

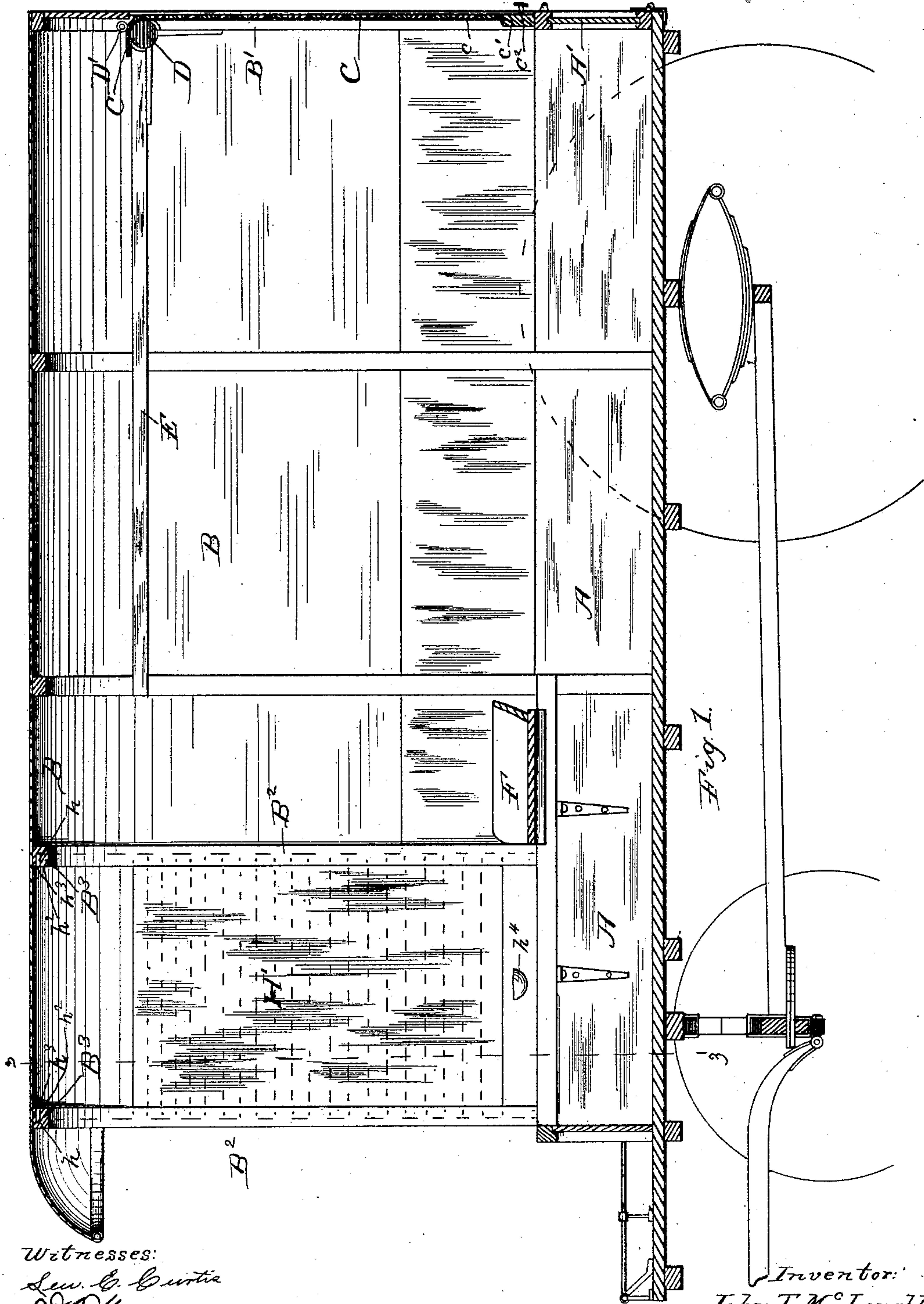
(No Model.)

2 Sheets—Sheet 1.

J. T. McLAUGHLIN.  
COVERED DELIVERY WAGON.

No. 353,365.

Patented Nov. 30, 1886.



