

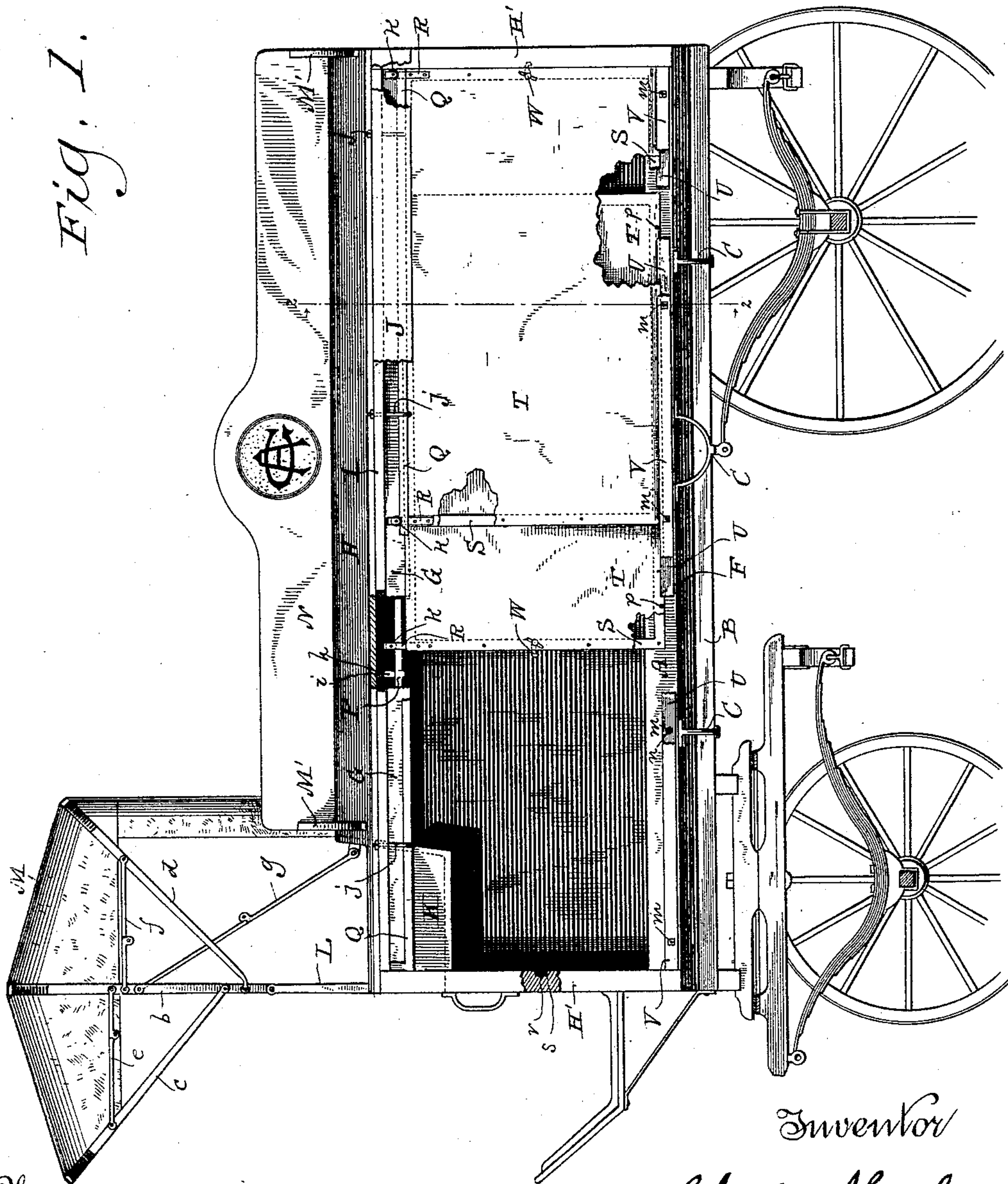
(No Model.)

2 Sheets—Sheet 1.

C. ABRESCH.  
WAGON.

No. 452,591.

Patented May 19, 1891.



Witnesses  
Geo. W. Young.  
Wm. Klug

Inventor  
Charles Abresch  
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Fig. 2.

