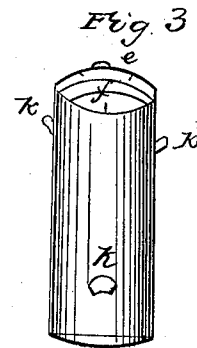
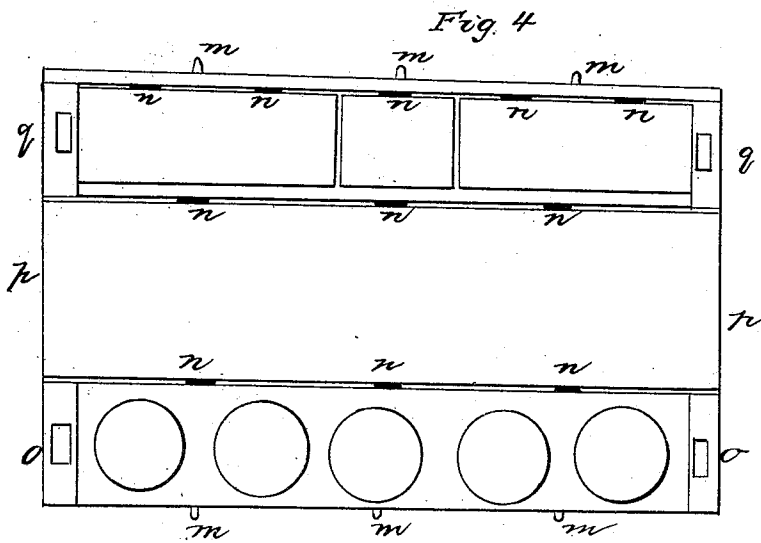
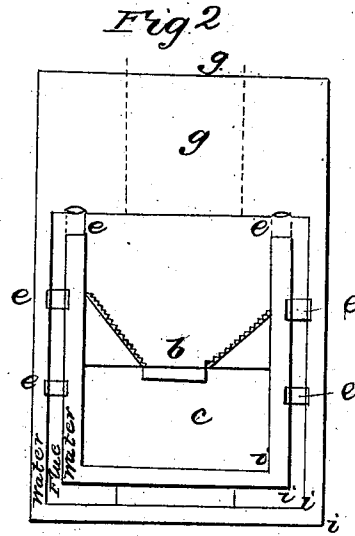
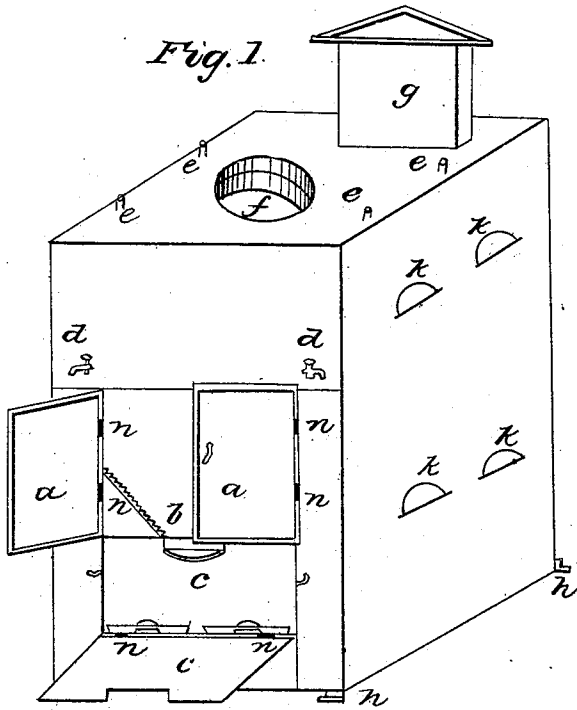


M. PINNER.  
Traveling Kitchen.

No. 39,170.

Patented July 7, 1863.