Witnesses:

Lev. C. Curtis

W. Munday

Inventor:

John T. McLaughlin

By Munday, Enart & Adcock

his Attorneys:

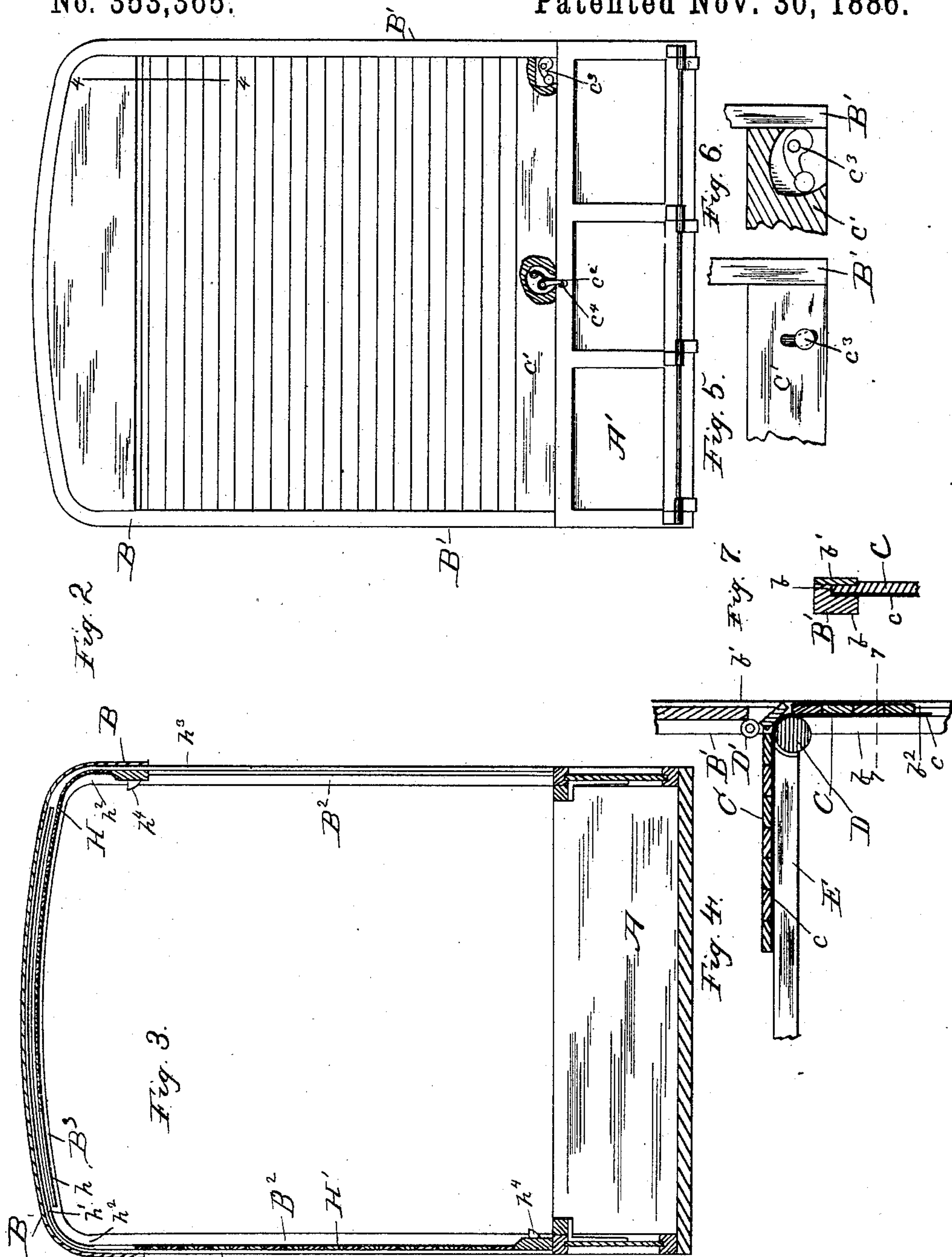
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*John T. McLaughlin.*  
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# UNITED STATES PATENT OFFICE.

JOHN T. McLAUGHLIN, OF CHICAGO, ILLINOIS.

## COVERED DELIVERY-WAGON.

SPECIFICATION forming part of Letters Patent No. 353,365, dated November 30, 1886.