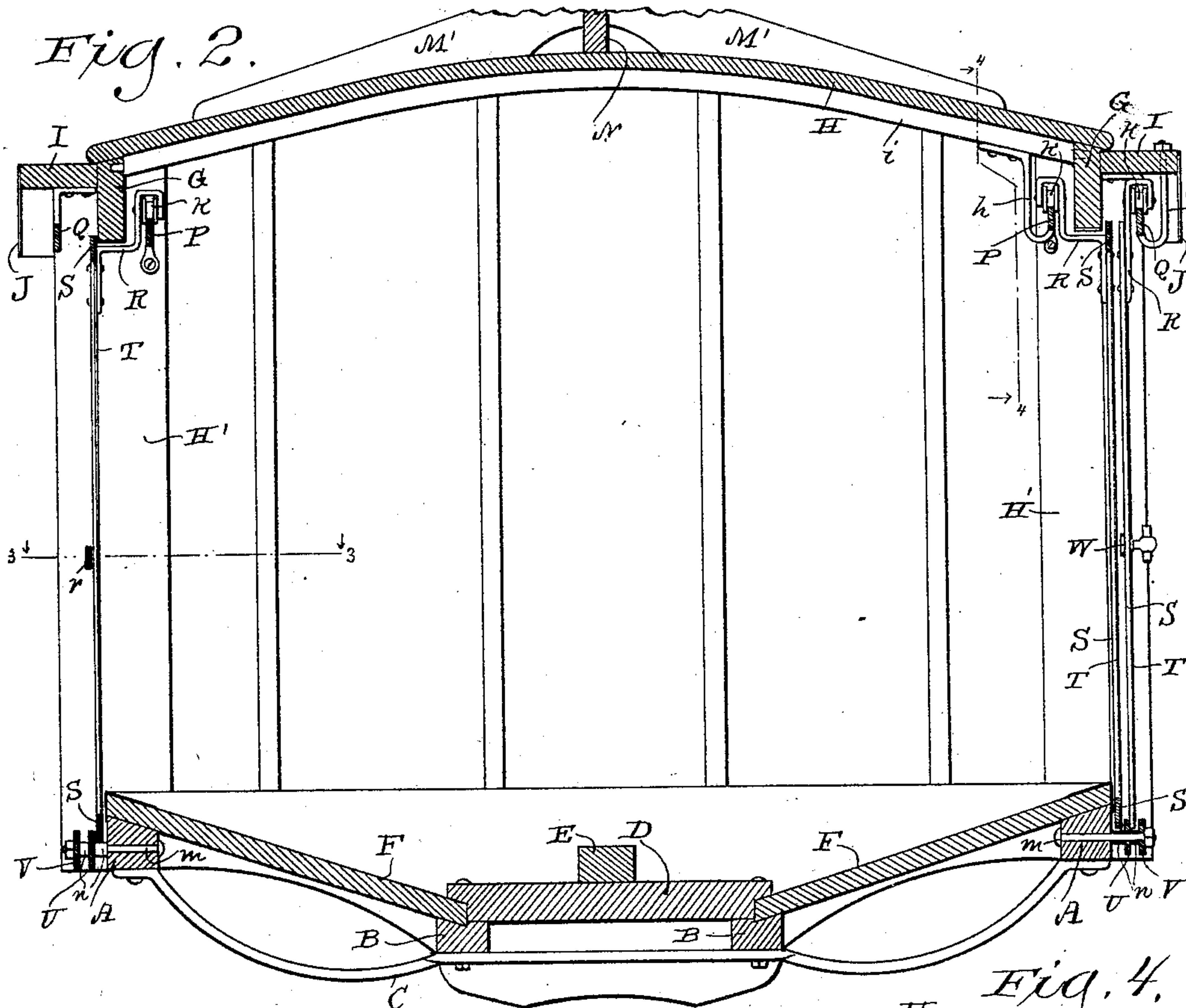
