

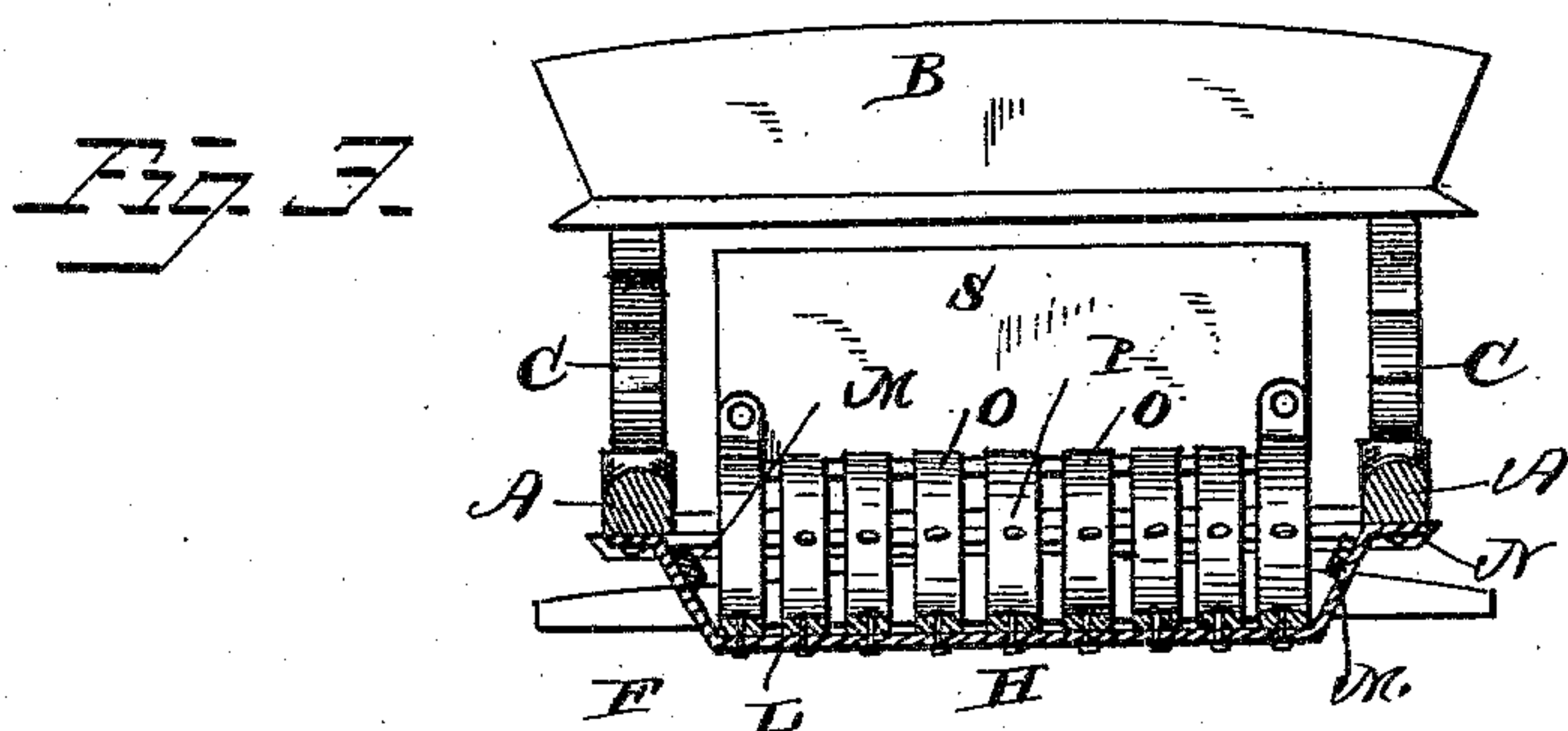
