

(No Model.)

P. & J. W. BROWN.
WAGON.

2 Sheets—Sheet 1.

No. 445,877.

Patented Feb. 3, 1891.

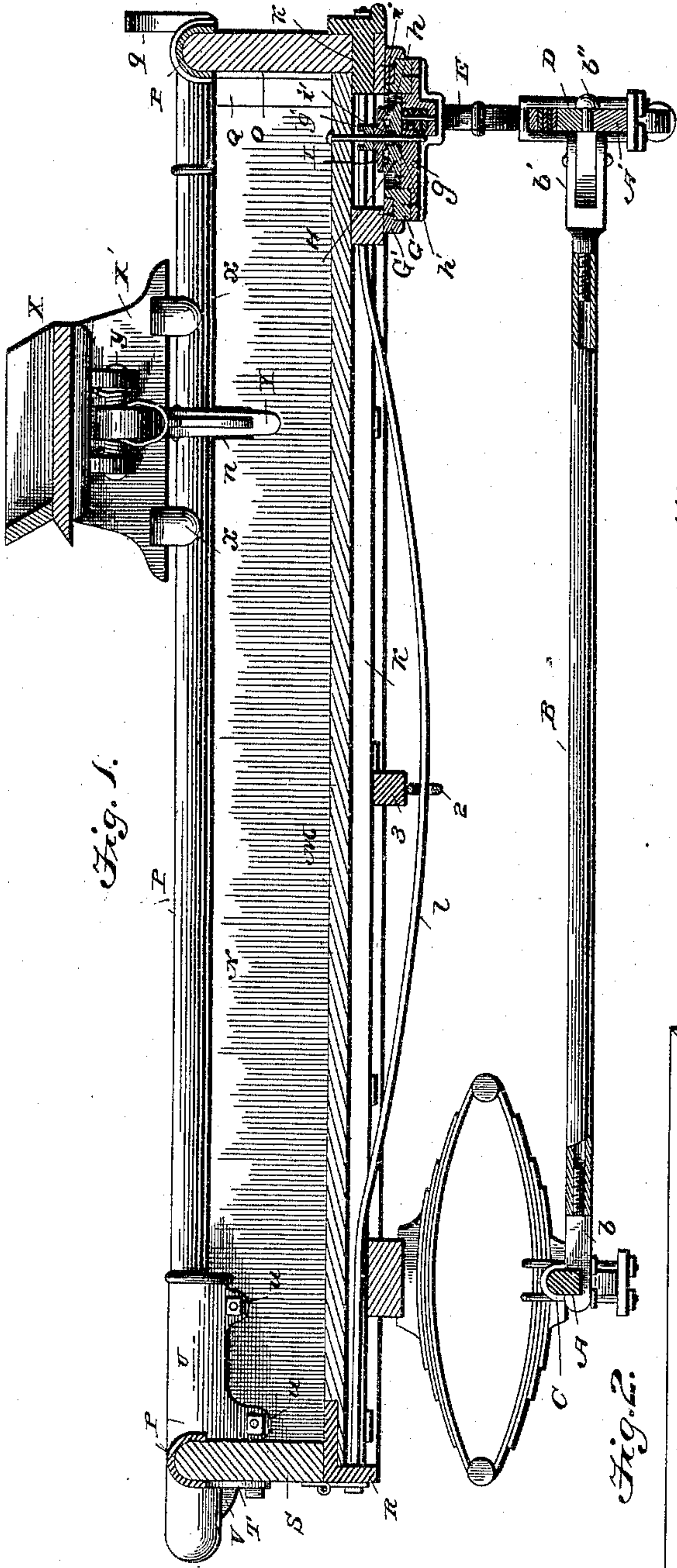


Fig. 1.