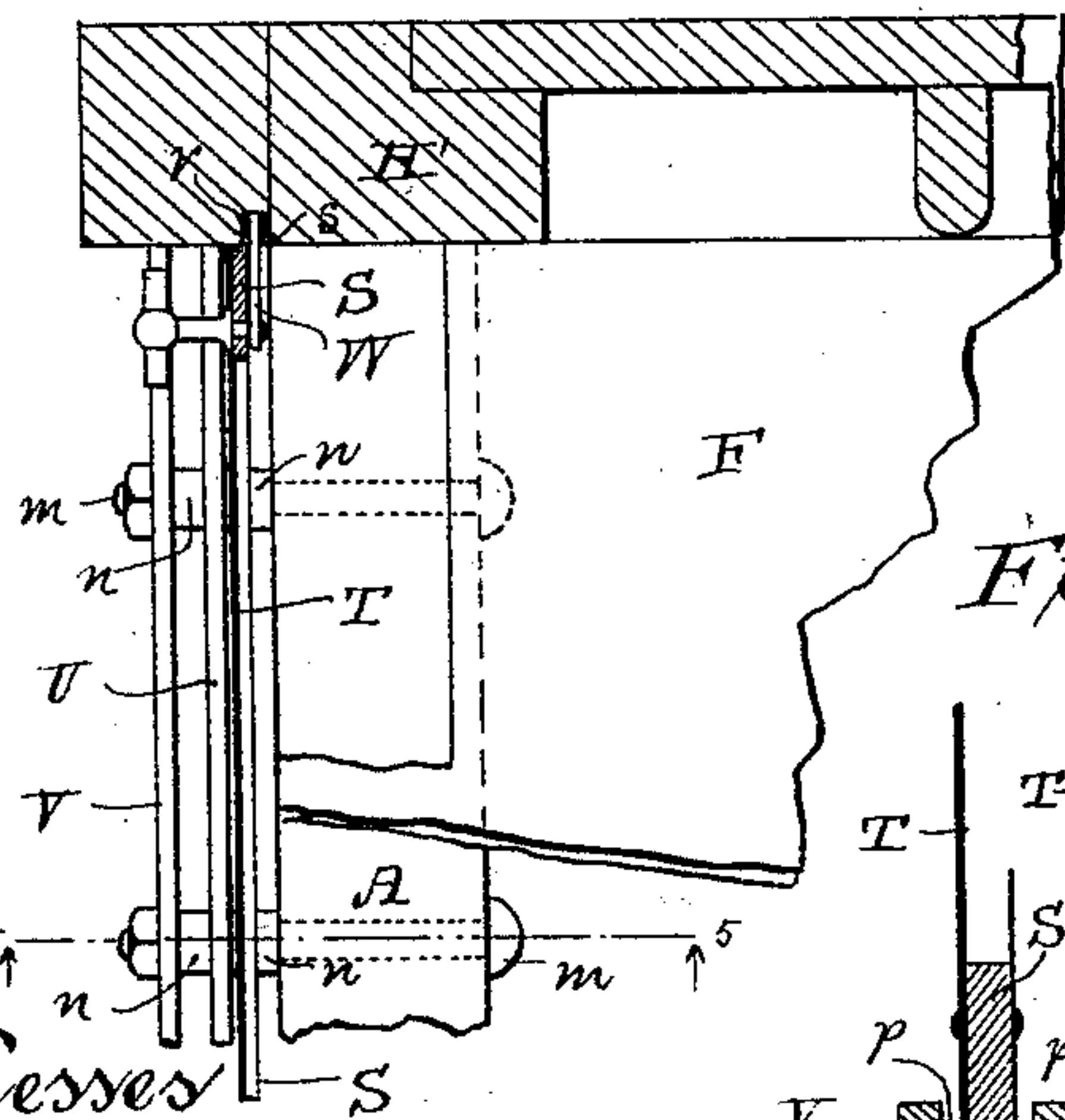