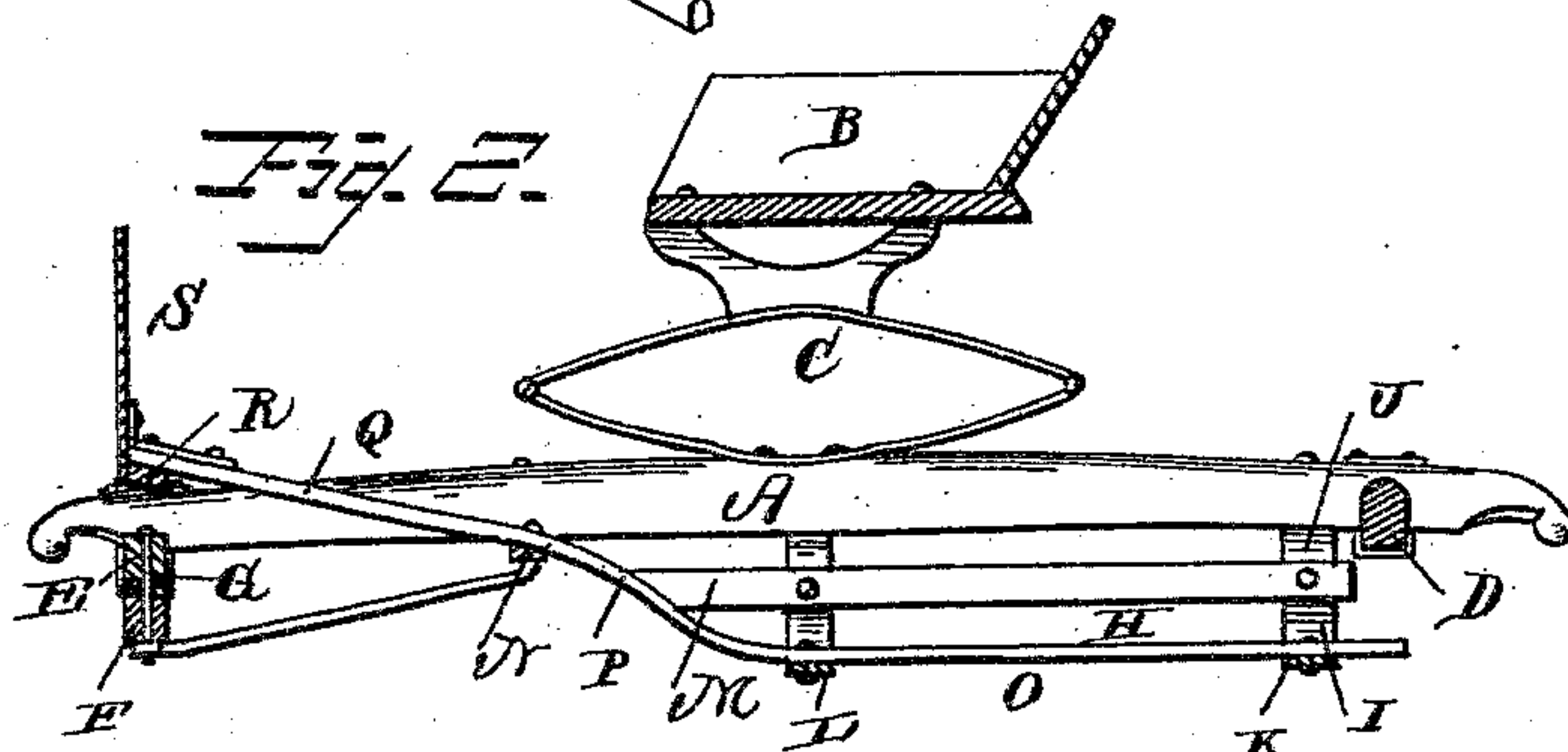
