

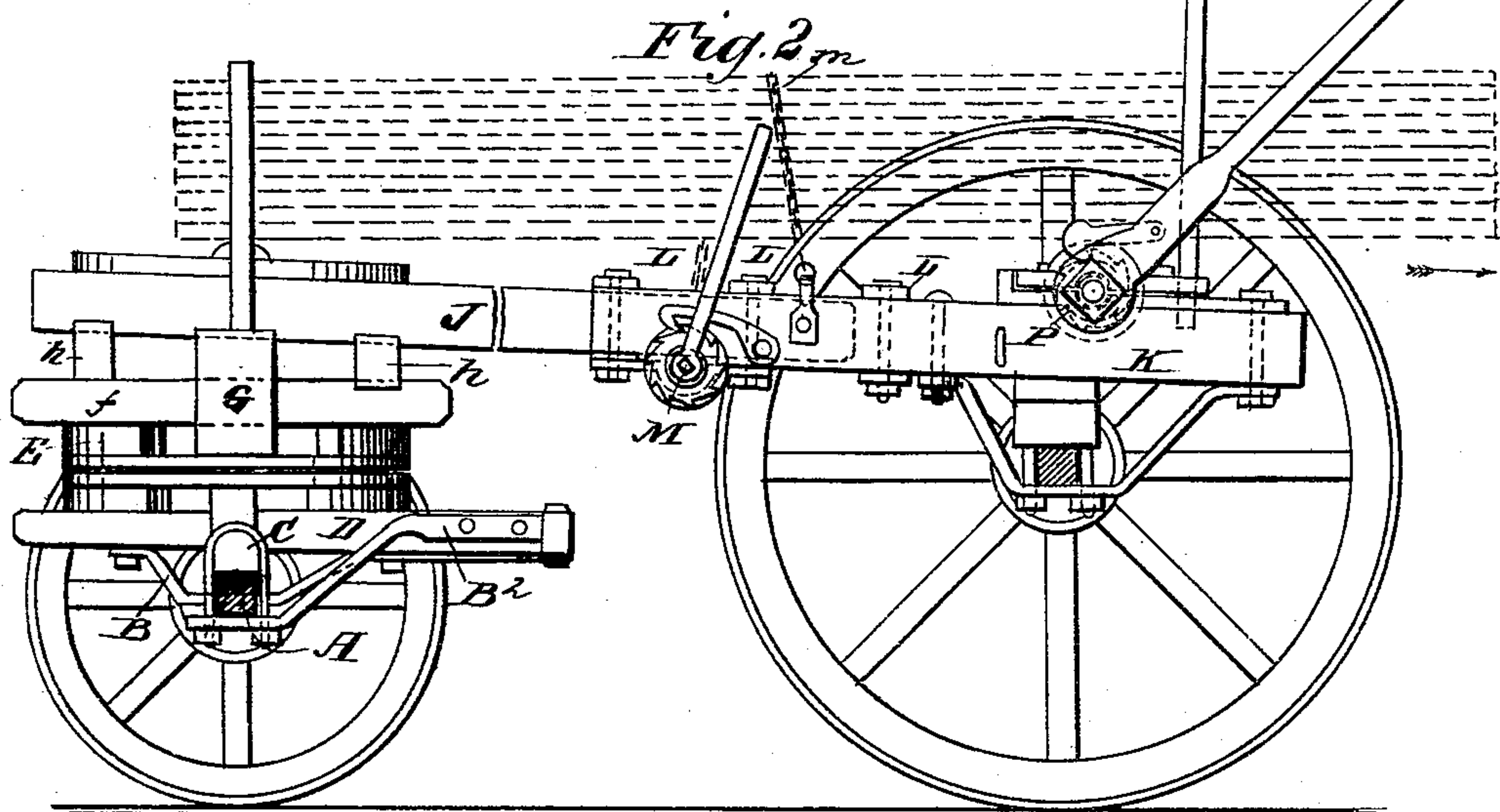