Fig. 3.



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Fig. 5.

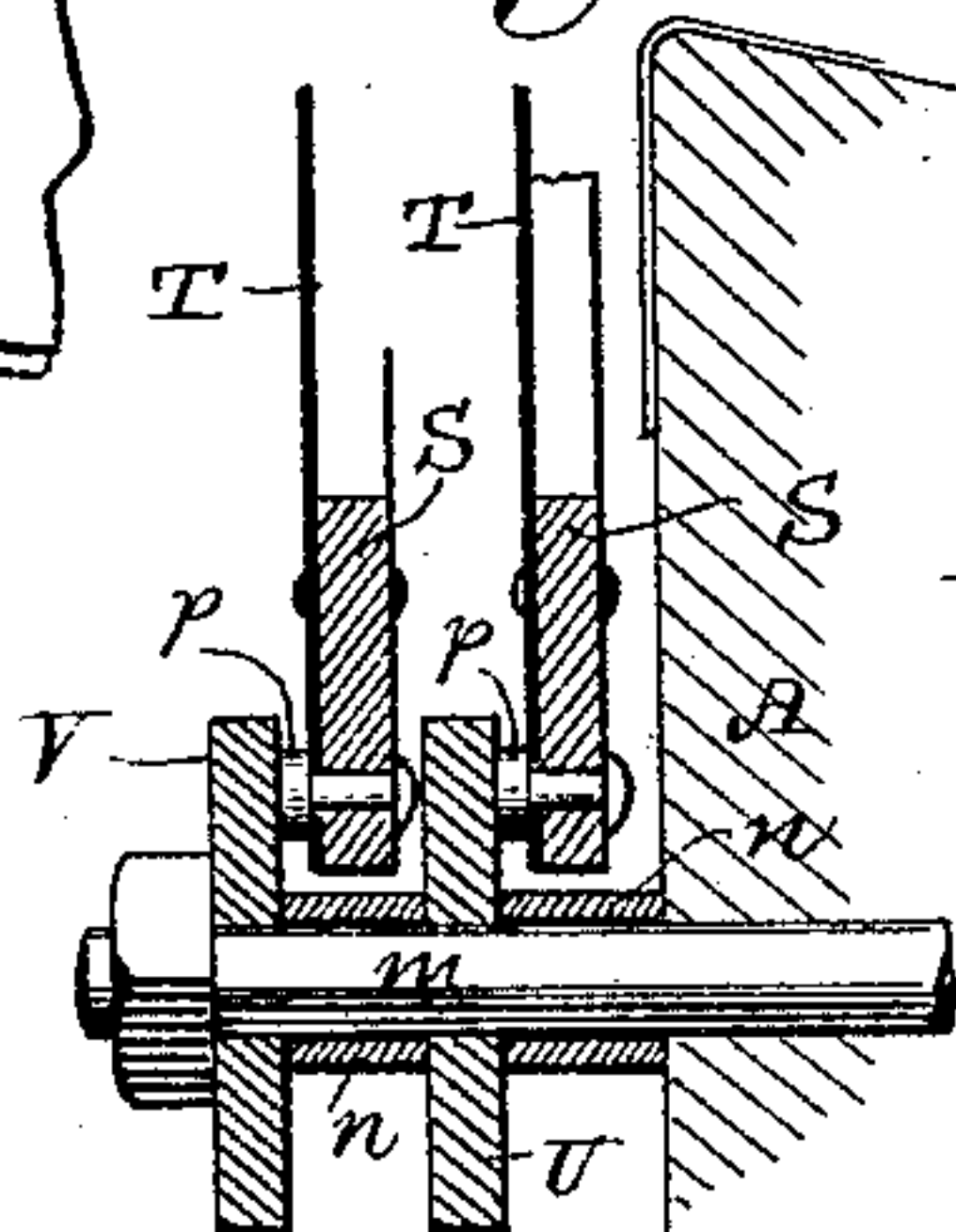


Fig. 4.