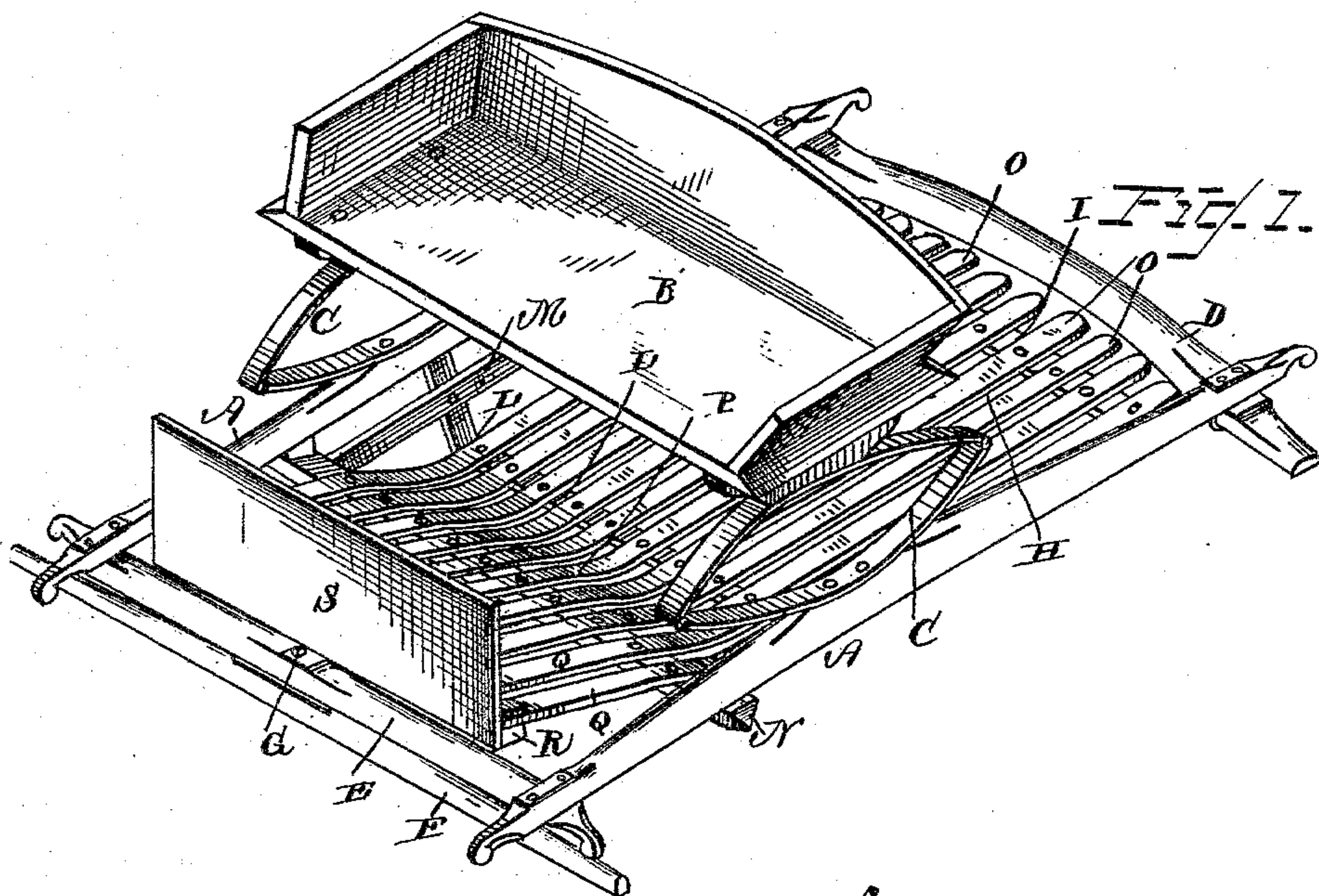
(No Model.)

