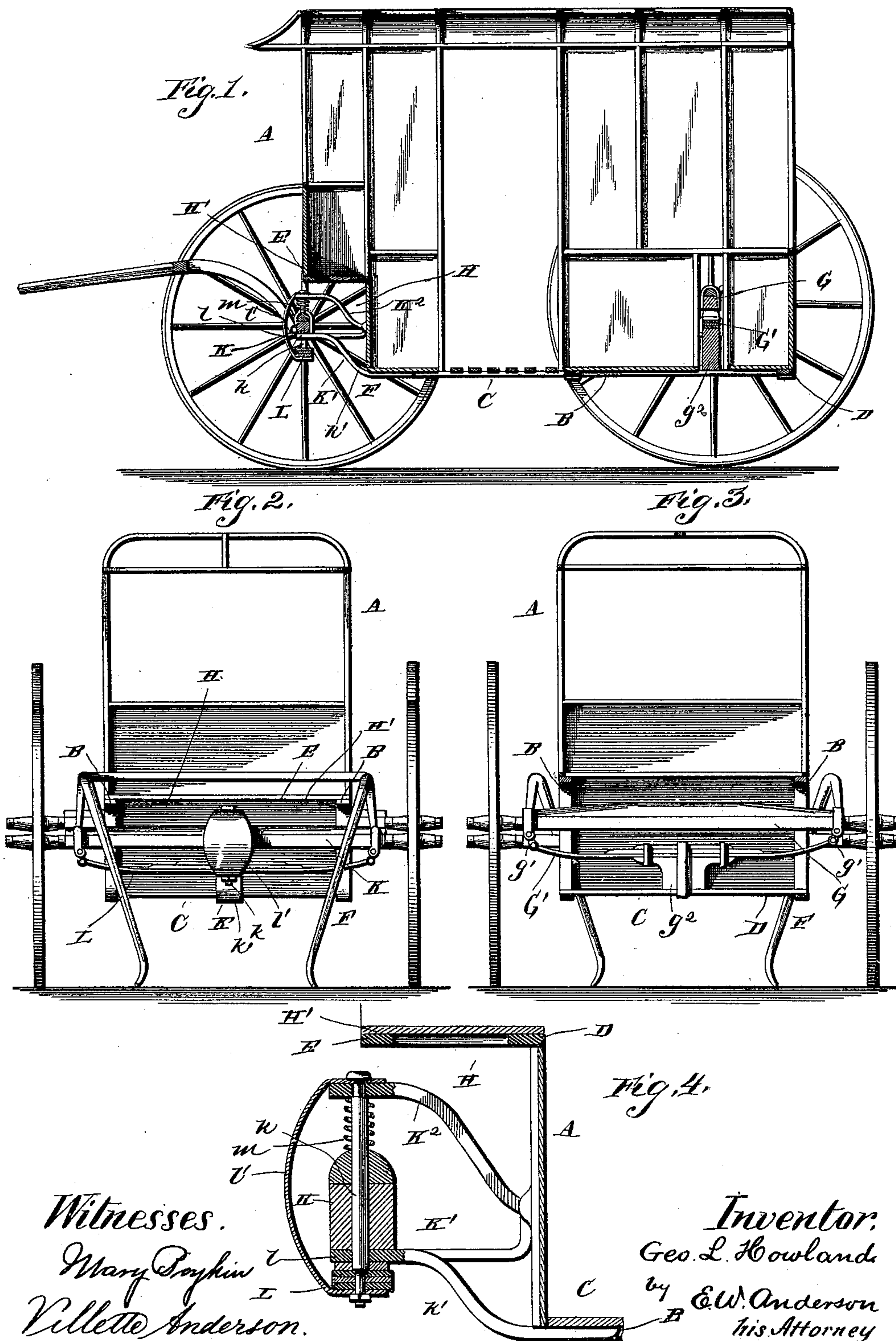


(No Model.)

G. L. HOWLAND.
DELIVERY WAGON.

No. 403,842.

Patented May 21 1889.



UNITED STATES PATENT OFFICE.

GEORGE LEWIS HOWLAND, OF TOPSHAM, MAINE.

DELIVERY-WAGON.

SPECIFICATION forming part of Letters Patent No. 403,842, dated May 21, 1889.

Application filed March 16, 1889. Serial No. 303,581. (No model.)

To all whom it may concern:

Be it known that I, GEORGE LEWIS HOWLAND, a citizen of the United States, and a resident of Topsham, in the county of Sagadahoc and State of Maine, have invented certain new and useful Improvements in Delivery-Wagons; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a vertical longitudinal sectional view of my wagon. Fig. 2 is a front view of same. Fig. 3 is a rear view of same, and Fig. 4 is a detail view in section.

The object of this invention is to provide a convenient delivery-wagon for merchandise; and it consists in the novel construction and combination of devices, all as hereinafter set forth.

In the accompanying drawings, the letter A designates the body of the wagon having the iron sills B, extending along the bottom C, said sills being connected by iron cross-bars D, and having an iron front bar, E, these bars forming a strong frame to strengthen the lower part of the body, which is designed to descend below the level of the axles, its passage F being low down and between the front and rear wheels. The rear portion of the body is provided with a chamber or recess which extends transversely and is open at the sides and serves to receive the rear axle, G. The rear axle extends through the open sides of the recess, and to it is connected the transverse elliptic spring C' by means of shackles g', and to said spring is clipped the central depending hanger-block, g², which is bolted securely to a sill-bar of the frame of the body.

The front of the body is recessed underneath to provide a re-entrant angular chamber, H, below the projecting front ledge, H', for the reception of the braces and connections of the front axle, K, which is pivoted,

by means of the king-bolt k, to the bracket K', which is provided with a strong goose-neck brace, k', secured to the sill of the body-frame. The opening for the king-bolt in the bracket is sufficiently wide to allow for a rocking movement of the body, and the overhanging brace K'', which engages the top of the king-bolt, is pivoted at its rear end to the bracket, so that it will also accommodate itself to the rocking motions of the body. The front transverse elliptic spring, L, is connected to the axle by means of shackles, and the extended front end, l, of the bracket K' rests upon the middle of the front spring, thus supporting the front of the body. An apron, l', extends downward from the top of the king-bolt in front of the axle and spring to guard these parts from mud. A spiral spring, m, is usually employed on the king-bolt between the axle and the overhanging pivoted brace K''.

By the construction hereinbefore described I am enabled to provide a convenient low-bodied wagon, which is easily entered between the wheels in its middle portion, and in which is provided ample storage-room in front and in rear of the middle entrance portions for the goods which are to be carried and delivered.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. The low-bodied wagon having the rear-axle chamber, the front-axle recess, and the low entrance portion, in combination with the rear axle, its elliptic spring and shackle connections, and the hanger-block secured to said spring and to the bottom frame of the wagon, and the front axle, its spring and bracket connection to the wagon-body, substantially as specified.

2. In a low-bodied wagon, the combination, with the recessed front and projecting front ledge over said recess, of the bearing-bracket having a goose-neck brace, the front axle, its spring supporting said bracket, the king-bolt, and its overhanging pivoted brace, substantially as specified.

3. In a low-bodied wagon, the combination,

with the transverse rear-axle recess having
open ends, of the rear axle and its transverse
elliptic spring in said recess, the shackles
connecting the spring to the axle, and the
5 hanger-block clipped to the spring and bolted
to the sill-bar of the wagon, substantially as
specified.

In testimony whereof I affix my signature in
presence of two witnesses.

GEORGE LEWIS HOWLAND.

Witnesses:

BANES POTTER,
ISAAC HACKER.