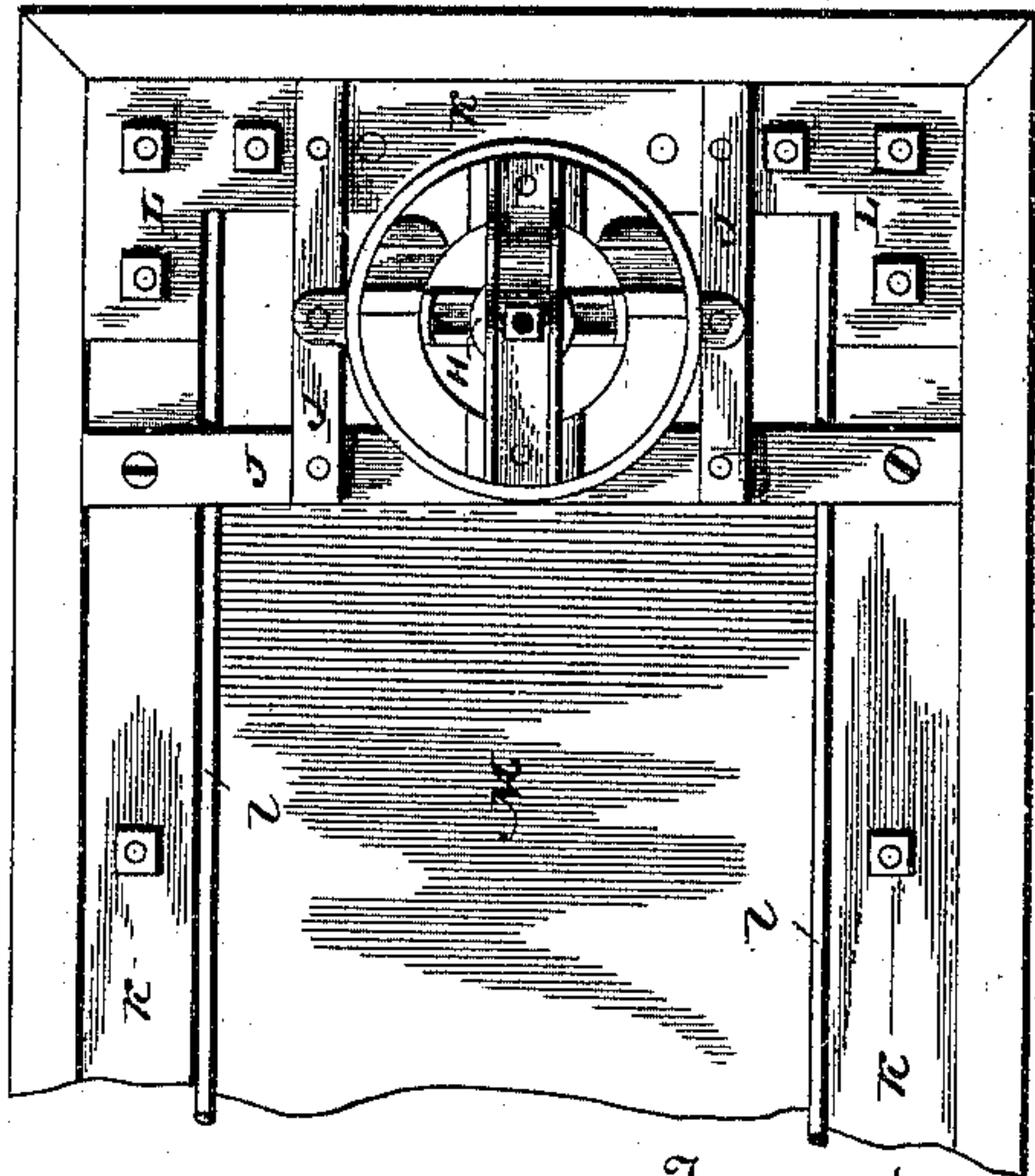