Application filed April 12, 1886. Serial No. 193,551. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN T. McLAUGHLIN, a citizen of the United States, residing in Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Covered Delivery-Wagons, of which the following is a specification.

My invention relates to improvements in covered wagon-bodies, commonly used for delivering groceries and other merchandise. Delivery-wagons have heretofore usually been made with open rear ends closed by a canvas curtain, which when not in use is tied or buckled up in a roll, much the same as a buggy-curtain. These cloth or canvas curtains are not very convenient to handle, especially when wet; but the principal objection to their practical use in delivery-wagons arises from the fact that they afford no adequate security or protection to the contents of the wagon, especially against depredation. Delivery-wagons used for carrying more valuable parcels—as, for example, those used by express companies—have for these reasons generally been provided with hinged doors, so that they may be securely closed. Great difficulty, however, is experienced in the use of hinged doors on delivery-wagons, owing to the peculiar liability of their being broken from their hinges on such wagons, and, in addition to this, it frequently happens that the wagon is backed up in such position against a step, wall, or building that these hinged doors cannot be conveniently opened or closed; and when hinged doors are employed their safety requires that they always be kept closed when the wagon is in motion, which is often a matter of great inconvenience, as sometimes it is desirable to allow part of the load to project more or less outside at the rear of the wagon.

It is the object of my invention to provide a covered body for delivery-wagons of a simple, durable, and cheap construction, which may be easily and quickly opened and closed, which when closed will be secure, and which may be used either closed or with an open rear end.

To this end my invention consists, in connection with a delivery-wagon body and its cover, of a vertically-sliding flexible wood-slat door in the rear end of said wagon body and cover, mounted in guide-grooves on the rear end posts or frame-pieces of the cover; and it

also consists in the novel devices and novel combinations of devices herein shown and described, and more particularly pointed out in the claims.

In the accompanying drawings, which form a part of this specification, and in which similar letters of reference indicate like parts, Figure 1 is a central longitudinal section of a delivery-wagon embodying my invention. Fig. 2 is a rear end view of the same. Fig. 3 is a section on line 3 3 of Fig. 1. Fig. 4 is an enlarged detail section on line 4 4 of Fig. 2. Figs. 5 and 6 are detail views showing the device for holding the vertically-sliding flexible wood-slat door in different positions, and Fig. 7 is a section on line 7 7 of Fig. 4.

In said drawings, A represents the body of a delivery-wagon; A', its hinged tail-board, and B its top or cover. The rear end upright posts or frame-pieces, B', of this cover are rabbeted or provided with offsets *b* and strips *b'*, preferably of iron, secured to the outer faces of said posts by screws or otherwise, thus forming guideways or grooves *b<sup>2</sup>* for the vertically-sliding flexible wood-slat door C. The flexible door C is of the ordinary construction, and consists of wood slats secured by nails, screws, or otherwise to a sheet of drilling or canvas, *c*. This door is provided with a heavy base-slat, *c'*, to carry the locking and holding devices *c<sup>2</sup>* *c<sup>3</sup>*.

D is a roller near the top of the posts B', over which the flexible door C turns when it is raised or pushed up.

E E are horizontal supports or guides secured to the upright frame-pieces B' of the cover on the inside thereof and on a line with the roller D, to support and receive the flexible door C when the same is raised. The roller D is journaled or supported at each end in suitable holes in the frame-pieces B' B' and E, at the corner thereof, and a small roller, D', is located over the roller D, to guide and turn the flexible door. The locking device *c<sup>2</sup>* is a simple spring catch or hook adapted to engage a pin or staple, *c<sup>4</sup>*, in the tail-board A', near the top edge thereof.

Any ordinary form of lock may be used, if desired.

The holding device *c<sup>3</sup>* consists of a cam or catch pivoted to the base-slat *c'* near its end, in a suitable recess therein, the curved face of



which bears against the face of the post B', and thus holds the sliding door in any desired position. The base-slat  $c'$  of the door rests directly upon the tail-board A'.