C. SCHUMACHER.

ROAD WAGON.

No. 303,190.

Patented Aug. 5, 1884.



WITNESSES
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UNITED STATES PATENT OFFICE.

CHARLES SCHUMACHER, OF FRANKFORT, OHIO.

ROAD-WAGON.

SPECIFICATION forming part of Letters Patent No. 303,190, dated August 5, 1884.

Application filed May 19, 1883. (No model.)

To all whom it may concern:

Be it known that I, CHARLES SCHUMACHER, a citizen of the United States, residing at Frankfort, in the county of Ross and State of Ohio, have invented a new and useful Road-Wagon, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to road-wagons; and its object is to provide a wagon having a basket or receptacle formed at the rear part of the wagon-bed, and possessing superior advantages in point of simplicity, inexpensiveness, durability, and general efficiency.

In the drawings, Figure 1 is a perspective view of my improved basket-wagon. Fig. 2 is a vertical longitudinal sectional view of the same. Fig. 3 is a vertical transverse sectional view.

Referring to the drawings, A A designate the longitudinal side bars, on which the seat B is about centrally arranged, and is supported on springs C C, in the usual manner. These bars A A are connected at their rear ends by the rear axle, D, and at their front ends by a cross-bar, E, to which the front axle, F, is pivoted by the king-bolt G. The rear axle, D, passes under the bars A A, so that it will form the back of the basket or receptacle, which latter is designated by the letter H, and from the said bars A A, just in front of the rear axle, depends a transverse supporting-strip, I. This strip I comprises downwardly-extending sides or end portions J J, and a main horizontal central portion, K, as shown. Under the seat B is arranged another depending transverse strip, L, of corresponding construction with the strip I, and to the side portions J of these strips I and L are secured longitudinally-disposed slats M M, that form the sides of the basket H. At the front ends of the slats M M, just in front of the seat B, is arranged a transverse bar, N, the purpose of which will be presently described. The bottom of the basket or receptacle H is formed by a parallel series of longitudinal slats, O, which extend horizontally from under the rear axle forwardly, and in front of the strip L, the slats being secured to the supporting-

strips I and L by any suitable means. From the front strip, L, the slats O are curved upwardly, as shown at P, to form the front of the basket H to the cross-bar N, and are secured on top the latter. From this cross-bar N the front ends, Q, of the longitudinal slats O are inclined upwardly, and form the foot-rest. This upward incline imparts the required spring to the foot-rest. The front ends of the slats are preferably secured by a cross-piece, R, and carry the dash-board S.

The operation and advantages of my invention will be readily understood. It is very simple, and provides a safe and convenient basket or receptacle for any goods it may be desired to carry. Under some circumstances I prefer to form the foot-rest and the bottom of the receptacle of independent series of slats, and connect the ends of these series of slats by a transverse board forming the front of the basket, in lieu of the curve of the longitudinal slats.

I claim as my invention—

1. As an improvement in wagons, the combination of the longitudinal side bars carrying the seat, the transverse supporting-strips I and L, depending from the side bars in rear of the seat, and comprising the side portions J J and the horizontal central portions, K, below the plane of the side bars, the cross-bar N, secured to the side bars at the front of seat, the slats M M, forming the sides of the basket, and extending to the cross-bar N, and secured to the portions J J, the rear axle forming the rear wall of the basket, and the longitudinally-disposed slats O, extending horizontally from under the rear axle to the strip L, from whence they are curved upwardly and secured to the cross-bar N, and extending from the latter and inclined upwardly without supports to form a spring foot-rest, substantially as and for the purpose set forth.

2. The combination of the longitudinal side bars carrying the seat and connected at their rear ends by the rear axle, and at their front ends by a cross-piece supported on the front axle, the transverse depending supporting-strips comprising the downwardly-extending end

portions carrying the longitudinally-disposed slats, and the horizontal main portions, the transverse cross-bar arranged in front of the supports, and the longitudinal parallel series
5 of slats supported on the transverse strips, curved upwardly and secured to the cross-piece, and from thence extending forwardly and upwardly inclined, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in 10 presence of two witnesses.

CHARLES SCHUMACHER.

Witnesses:

R. D. McDOUGAL,
J. B. McLAUGHLIN.