(No Model.)

H. S. TUTHILL.

DELIVERY WAGON.

No. 447,440. Patented Mar. 3, 1891.

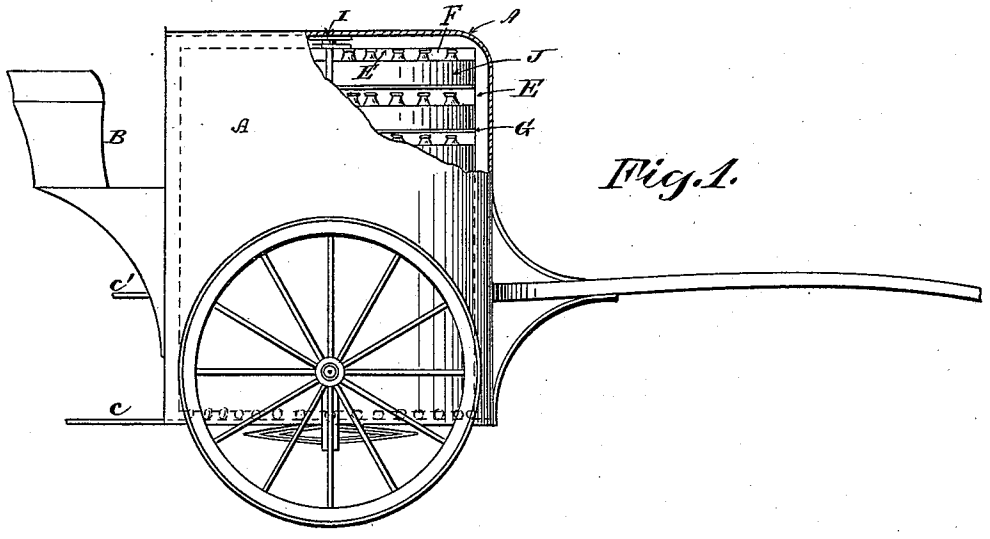
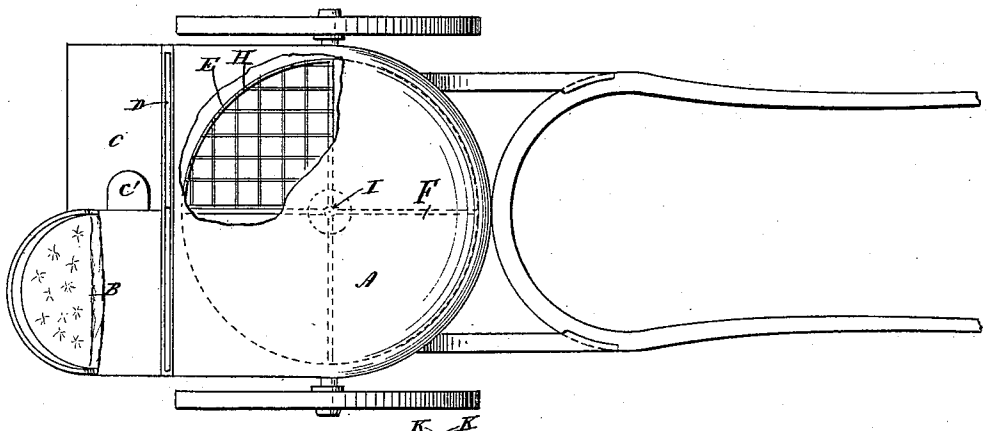


Fig. 1.

Fig. 2.



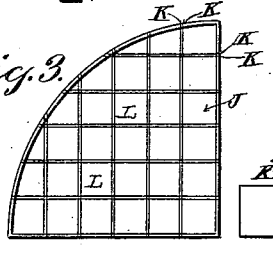


Fig. 3.

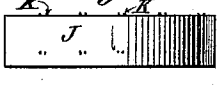


Fig. 4.

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UNITED STATES PATENT OFFICE.

HORACE S. TUTHILL, OF NEW YORK, N. Y.

DELIVERY-WAGON.

SPECIFICATION forming part of Letters Patent No. 447,440, dated March 3, 1891.

Application filed October 22, 1890. Serial No. 368,968. (No model.)

To all whom it may concern:

Be it known that I, HORACE S. TUTHILL, a citizen of the United States, residing in the city of New York, county of New York, and State of New York, have invented a new and useful Improvement in Vehicles for Transporting Goods, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, in which similar letters refer to similar parts throughout the respective views.

My invention relates to animal-traction vehicles for the transportation of goods.

The objects that I have in view are to provide a delivery-cart the interior of which is accessible only from a rear opening, and which shall protect its contents from dust and from odors, and from which packages, bottles, or other objects of trade may be separately delivered from such rear opening without deranging or disturbing the remainder of the contents, and such rear opening be susceptible of being closed and secured and remain under the supervision of the driver.

Another object is to arrange the interior compartments thereof so as to avoid breakages of the goods during transit.

