

ANDREW BLUM, GERMANTOWN, PHILADELPHIA, PENNSYLVANIA.

Plate No. 1133. DELIVERY TRUCK.
Built by Andrew Blum, Germantown, Philadelphia,
Pennsylvania.
Carriage Monthly April 1908.



Plate No. 1289. FURNITURE VAN.
Built by Andrew Blum, Mount Airy, Philadelphia, Pennsylvania
Carriage Monthly March 1910.
Also published in *Hitch Wagons for City Driving and More* by the Carriage Museum of America



Plate No. 1107. SLIDING DOOR MILK OR BAKER'S WAGON.

Built by Andrew Blum, Germantown, Philadelphia, Pennsylvania.

Carriage Monthly January 1908.

Also published in Hitch Wagons for City Driving and More by the Carriage Museum of America

WORKING DRAFT OF LIGHT BODY FOR BAKERS, BUTCHERS OR MILK DELIVERY USE.

Built by Andrew Blum, Mt. Airy, Philadelphia, Pennsylvania.

Carriage Monthly July 1907 page 94-95.

Delivery wagons for the various trades are of infinite variety in outward appearance and generalities of construction. Each of them possesses characteristics of its own, which are considered of the greatest importance by those who build them and own them. In the following explanation will be pointed out the details of construction, comprising the size of the body, the sizes of all its pieces, its manner of framing and its inside finish. The length of the body from top to post is 6 feet 10 inches, and its entire length is 8 feet, including the rear drop gate and front hood. The length of the body is divided as follows: Length of hood, 14 inches; from front post to door post, 20 inches; the width of door, 20 inches, and from door to rear corner post, 42 inches. The length of posts from sill shoulders to top rail shoulders is 52 5/8 inches, and height from bottom of sill to upper edge of top rail at the door is 56 inches. The driver's seat is 16 inches from the floor, and distance from top of seat to under curve at center is 41 inches. The sizes of sills are 1 1/8 x 3 inches. The body is 45 inches wide. With the moldings and across top rail, and 44 1/2 inches without moldings. Deduct 3 inches on each side, or 6 inches in all (the size of the sill) from 44 1/2 inches, and the length of the bottom bar shoulders will be 38 1/2 inches. The front cross bar is 1 1/8 inches x 3 inches. The 3/8-inch thick panel is rabbeted in this bar, and joint covered with the molding panel is rabbeted in this bar, and joint thick bottom boards are rabbeted into this cross bar. The rear cross bar is 1 3/4 inches square. The tenons are on the sills, mortised through the bar, and the bottom boards rest on a piece screwed to the cross bar, and its joint covered with an iron plate 1/8 x 2 7/8 inches. The rear cross bar is framed level with the top of the sills and 5/8 inch of the cross bar is below the sills. All the rest of the six cross bars are 1 1/8 inches thick by 2 1/4 inches wide, cut out 1/2 inch up to the bottom, and the rest of the 5/8 inch lap over sills, at each end, and fastened with two screws, as shown on bottom view.