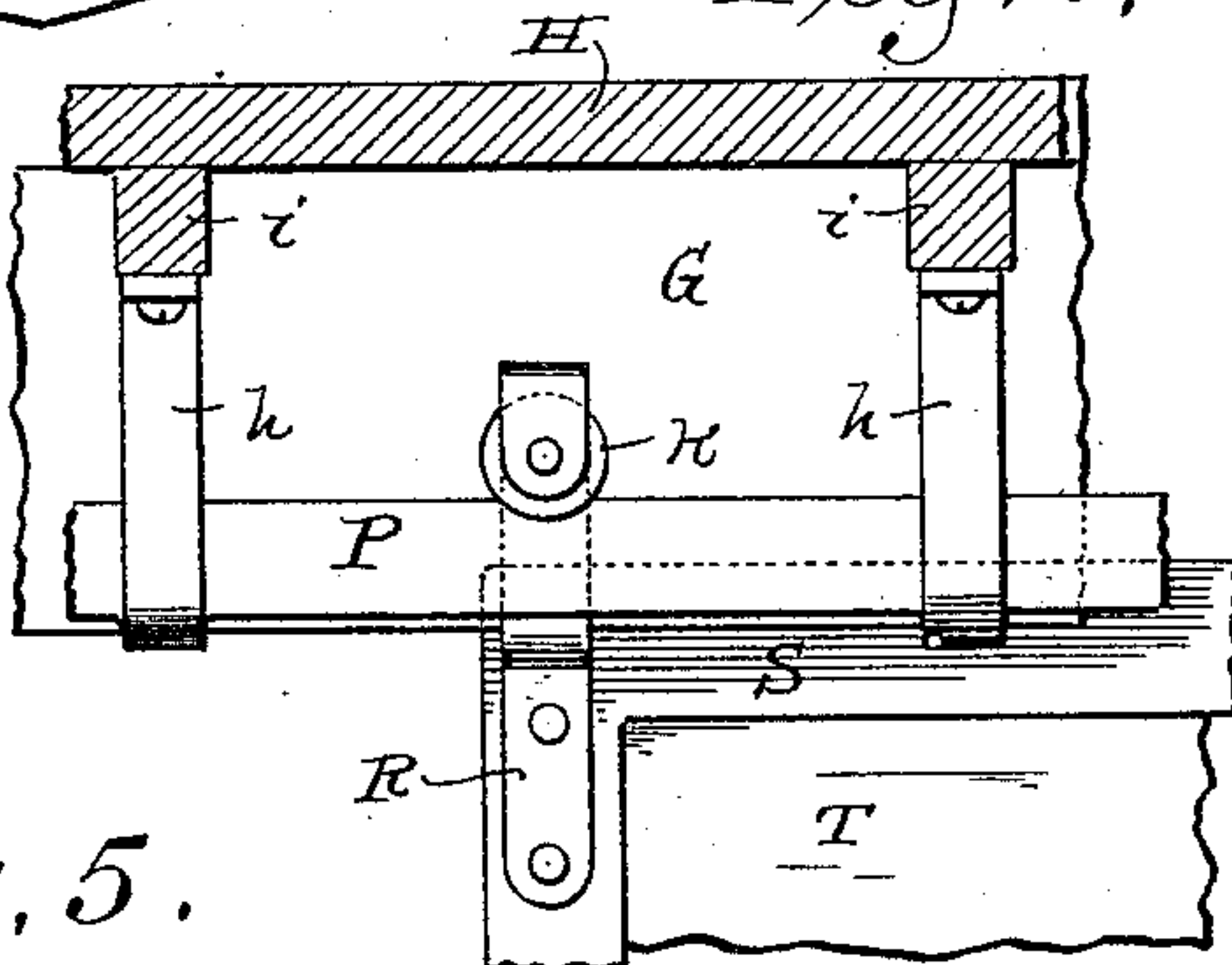
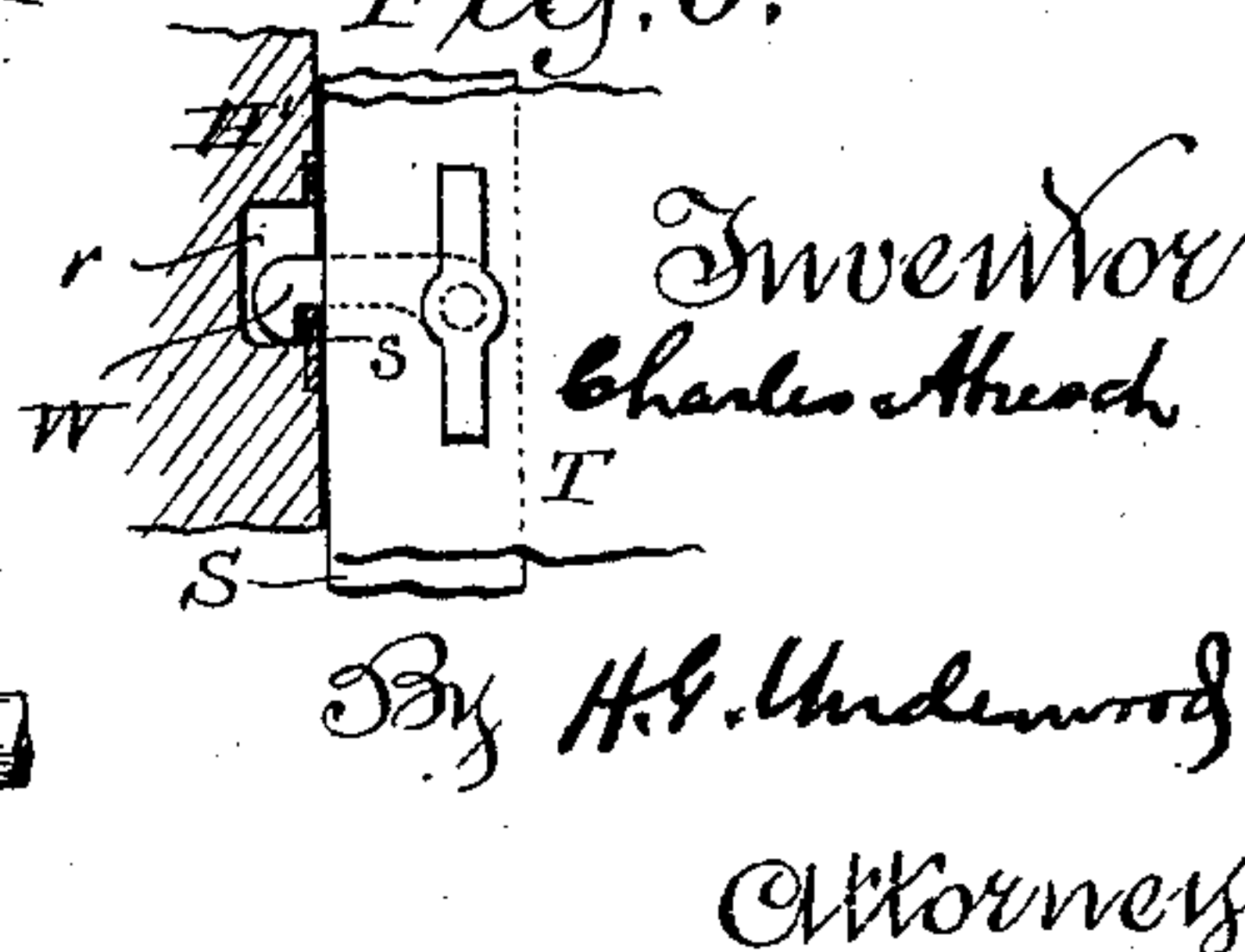