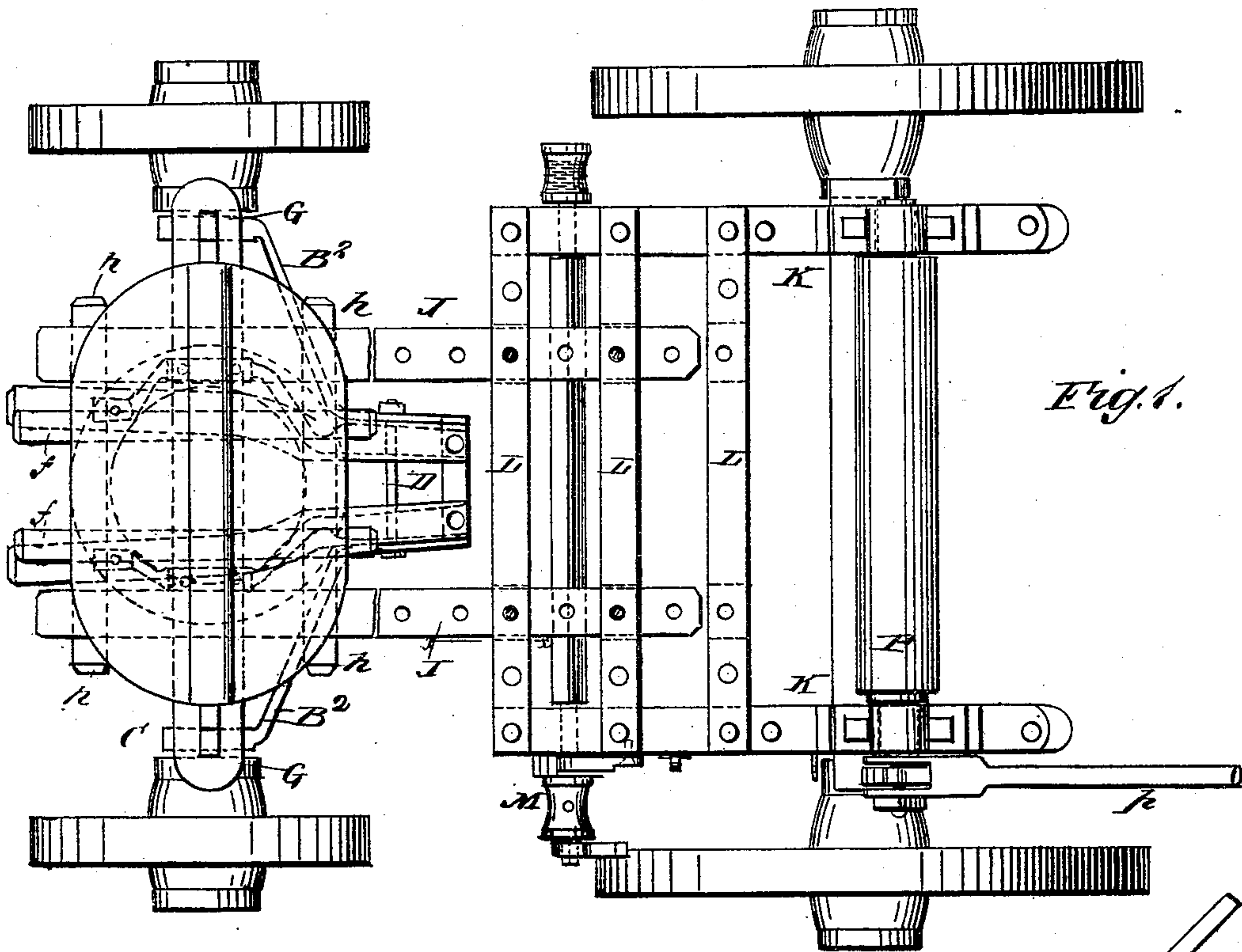
(No Model.)