Then the bottom boards rest between and are level with the top of sills. The two front corner posts are 1 1/2 inches on front view, and on side view sufficient stuff must be left for the glass frame to drop, which cannot be less than 1 5/8 inches. The center part is 1 3/4 inches thick, and routed the same as the corner posts, for the glass frames to drop. The rear corner posts are 1 1/2 inches square on the sides. The 3/8 inch thick panels are routed in, and joints covered with moldings. The door posts are 1 1/2 inches square and all side panels routed in; also all its joints covered with moldings. The other six posts, three on each side, are 3/4 inch thick and 1 1/8 inches on side elevation. There are two rails on side elevation directly under the moldings, which are 5/8 x 1 3/8 inches, and also above, between the molding and top rail, under the panel joint, showing that the side panels are made in three different widths. The side rails are 1 inch thick and shape as shown. The front rails is bent as shown on bottom view. It is 3/4 inch thick at center and 1 inch each side to meet the thickness of the top rail. The rear to rail is 1 3/8 inches thick by 1 1/2 inches deep. The curves are 7/8 inch square, and the top is covered as shown on front and bottom view. The side boards are 6 inches wide, while the others are 1 3/8 inches wide strips, with the same amount of space left between the strips. The doors are drawn on side elevation partly open, showing the width is heavy and dotted outlines. These are 7/8 inch thick; the side pieces 2 inches wide; the lower and center cross pieces 2 3/4 inches wide, and upper one 4 inches wide. The doors run on rollers top and bottom, with iron rods as guides. The front has two glass frames made to drop level with the fence rail. The fence rail is 3/4 inch thick by 2 inches deep. The fence is made of iron 3/32 x 1 inch, screwed to the rail. The upper part is made of two pieces of 3/8-inch thick panel, with sufficient space left for the glass frame to slide into it. The rear body is composed of three parts, the upper or stationary part with oval window, the center part being a lid or lift upward, and the lower one a drop gate opening downward. The upper panel is grooved into the top cross rail, and routed into the posts, and the lower part into the hinge cross rail. At the ends the joints are

Andrew Blum, Mt. Airy, Philadelphia, Pennsylvania

covered with moldings same as on sides, and lower cross bar joint is covered with the drip molding. The panel has two strainers, and the space between the strainers on the oval light is filled up with a 3/8-inch thick panel cut away 3/8 inch from the light to produce a recess, into which the glass is set, and the rest of space is filled up with a strip to hold the glass in place. This center lid is 3/8 inch thick only, has two hardwood strainers 3/4 x 7/8 inch at center, and the 7/8-inch thickness is tapered down to 1/2 inch at each end. Those three strainers are shown by dotted lines, and at lower edge is a drop molding to prevent the water from entering into the drop gate joint. The lower gate is a 5/8 x 14 1/2-inch wide ash board, molded as shown, with 5/16 inch thick moldings, and hinged to body. The center part is hinged to cross bar, but cannot be opened except when the lower gate is partly down, because the three strainers are back of the lower gates, as shown by dotted lines. The center lid is held up by two hinge joints, as shown by dotted lines. The inside finish is composed at front part of two shelves, 14 x 22

inches from bottom boards, resting on strips, as shown on side elevation. The rear part has six strips 3/8 x 1 3/8 inches on each side. Each end of these strips is let in flush with the door and rear posts, and lays flat against the posts between. The box on which the driver sits is 15 x 15 inches, and 38 1/2 inches long, with a hinged lid in front 12 x 24 inches. Under the box are three strainers 7/8 inch square so as to lift it from the bottom boards and to let the air circulate. In the rear of this box is another 38 1/2 inches high and 25 inch long. In front it is somewhat cut out to facilitate reaching to the bottom of the box. There is also a sliding shelf made in two parts sliding on top of each other 30 inches from bottom. Beside those shelves are two more 13 inches wide resting on the 3/8 x 1 3/8 inches strips near the oval light on rear of body. All of these shelves are shown in dotted lines on side elevation. All posts have strap bolts, and the door posts have 3/8 x 1 1/2 inch thick iron up to the top of doors, the entire length of the posts, which keep the posts from springing, and prevent side motion.



PLATE No. 1279. GROCER'S DELIVERY WAGON.
BUILT BY ANDREW BLUM, MT. AIRY, PHILADELPHIA, PA.

Carriage Monthly
February 1910

Plate No. 1279. GROCER'S DELIVERY WAGON.
Built by Andrew Blum, Mt. Airy, Philadelphia, Pennsylvania.
Carriage Monthly February 1910.



Carriage Monthly
February 1910

PLATE No. 1281. GROCER'S DELIVERY WAGON.
BUILT BY ANDREW BLUM, MT. AIRY, PHILADELPHIA, PA.

Plate No. 1281. GROCER'S DELIVERY WAGON.
Built by Andrew Blum, Mt. Airy, Philadelphia, Pennsylvania.
Carriage Monthly February 1910.