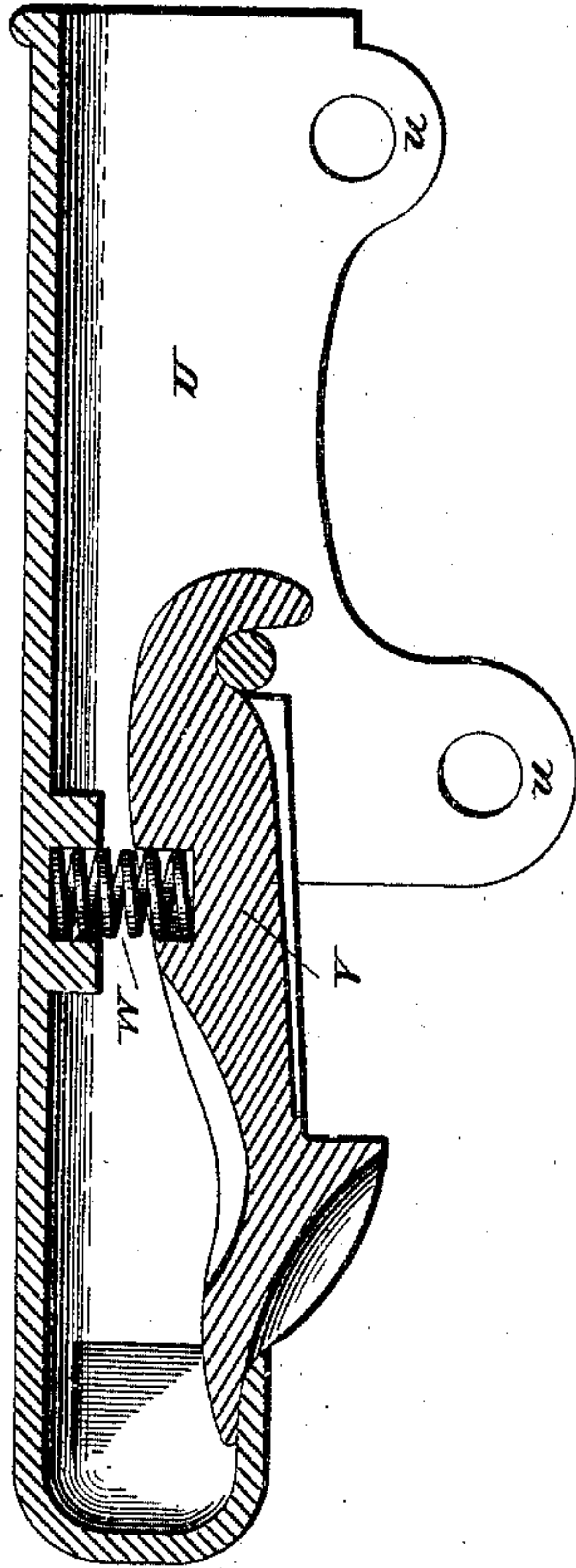