J. G. SEIFER & J. MASCHKE.

Lumber Wagon.

No. 243,633.

Patented June 28, 1881.



WITNESSES:

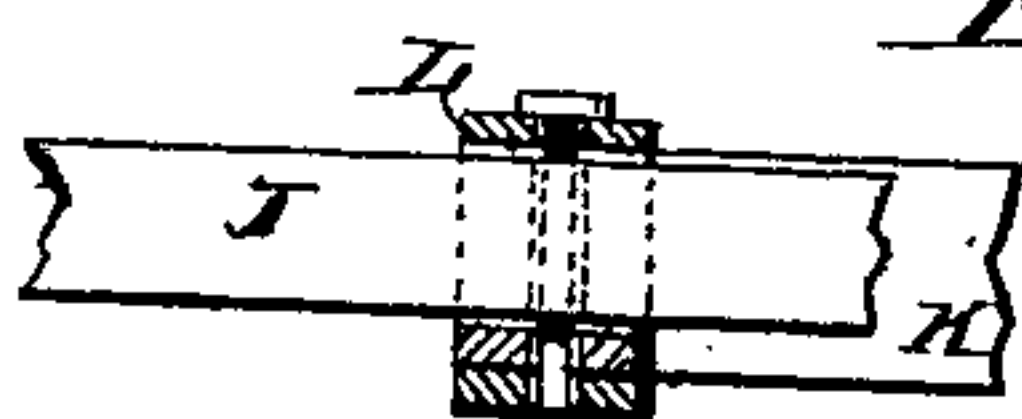
WITNESSES:
Francis Mc Ardle,
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INVENTOR:

Fig. 3. J. G. Seifer
J. Maschen

BY

ATTORNEYS.



UNITED STATES PATENT OFFICE.

JOHN G. SEIFER AND JOHN MASCHEK, OF NEW ORLEANS, LOUISIANA.

LUMBER-WAGON.

SPECIFICATION forming part of Letters Patent No. 243,633, dated June 28, 1881.

Application filed April 18, 1881. (No model.)

To all whom it may concern:

Be it known that we, JOHN G. SEIFER and JOHN MASCHEK, of New Orleans, in the parish of Orleans and State of Louisiana, have
5 invented a new and useful Improvement in Lumber-Wagons, of which the following is a full, clear, and exact description.

Our invention relates more particularly to a wagon for hauling lumber.

10 The invention consists, essentially, in a novel construction and arrangement of the reach and connections, whereby provision is made for extending and contracting the length of the wagon to accommodate it to long or short lum-
15 ber, and in certain details hereinafter more particularly described.

In the accompanying drawings, Figure 1 is a top view of a wagon embodying our improvements. Fig. 2 is a side view of the same, and
20 Fig. 3 is a detail view.

Similar letters of reference indicate corresponding parts.

The general construction of the running gear may be of any suitable description.

25 The front axle-tree is provided with two pairs of braces connecting it with the hounds. The braces B extend from the front ends of the hounds D down under the axle-tree A, and then up again to the hounds behind the axle-
30 tree. The braces are connected to the hounds by bolts and to the axle-tree by screws and nuts. The braces B² have each one end attached to the axle-tree near its end by means of the clip C, which secures the iron portion
35 of the axle-tree to the wooden portion, from which point it extends diagonally and slightly upward to the side of the hound, to which it is secured by bolts.

On the top of the hounds rests a fifth-wheel,
40 E, of any suitable description.

To the top of the upper half of the fifth-

wheel is attached the front bolster, G, through which pass two bars, *ff*, on the top of which are secured two transverse bars, *h h*.

To the transverse bars *h* and the bolsters G
45 are secured the front ends of the bars J J, which constitute the reach.

To the rear axle-tree are attached two bars, K K, which extend forward a distance about
50 or nearly equal to the length of a short wagon. Between these bars are secured transverse bars L, which are preferably formed by a wooden filling, with the top and bottom faced and se-
55 cured by flat bar-iron bolted to the wood and to the bars K. In the bars L are slots, through which the double reach or bars J J pass, and
60 in which they are free to slide when extending or contracting the length of the wagon. Said double reach is held in position at different
65 adjustments in a similar manner to a double reach by bolts passed through the bars L and through holes in the reach.

The wagon is provided with a windlass, M, and chain, *m*, for binding the load, and also with a roller, P, and lever, *p*, for dumping the
70 load in the usual manner.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

1. The combination, with the axle-tree A and
70 hounds D, of the braces B B², arranged as herein shown and described.

2. The double reach consisting of the bars J J, in combination with the frame composed
75 of the longitudinal bars K and slotted transverse bars L, as herein shown and described.

JOHN GOTTLIEB SEIFER.
JOHN MASCHEK.

Witnesses:

GEORGE GRUEBEL,
BUXTON PRESTON.