Witnesses  
 Bartwell Loeber  
 B. S. Hedrick

Inventor  
 Moritz Pinner

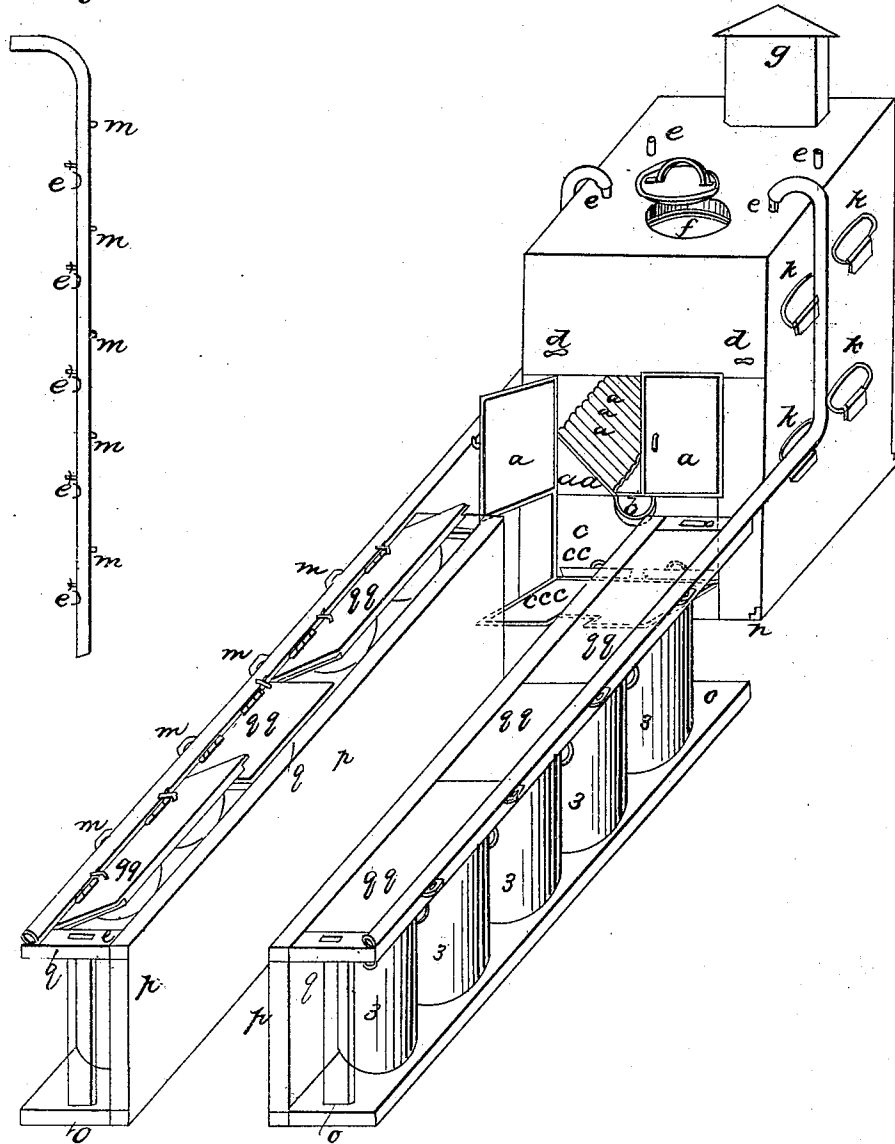
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Fig. 5



Witnesses  
 J. A. Lautenschmidt  
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Inventor  
 Moritz Pinner

# UNITED STATES PATENT OFFICE.

MORITZ PINNER, OF NEW YORK, N. Y.

## IMPROVEMENT IN TRAVELING KITCHENS.

Specification forming part of Letters Patent No. 39,170, dated July 7, 1863.

*To all whom it may concern:*

Be it known that I, MORITZ PINNER, of the city, county, and State of New York, have invented a new Traveling Kitchen; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

Like letters denote like parts in all the figures.

Figure I represents a perspective view of the cooking-range, built of sheet-iron, with the exception of the grate, which is of corrugated, and the legs and handles, which are of wrought and wire iron. *a* indicates the doors of the grate or fire-place, one of them open, the other closed. These doors are of double plates, with an air-chamber, forming a non-conductor, between them. *b* indicates the ash-box, which is pushed in and pulled out through the aperture in the front. *c* indicates the oven, with its door open and the baking-pans inside of it visible. *d* indicates faucets in front of the range, which serve to draw the water from as well as to gage it in the water-chamber above the fire-place. *e* indicates tubes on top of the range, as well as on top of boilers, to which to fasten steam-pipes by screw-threads. *f* indicates openings in top of range, as well as boilers. These openings are lined by circular flanges, and on the inside of these, rims are fastened, upon which rims the covers rest. Three perpendicular iron wires run from the upper edge of each flange down to near the rim inside such flange. The edge of each cover has three small incisions to correspond in distance from each other with the wires in the flange. By fitting the cover thus upon the wires and bringing it down to the rim, and then turning it upon the rim, the cover is well secured. The lower edge of the flange, the rim inside the flange, and the inside of the cover upon the rim break the surge of the contents of the boilers or the water-chamber in the upper part of the range completely, and thus prevent splashing and spilling while the wagon containing this traveling kitchen is in motion. Water-clogged funnels instead of the opening just described could be introduced into the top of the range without changing the desired result. *g* indicates that part of the stove-pipe visible above the range. A damper in it causes retention of heat, if de-

sired. *h* indicates the legs of the range, by means of which it is bolted and secured to the bottom of the wagon.