Fig. 2.

Witnesses

J. E. Robertson

Inventors

Perry Brown
J. W. Brown

By their Attorney

J. E. Robertson

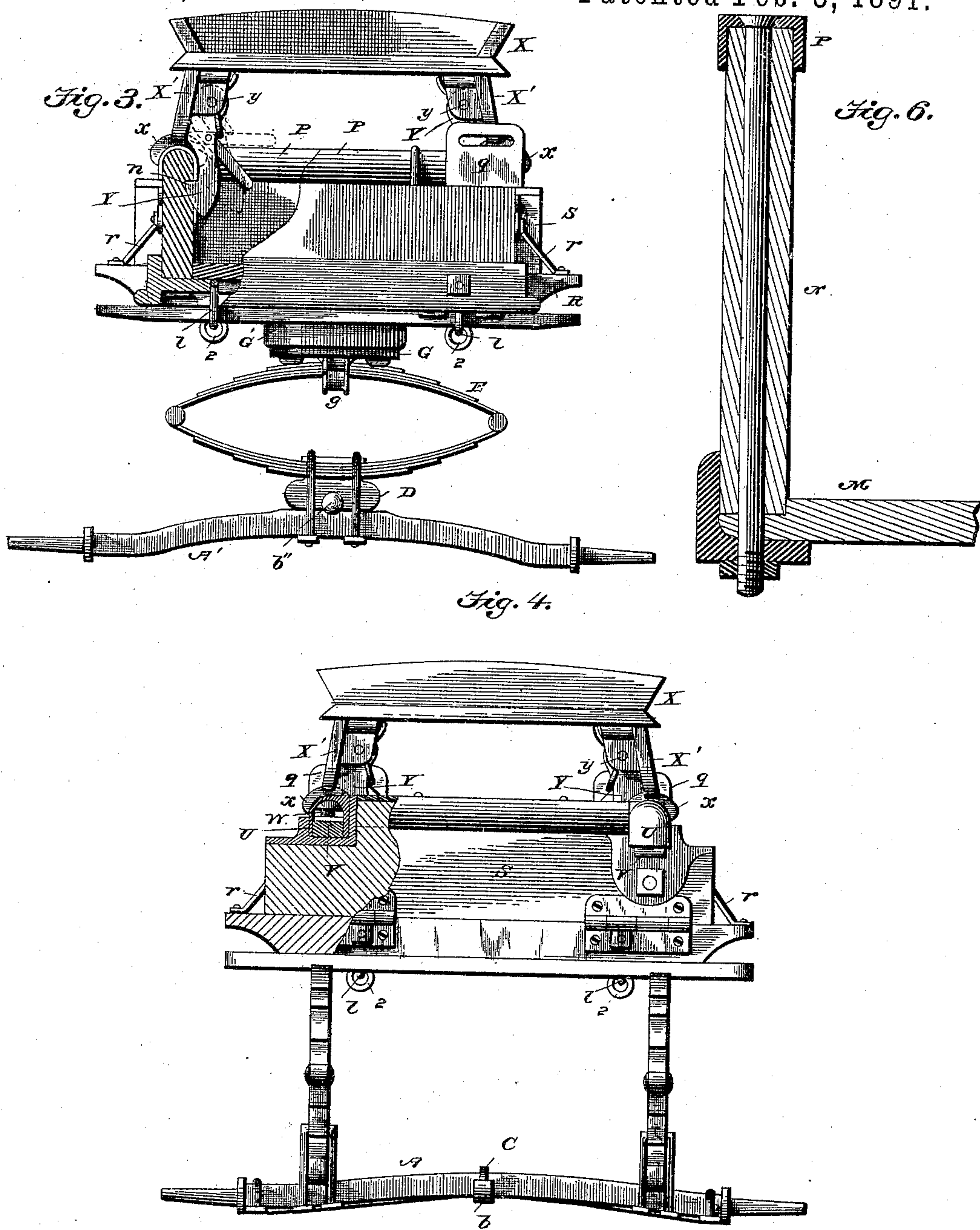
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UNITED STATES PATENT OFFICE.

PERRY BROWN, OF LOUISVILLE, KENTUCKY, AND JOSEPH W. BROWN, OF
MEMPHIS, TENNESSEE.

WAGON.

SPECIFICATION forming part of Letters Patent No. 445,877, dated February 3, 1891.

Application filed April 10, 1890. Serial No. 347,418. (No model.)

To all whom it may concern:

Be it known that we, PERRY BROWN and JOSEPH W. BROWN, both citizens of the United States, residing at Louisville, Jefferson county, Kentucky, and Memphis, Shelby county, Tennessee, respectively, have invented certain new and useful Improvements in Wagons, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain improvements in the construction of wagons such as are commonly known as "business wagons," whereby they are made stronger and more durable and convenient in use; and the invention consists in the peculiar construction, arrangement, and combinations of parts whereby these ends are accomplished, as hereinafter more fully described, and then definitely pointed out in the claims.

In the accompanying drawings, Figure 1 is a central vertical longitudinal section of our wagon with the wheels removed. Fig. 2 is a reversed plan of the front part of the same with the spring and axle removed. Fig. 3 is a front view with part broken away to show the seat-fastening. Fig. 4 is a rear view, also with part broken away. Fig. 5 is a vertical longitudinal sectional view of the end-gate fastening. Fig. 6 is a sectional detail showing another form of body-iron.

Referring now to the drawings by letter, A A' represent the axles; B, the reach (preferably made mainly of gas-pipe) having at the rear end a malleable-iron casting *b*, fastened by a clip C to the rear axle, and at the front end a forked casting *b'*, which receives the tongue of the coupling *b''*, held between the axle and a block D. Above this block is the lower half of the spring E, and said half of the spring, the block D, and the axle A are all securely fastened together by clips, as shown. The upper half of the spring is secured to the lower half G of the fifth-wheel by a cross-bar *g*, which may be either cast with the lower half of the cross-bar or formed separately therefrom and attached with bolts, as preferred. Resting on this cross-bar is a transfer-plate H, which is securely fastened to said cross-bar by bolts, one of which passes through the upper half of the spring. The transfer-plate H

is provided with a deep groove *h* and a central recess *h'*, in which enters a corresponding circular rib *i* and boss *i'* of an upper transfer-plate I, bolted to a cross-bar *g'*, preferably cast with the upper half G' of the fifth-wheel, which half is bolted to the bars J J J, preferably formed of angle-iron, and to the front sill K. Both halves of the fifth-wheel are provided with rims that take the strain off of the king-bolt when in use.