These objects I accomplish by my invention, which consists of a vehicle adapted for animal-traction, preferably provided with springs, and having two or more carriage-wheels, and provided interiorly with a perpendicular or rotating stand fitted with compartments adapted to receive packages or articles of trade and inclosed on all sides and the top within a permanent body or housing, substantially concentrically inclosing such stand, and circular at the front and sides, the interior of which body is accessible for delivery purposes at a rear delivery-opening.

It also consists in a novel arrangement of a seat and the steps thereto at the rear of the vehicle, whereby the sole delivery-opening is under the constant supervision of the driver.

It also consists in a new device for separating the packages in transportation from each other by means of detachable trays provided with parallel wire supports or protecting-buffers to avoid shocks.

In the accompanying drawings, Figure 1 is a side elevation representing the body of a vehicle constructed according to my invention, with a portion cut away to show the interior rotary stand. Fig. 2 is a like plan view; and Fig. 3 is a plan view of my bottle-tray, of which Fig. 4 is an elevation.

A represents the body or exterior case of such vehicle; B, the driver's seat; C C′, the steps; D, sliding door; E, rotary stand; F, vertical partitions; G, horizontal partitions; H, retaining-ledge; I, spindle; J, removable drawer or tray, and K K′ protecting-wires; L, bottle-seat.

The body of the carriage is constructed of any suitable material, but preferably of metal, and adapted by springs, wheels, axle, and thills in the ordinary manner for traction by horse-power. Preferably the axle is medially constructed in U shape, so that it will admit of the center of gravity of the vehicle being lowered in construction instead of being in a direct line with the axes of the hubs, and thus permit the floor of the body to occupy a lower position than that of ordinary vehicles. The body is constructed so as to present no opening on the sides, top, and the front, and so as to open at the rear by one or more delivery-openings, preferably as shown in the drawings at D, as a sliding door at either portion of the rear end. This outside body is rigidly attached to the frame-work of the carriage by suitable springs in the ordinary manner. The body is provided with a driver's seat situated at the rear, as shown at B, Fig. 1, and preferably to one side of the delivery-opening, and so as to admit of ready access to the delivery-opening at D. It is accessible by means of the steps C C′, substantially in the manner of construction of the ordinary hansom-cab.

Within the body A a rotary stand E is constructed substantially concentric with the outer walls of the body A at its front and sufficiently distant therefrom to admit of its free revolution within the body, whereby liability to lateral displacement is also avoided. The rotary stand is provided with a suitable central spindle I, journaled in the body at the top. The bottom of the rotary stand travels upon a track on the floor, and is further provided with small wheels or anti-friction rollers to facilitate revolution. The rotary stand is preferably further provided with vertical partitions, which form sub-divisions or sec-

tions and add strength to the stand; but it is obvious that a rotary stand may be constructed with a central support and without such partitions. For convenience, the stand may be further divided by horizontal partitions or shelves, removable or stationary, as may be desired. Preferably for small parcels of a fragile character—such as milk-bottles—I construct the horizontal sections at such distance from each other, above and below, that they shall only admit of sufficient room for the insertion and withdrawal of movable trays containing such packages between the upper edge of the protecting-ledge H and the bottom of the next superior partition. A tray adapted to one of such sections is shown in Fig. 3. It is provided transversely in each direction with two substantially parallel wires placed in proximity to each other sufficiently distant apart and at such distance from the bottom of the tray as to prevent contact between the sides of bottles set into the unwired spaces L.

Where no horizontal partitions are employed, articles may be suspended within the rotary stand, whereby they will be prevented from being creased or injured in folding, and such an arrangement may well be employed in vehicles intended for transportation of garments. In the drawings I have shown them as particularly adapted for the carriage and distribution of milk in bottles, for which my sectional trays are especially adapted.

Space at the top between the rotary stand and the outside body may be utilized in warm weather for maintaining a cool temperature by ice-storage, while in winter the contents are less liable to be frozen than in the ordinary wagons employed by dairymen.

The delivery-opening may be secured in the ordinary manner, as by lock and key, to prevent depredation in the absence of the driver or the access of air, dust, or odors to the interior.

The body may also be provided with glazed panels or windows to facilitate inspection of its contents or the show of goods without liability to injury from being handled or from the access of dust.

The body as well as the stand may be constructed of either wood, metal, or any other suitable material susceptible of ornamentation or display, and thus serve as a means of advertising the wares for which it is adapted.

I am aware that an uninclosed rotary platform or rack, such as is shown in the patent of Ohlen, dated Januury 5, 1886, No. 333,776, has been used prior to my invention, and that also wagons opening at the front and sides have been constructed with one or more interior rotary stands and an interior seat for the driver, as shown in the patent of Hoffman, dated July 29, 1884, No. 302,844. I therefore disclaim such inventions, and do not desire to broadly claim a delivery-vehicle provided with a rotary stand, as shown or described in such patents; but

What I claim as new is—

In a delivery-vehicle, the combination of a closed body provided with a rear delivery-opening, an interior rotary stand adapted to receive and transport articles of trade, and an exterior seat adjacent to such rear delivery-opening, all substantially as described.

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