Fig. 6.



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# UNITED STATES PATENT OFFICE.

CHARLES ABRESCH, OF MILWAUKEE, WISCONSIN.

## WAGON.

SPECIFICATION forming part of Letters Patent No. 452,591, dated May 19, 1891.

Application filed December 30, 1890. Serial No. 376,268. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES ABRESCH, a citizen of the United States, and a resident of Milwaukee, in the county of Milwaukee, and in the State of Wisconsin, have invented certain new and useful Improvements in Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention consists in certain peculiarities of construction and combination of parts, to be hereinafter described with reference to the accompanying drawings, and subsequently claimed.

In the drawings, Figure 1 represents an elevation of my improved wagon, certain of the parts being removed or broken away for the purpose of better illustration; Fig. 2, a vertical transverse section on line 2 2 of the preceding figure; Figs. 3 and 4, detail sections on lines 3 3 and 4 4, respectively, of Fig. 2; Fig. 5, a detail section on line 5 5 of Fig. 3; and Fig. 6 a detail elevation, partly in section, illustrating a latch mechanism employed on my wagon.

Referring by letter to the drawings, A represents the side and B the center sills of the vehicle-body, the latter sills being on a plane below that of the former. At certain intervals the side and center sills are united by brace-irons C, bolted thereto, the brace-irons being horizontal across the under sides of said center sills and curved from the latter to said side sills, as best illustrated in Fig. 2, this curving of the brace-irons adding materially to their power of resistance to strain, and thereby increasing the strength of the structure.

Supported on the sills B is the horizontal portion D of the vehicle-bottom, the upper side of the same being provided with a central beam E, and having its side edges cut away to overlap inclined portions F of said vehicle-body that are supported on said center sills and the side sills A, as is also best illustrated in Fig. 2.

In practice boxes or cases containing bottled goods rest against the center beam E and upon the horizontal and inclined portions of the vehicle-bottom above described.

The side sills A and the side supports G

for the top H of the vehicle-body are connected by corner-posts H' to form a frame that is closed at the front and rear ends and open at the sides.

Extended laterally from the top supports G are eaves I, and depending from these eaves are shields J, for the purpose to be hereinafter described.