The body of the wagon is formed on iron sills K, preferably of angle-iron, secured together at the front corners by angle-pieces L, bolted thereto, as shown. On these sills are set the bottom M, the sides N, and front end piece O, which are surmounted by bars P, rolled of semi-cylindrical form preferably, but may be made of any form that will embrace the top edges of the boards forming the sides and ends. The front and sides are secured together by corner-pieces Q, having ears *q*, intended to receive bolts to secure a dash, if desired. Bolts pass through these corner-pieces and through the sills K and angle-pieces L, and thus the whole is firmly secured together. On the bottom at the rear end is an angle-iron cross-bar R, to which is hinged the tail-gate S, having its top edge guarded by a rolled bar P, and at each end corner-irons T, recessed, as shown, to receive the tail-gate fastening, which is formed of a hollow casting U, having ears *u u*, by which it is secured by bolts to the end of the side. Pivoted in this casting is a dog V, above which is a spring W, whose opposite ends set in recesses in the casting U and a dog V, so as to force the dog down over the corner-iron. Bolted to this casting U and to the rear cross-bar R are braces *r* to support the ends of the sides N.

The seat X rests upon braces X', having semicircular feet *x*, that embrace the side irons P. Pivoted at *y* on the brackets are spring-actuated dogs Y, catching in notches *n*, each dog having a lever pivoted thereto, by moving which the dog it is attached to can be thrown out, as shown in dotted lines in Fig. 3.

Running lengthwise of the wagon are two truss-rods 1, whose ends pass through the front and rear cross-bars and through eyes 2

under a wooden cross-bar 3, by which the strength of the body is much increased.

By the construction above set forth we obtain many advantages, which will be apparent to the most casual observer, among which may be given the following:

The construction of the body gives great strength and durability, and the arrangement of the tail-gate fastening is very convenient, for it is not only protected from the ice and snow, but the corner-iron serves to keep the sides from springing outward.

The truss-rods will so add to the strength of the body that a load which would break down an ordinary wagon will be carried in this without straining it in the least.

The peculiar seat-fastening will be found very convenient.

From these advantages and others that may be cited it will be seen that we have invented a wagon that will prove to be very strong and durable at a comparatively low cost.

Certain improvements in the fifth-wheel and its connections (shown here, but not claimed) are shown and claimed in an application filed as a division of this case.

What we claim is—

1. A wagon-body having iron sills K, connected with angle-pieces L and having an upturned flange k , forming seats for the sides, substantially as described.

2. A wagon-body having the top of its sides sheathed with irons P, extending down below the top of said sides, its bottom resting on irons K, its sides N set between said irons P and K, and bolts passing through said

irons and sides and binding them together, substantially as described.

3. A wagon-body having the corner-irons Q, with ears q , substantially as described.

4. The combination, with a wagon-body having its sides sheathed on top with iron, of a seat provided with brackets X', having feet x , claspings over the sheathing-iron, substantially as described.

5. The combination, with a wagon-body having its sides sheathed on top with iron and notches in said sides, of a seat provided with a spring-actuated dog adapted to slide under the sheathing-iron and catch in the notches in the sides, substantially as described.

6. The combination of a wagon-body and the tail-gate thereof with a casting U and pivoted dog V, substantially as described.

7. The combination of a wagon-body and the tail-gate thereof with the casting U, dog V, and spring W, substantially as described.

8. The combination of a wagon-body and the tail-gate thereof, provided with the corner-iron T, with the casting U and dog V, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses, this 21st day of March, 1890.

PERRY BROWN.
JOSEPH W. BROWN.

Witnesses to Perry Brown:

MARC MUNDY,
JOHN R. DOUGHAN.

Witnesses to J. W. Brown:

GEO. B. COLEMAN,
C. W. HEISKELL.