5 F is the seat, and H and H' are vertically-sliding wood-slat side protectors mounted in grooves  $h$   $h'$ , formed on the front posts, B<sup>2</sup>, by rabbets  $h^2$  therein and metal strips  $h^3$ , secured thereto. These guide-grooves  $h$  and  $h'$  extend  
10 under the top or roof part of the cover and overlap each other, as shown in Fig. 3, to give room for the two side protectors. The guides  $h$  and  $h'$  in the curved horizontal part B<sup>3</sup> of the frame-pieces of the cover are best formed by  
15 cutting grooves or channels therein. The side protectors, H and H', are provided with handles or lips  $h^4$ , for raising and lowering the same, and they may, if desired, be furnished with catches and holding devices similar to  
20 those shown in the door C.

If desired, also, a vertical sliding flexible front end protector similar to the one C at the rear may be provided just back of the seat F.

I hereby disclaim as not being of my invention the devices shown and described in  
25 Letters Patent No. 166,114, to Knight and Ripple, of July 27, 1875; No. 230,328, to Chandler, of July 20, 1880, and No. 279,047, to Tucker, of June 5, 1883. I also hereby disclaim the  
30 device shown and described in Letters Patent No. 300,089, to Korizek, of June 10, 1884.

I do not herein claim flexible wood-slat fabric *per se*, as I am aware that it has been used in desks, street-cars, and other places; nor do  
35 I herein claim any new or particular form of lock or fastening device. My invention consists in a new covered delivery-wagon, the object being to provide a covered delivery-wagon which may be as securely and rigidly closed as  
40 if it were provided with the ordinary solid hinged door heretofore in use, and which at the same time will have none of the disadvantages of such hinged door, but may be as conveniently opened and closed as the ordi-  
45 nary cloth or leather rolled curtain, and be equally adapted to be left only partially closed when it is desired that part of the load should project out of the rear end of the wagon.

I claim—

50 1. The combination, with a delivery-wagon body, A, having hinged tail-board A', of its cover B and cover-frame posts or pieces B', provided with rabbets or offsets  $b$  and strips  $b'$ ,

secured thereto, and vertically-sliding flexible wood-slat door C, having its base-slat  $c'$  provided with a catch or locking device,  $c^2$ , substantially as specified. 55

2. The combination, with a delivery-wagon body, A, having hinged tail-board A', of its cover B and cover-frame posts B', provided  
60 with rabbets or offsets  $b$  and strips  $b'$ , secured thereto, and vertically-sliding flexible wood-slat door C, having its base-slat  $c'$  provided with a catch or locking device,  $c^2$ , and a holding device,  $c^3$ , substantially as specified. 65

3. The combination, with a delivery-wagon body, A, of its cover B and cover-frame posts or pieces B', and a vertically-sliding flexible wood-slat rear end door, C, mounted in grooves  
70 or guideways  $b^2$  on said posts B', roller D, and horizontal guides or supports E, secured to the uprights B', substantially as specified.

4. The combination, with a delivery-wagon body, A, of its cover B and cover-frame posts or pieces B', and a vertically-sliding flexible  
75 wood-slat rear end door, C, mounted in grooves or guideways  $b^2$  on said posts B', rollers D and D', and horizontal guides or supports E, secured to the uprights B', substantially as specified. 80

5. The combination, with a delivery-wagon body, A, of its cover B and uprights B' and B<sup>2</sup>, a vertically-sliding flexible wood-slat rear end door, C, mounted in grooves or guideways  $b^2$   
85 on the rear uprights, B', rollers D and D', horizontal guides or supports E, secured to said uprights B', and vertically-sliding flexible wood-slat side protectors, H and H', mounted in guide-grooves  $h$  and  $h'$  in said uprights B<sup>2</sup>, said guide-grooves extending along the horizontal part  
90 B<sup>3</sup> of said frame-pieces B<sup>2</sup> and overlapping each other, substantially as shown and described.

6. The combination, with a delivery-wagon body, A, of its cover B and uprights B', having  
95 rabbets  $b$  and strips  $b'$  secured thereto, roller D, guides or supports E, and vertically-sliding flexible wood-slat door C, having a holding device,  $c^3$ , consisting of a cam or curved catch pivoted to the base-slat of said door, and  
100 adapted to bear against the face of one of the uprights, B', substantially as specified.

JOHN T. McLAUGHLIN.

Witnesses:

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