Fig. II represents a perpendicular section of the range looking into it from front to rear. *i* indicates the four shells that constitute the bottom, rear, and the two sides of the range from the lower end of the bottom up to the line just above the fire-place. These four shells form three compartments or spaces between them, the two outside ones of which are used for water, and the middle one forms the flue. The two shells forming the flue are connected by a few tubes, *e*, so as to convey water from one water-chamber into another. The two inside shells are by tubes connected with the plate forming the line above the fire-place. Through these tubes the inner water-chamber is fed by the upper one, and between these tubes the flame passes over and around the inner water-chamber into the flue. The perpendicular smoke-pipe *g* extends down to the lower part of the flue, and from there runs toward the front part of the range.

Fig. III represents a boiler, made of copper or galvanized iron. It is calculated to have ten or twelve such boilers in a wagon, placing five or six in a row on each side, leaving in the wagon a working-passage between the two rows of boilers. The bottom parts of the boilers fit into a wooden plank cut for that purpose, and are held firmly in the wagon by this and other parts of the planking, forming, so to say, a wooden casing around the boilers. *k* indicates, handles made of one-quarter, three-eighths, or one-half inch iron wire.

Fig. IV represents the wooden casing that surrounds the boilers when they are placed into the wagon. It consists of three parts, *o p q*, hinged together. *l* indicates the holes used to put legs in. Whenever outside the wagon this wooden casing is intended to be used as a table. The hinges *n* can be put on so as to make the parts *o* or *q* lap either under or over the part *p*. *m* indicates iron staples, fastened into the parts *o* and *q*, as well as to the rear of the range. Small holes to admit them have to be cut into the sides and front board of the wagon, and by these staples and pins to them the range can be well and quickly secured to the wagon-bed. *n* indicates hinges connecting different parts. *o* indicates the inner side of the lower part of the wooden casing, show-

ing the holes that admit the lower ends of the boilers. The outer side of *o* is smooth and rests on the bottom of the wagon-bed. It is hinged to the side part of the casing *p*. *p* indicates the side part of the wooden casing, standing on its long edge on the bottom of the wagon-bed, and connecting and supporting the lower part, *o*, with the upper part, *q*. *q* indicates the upper part of the wooden casing. It is fastened by staples to the side of the wagon and rests with its front edge upon the edge of side piece, *p*, to which it is also hinged. Small circular pieces, corresponding in size with the holes in the tops of the boilers, are cut out of and then hinged to it, thus affording access to the boilers while cooking is going on. Fig. V represents the steam-pipes, made of iron or india-rubber, and running from the top of the range along the outer edges of casing *q* and fastened to it or the upper edges of the side boards of the wagon by staples *m*. Holes are in these pipes, into which the pipes going into the boilers through tubes *e* are inserted. Faucets *d* or cocks are alongside each hole in these main pipes, so as to let steam into as many boilers as is desirable at the time.

My invention differs from others that may appear of a similar nature in these most essential respects: That I can do all the differ-

ent branches of cooking and baking not only while the wagon containing it is standing still, but also while it is in motion, even regardless of the gait at which it travels. Besides this, my invention can be used in any common army wagon or railroad-car without incurring any expense or trouble in fitting the wagon or car for it.

My invention can further be used without any wagon at all as well as in a wagon, and has this additional advantage—that the boilers can be taken away in any desired number and be used by troops on detached service for ordinary camp-cooking purposes without unfitting them thereby for renewed use in the wagon.

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

The construction of a locomotive-cooking apparatus by connecting a steam-generator or cooking-range, boilers, and steam-pipes with movable frames, constructed substantially as above set forth, which frames contain and hold the boilers in place while the vehicle containing the whole apparatus is in motion.

MORITZ PINNER.

Witnesses:

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