A seat K is built in the front upper portion of the vehicle-body, and extended up from this seat portion of said vehicle-body at the front thereof are standards L, to which is pivoted the center bow *b* of a canopy M, the front and rear bows *c d* of the same being pivoted to the center one, and all of these bows being further connected in pairs by jointed brace-irons *e f*, and similar irons *g* are employed to connect said center bow and vehicle-body in rear of the standards. The canopy M is provided with a rear curtain, preferably fast at the lower end to the seat portion of the vehicle, and by the peculiar construction and arrangement of bows and braces forming the frame for said canopy the latter will readily close up and lay flat when it is swung back on its pivots, said bows being of such relative dimensions that they close in one upon the other.

The top of the vehicle is provided with front and rear transverse braces M', arranged in pairs, and between these braces I secure a longitudinal sign-board N, the latter being over the center of said vehicle.

Secured to the corner-posts on each side of the vehicle are the ends of a rail P, supported at intervals by hangers *h*, secured to the transverse ribs *i* of the top H, and the ends of another rail Q, parallel to the first, are secured to the adjacent eaves I and also supported at intervals by hangers *j*, fast to said eaves. The inner and outer rails P Q serve as tracks for grooved wheels *k* of hangers R, secured to the upper corners of doors that preferably consist of metal frames S, covered with sheet-metal plates T, as best illustrated in Fig. 1, these plates serving as a ground on which to paint signs or ornamental characters.

The eaves I and shields J above described protect the rails and door-hangers from rain, snow, or sleet, and the doors themselves are held against lateral movement by means of



strips U V, arranged on bolts *m*, that are passed through the side sills A of the vehicle-body. The strips overlap the lower edges of the doors and are separated from each other  
 5 and the adjacent sills by means of thimbles *n*, arranged on the bolts *m*, as best illustrated in Fig. 5. Because of the open space between the strips throughout the greater portion of their length there is no lodgment for dirt,  
 10 snow, or water, and consequently the doors are not obstructed in their travel.

To prevent marring of the doors and to reduce friction between them and the strips U V, I provide said doors at intervals with bearing-blocks *p*, the latter being preferably the  
 15 outer ends of brass or copper rivets, while said strips are preferably of iron or steel.

The doors are free to slide back and forth the whole length of the vehicle-body; but to hold them closed I provide their frames with  
 20 turn-latches W, those of the latter on the inner doors entering recesses *r* in the front corner-posts to engage against slotted plates *s*, covering said recesses, the rear corner-posts being likewise provided with recesses and plates  
 25 for engagement with the latches on the outer doors.

The vehicle-body is supported on trucks of ordinary construction, as shown in Fig. 1, and  
 30 by means of the doors above described the contents of said vehicle-body are perfectly shielded from light, currents of air, dirt, and inclement weather, the exclusion of the same from bottled goods, especially beer, being particularly desirable.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a wagon, the body thereof having sides  
 40 and center sills at different elevations, inclined bottom portions supported thereon, a horizontal bottom portion supported on the center sills and cut away at its side edges to

overlap the inclined portions, and a longitudinal beam centrally arranged on said horizontal bottom portion, substantially as set forth. 45

2. In a wagon, the body thereof having side and center sills at different elevations, transverse brace-irons connecting the sills, inclined bottom portions supported on said side  
 50 and center sills, a horizontal bottom portion supported on the aforesaid center sills and cut away at its inner edges to overlap the inclined bottom portions, and a longitudinal  
 55 beam centrally arranged on said horizontal bottom portion, substantially as set forth.

3. In a wagon, a covered body having lateral eaves, longitudinal tracks depending from the top of said body within the same,  
 60 similar tracks depending from the eaves, and doors provided with hangers having wheels arranged on the tracks, substantially as set forth.

4. In a wagon, a covered body having lateral eaves provided with depending shields,  
 65 longitudinal tracks depending from the top of said body within the same, similar tracks depending from the eaves, and doors provided with hangers having wheels arranged on the  
 70 tracks, substantially as set forth.

5. In a wagon, a covered body provided at the sides with longitudinal sliding doors and having recessed corner-posts, slotted plates  
 75 covering the recesses in said posts, and turn-latches arranged on the doors to engage said recesses and plates, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand, at Milwaukee, in the county of Milwaukee and State of Wis-  
 80 consin, in the presence of two witnesses.

CHARLES ABRESCH.

Witnesses:

H. G. UNDERWOOD,  
 WM. KLUG.