiled food. The top of the stove is adapted to receive pots and kettles for use in the cooking operation and the cleaning of dishes and like work. Above the drawers  $c^3$ , is arranged a cooler  $E$ , having two compartments  $e$   $e'$ ,—one for ice water and one for milk, and both of which can be drawn off by suitable faucets at the bottom as indicated in Figs. 1, 3 and 5, of the drawings. A coffee urn  $F$  is arranged to the right of the cutting table  $c^6$ , with an oil stove  $f$ , underneath for heating the contents of the urn  $F$ , and a tray  $f'$ , on top of the urn upon which the clean cups, saucers, and other articles of like nature are placed to drip and dry,—the drippings being conducted from the bottom of tray through a drain pipe  $f^2$ , onto the base  $f^3$ , above which the urn is supported, and as the base  $f^3$  projects inward beyond the faucet of the urn, and cover the inner corner of the ledge  $a^6$ , it catches the drippings from said urn all of said drippings are in turn conducted by pipe  $f^4$ , down onto the inclined shelf  $f^5$ , which stands above said ledge and in turn conducts the liquid drippings into the hot water holder  $G$ . Arranged near and on a level with the hot water holder  $G$ , and beneath the counter  $l$  is a shelf  $g$ , adapted to receive a pot  $g'$ , containing beans or some canned food to be heated, and an oil stove  $g^2$ , is arranged below both the shelf  $g$ , and the bottom of the hot water holder  $G$ , whereby the water in holder  $G$ , and the contents of the pot or other vessel  $g'$  on shelf  $g$ , will both be heated by the same stove thus insuring warm food and hot water—the latter being ready at all times and in a convenient position for washing dishes, while the shelf  $g^2$ , is in a handy and convenient position to receive the dishes after being washed. When it is desired to discharge the contents of hot water holder  $G$ , a plug  $g^4$ ,—see dotted lines Fig. 4—is pulled out or upward, thereby opening the upper end of the waste pipe  $g^5$ , and the contents are allowed to run down onto the ground, or into the street.

The interior of the wagon is divided into two main parts, the kitchen  $H$ , and the dining room  $H'$ , by the counter  $I$ , having a cash drawer  $i$ , located under it on the kitchen side, while a portion  $i'$ , of the counter is hinged at  $i^2$ , to the side wall  $A^4$ , and adapted to swing up in order to provide a convenient passageway between the kitchen and the dining room as occasion may require.

Arranged along the side wall  $A^5$ , and front end wall  $A^2$ , and on a level with the counter  $I$ , is the table shelf  $I'$ . As table shelf  $I'$ , is run past door  $a^2$ , a section  $i^3$ , of table shelf  $I'$ , is hinged at  $i^4$ , and adapted to swing upward in order to permit door  $a^2$  to be opened when desired, and in furtherance of such object a section  $i^5$ , of the swing section  $i^3$ , is

hinged at  $i^6$ , so that it can be swung down, as indicated in dotted lines Fig. 2, to permit the section  $i^3$ , to pass the door knob  $i^7$ , when it is opened as indicated in dotted lines same figure. By this arrangement and construction I obtain a large and convenient space for a lunch room with table and seating room therein.

Inside the table shelf  $I'$ , is arranged a series of stools  $J$ , consisting of seats  $j$ , posts  $j'$ , and base plates  $j^2$ , all securely fastened to the floor, and in convenient positions to be used by customers while eating food from the table shelf  $I'$ , in front of them.

One stool  $J'$ , in front of door  $a^2$ , is made easily removable, by being set in a socket  $j^3$ , as shown in Fig. 2,  $a$ .—the top of which, is level with the floor, so that when it is desired to open door  $a^2$ , the stool  $J'$ , can be quickly lifted out of its socket and set one side thus leaving room for the door to swing inwardly. The socket  $j^3$ , has a flange  $j^4$ , securely fastened in a counter sink place in the top of the floor  $A'$ , while a shoulder  $j^5$ , on post  $j'$ , limits the downward movement of the post in the socket—the lower end of the socket being open, dust and dirt will fall through and thus prevent an accumulation thereof in the socket.

From the above description it will be seen that I have so combined and arranged the various parts as to produce a night lunch wagon of great value.

What I claim as my invention and desire to secure by Letters Patent is—

1. In a lunch wagon whose body is reduced laterally at one end for the wheels, a kitchen compartment in said end separated from the balance of the wagon by a transverse counter  $l$ , a table  $c^6$  extending along one side of said kitchen nearly to the corner, a case of drawers  $c^2$  across the end remote from the counter and with its top at a lower level than said table, a drawer  $c^5$  in the corner beyond said table and opening from its case at right angles to and above said other drawers  $c^2$ , and a stove  $D$  resting upon said corner case with its top approximately on a level with the table, as and for the purpose set forth.

2. In a lunch wagon, the combination with the body mounted on wheels and having closed sides and top; of a counter extending across within the body and dividing it into

kitchen and dining room compartments, a portion of said counter being hinged adjacent one side of the body for the purpose set forth, a table shelf extending across the end of the dining room which is remote from the kitchen and along that side thereof which is remote from said hinged portion of the counter, and stools secured to the floor of the body adjacent said shelf, substantially as described.

3. In a lunch wagon, the combination with a body mounted on wheels and having closed sides, its interior being divided into dining room and kitchen compartments, and an inwardly opening door in one side wall thereof; of a table shelf secured along within the side wall of said dining room, a section  $i^3$  hinged within said shelf opposite said door and adapted to be raised to permit the opening of the door, and stools located adjacent said shelf, as and for the purpose set forth.

4. In a lunch wagon, the combination with a body mounted on wheels and having closed sides forming a dining room compartment, and an inwardly opening door in one side wall thereof having a latch operated by a knob; of a table shelf secured within and along said side wall and across the door-opening, a section  $i^3$  hinged within said shelf opposite said opening and adapted to be raised for the purpose set forth, a gate section  $i^5$  hinged within a notch in the outer edge of said section  $i^3$  and adapted to be lowered to permit the passage of the knob, and stools secured adjacent to said shelf, substantially as described.

5. In a lunch wagon, the combination with a body mounted on wheels and having closed sides forming a dining room, and an inwardly opening door in one side wall thereof; of a table shelf secured within said room and along said side, a section  $i^3$  of said shelf being hinged opposite the free edge of the door and adapted to be raised to permit said door to be opened, and stools secured to the floor of said room adjacent the shelf, the stool which is opposite said hinged section  $i^3$  being removably inserted in a socket in and flush with the surface of the floor, all as and for the purpose set forth.

THOMAS H. BUCKLEY.

Witnesses:

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PATRICK CRONIN.