

(No Model.)

H. JUST.
WAGON.

No. 534,109.

Patented Feb. 12, 1895.

Fig. 1.

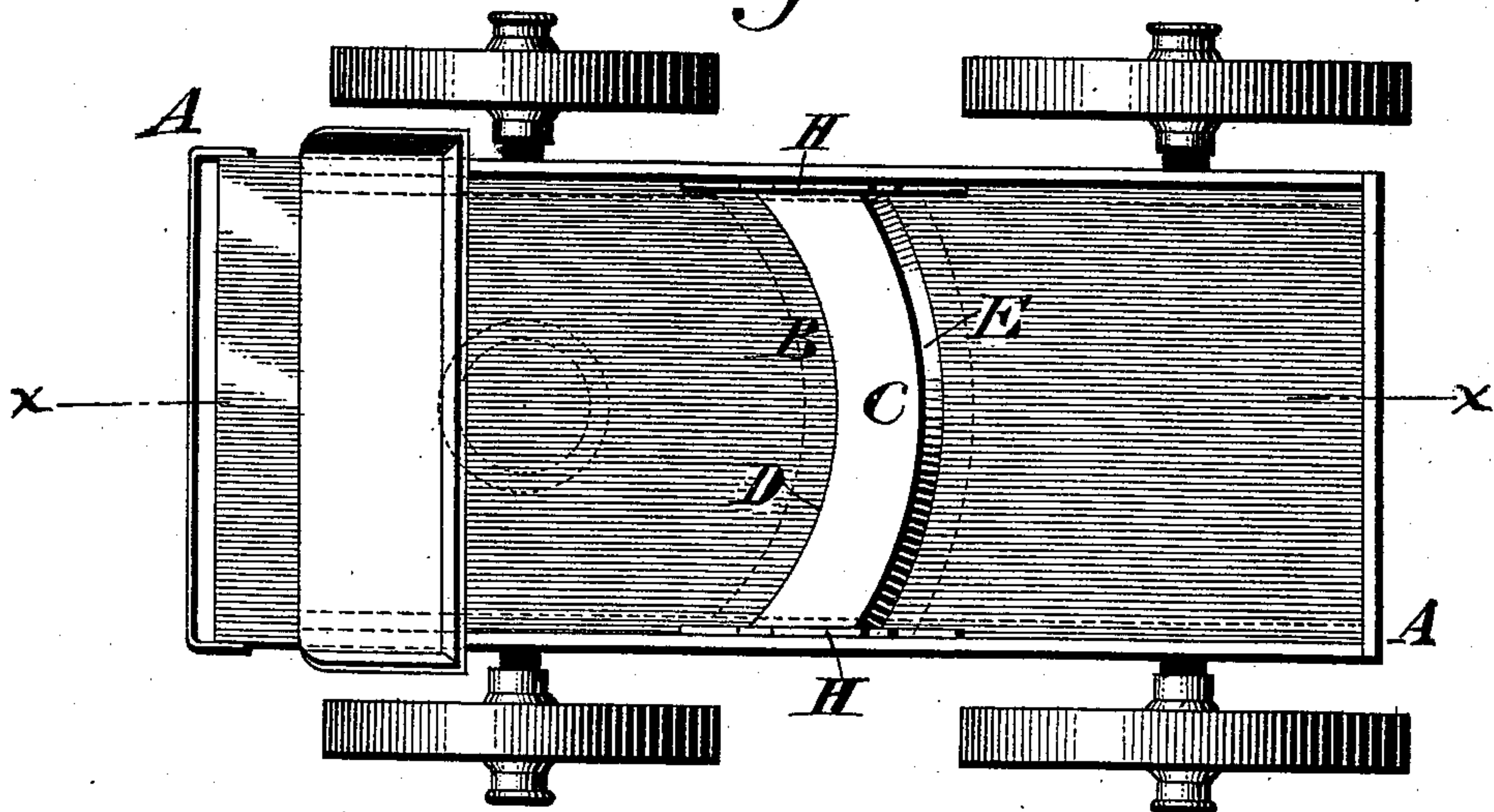


Fig. 2.
A

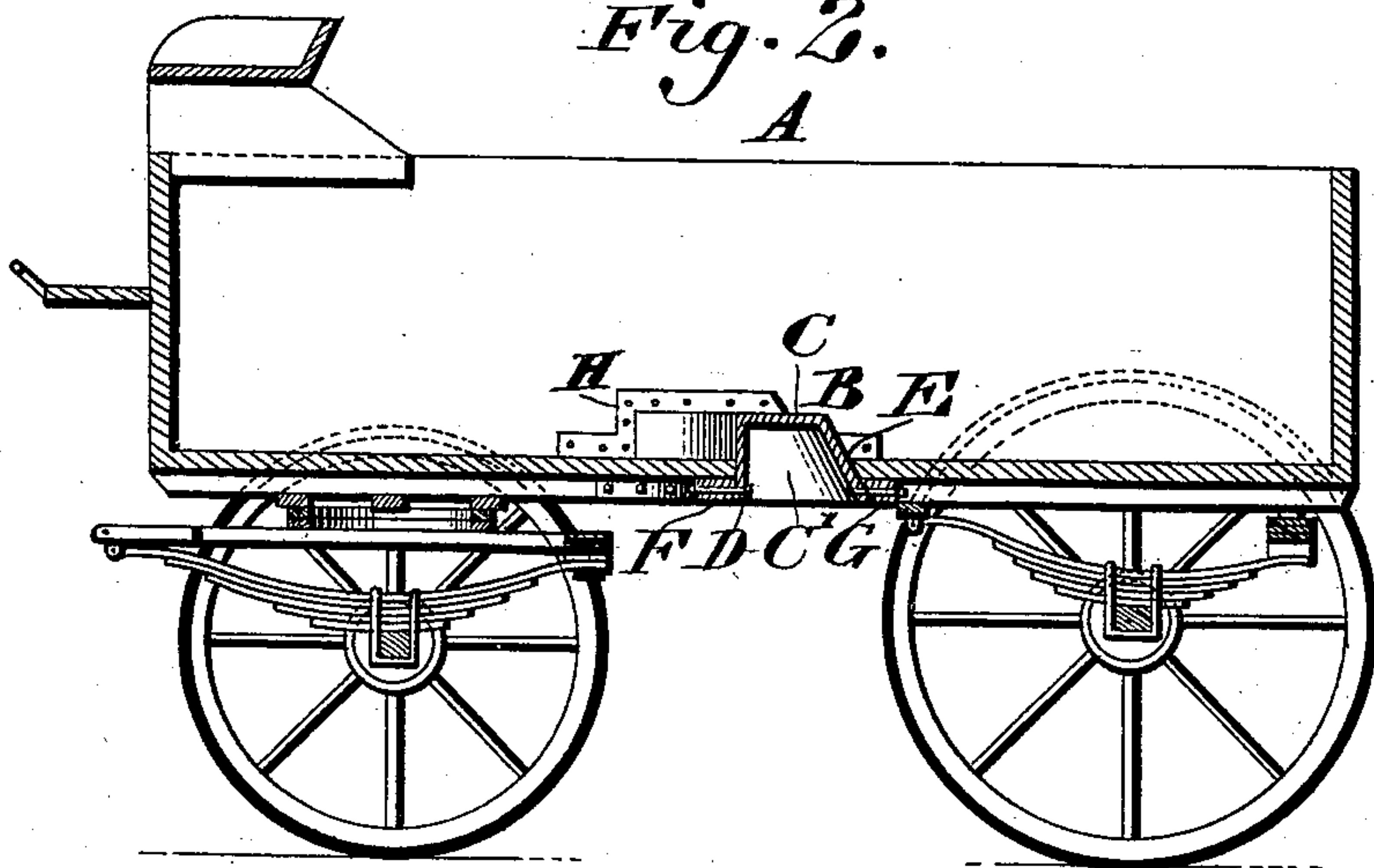


Fig. 3.

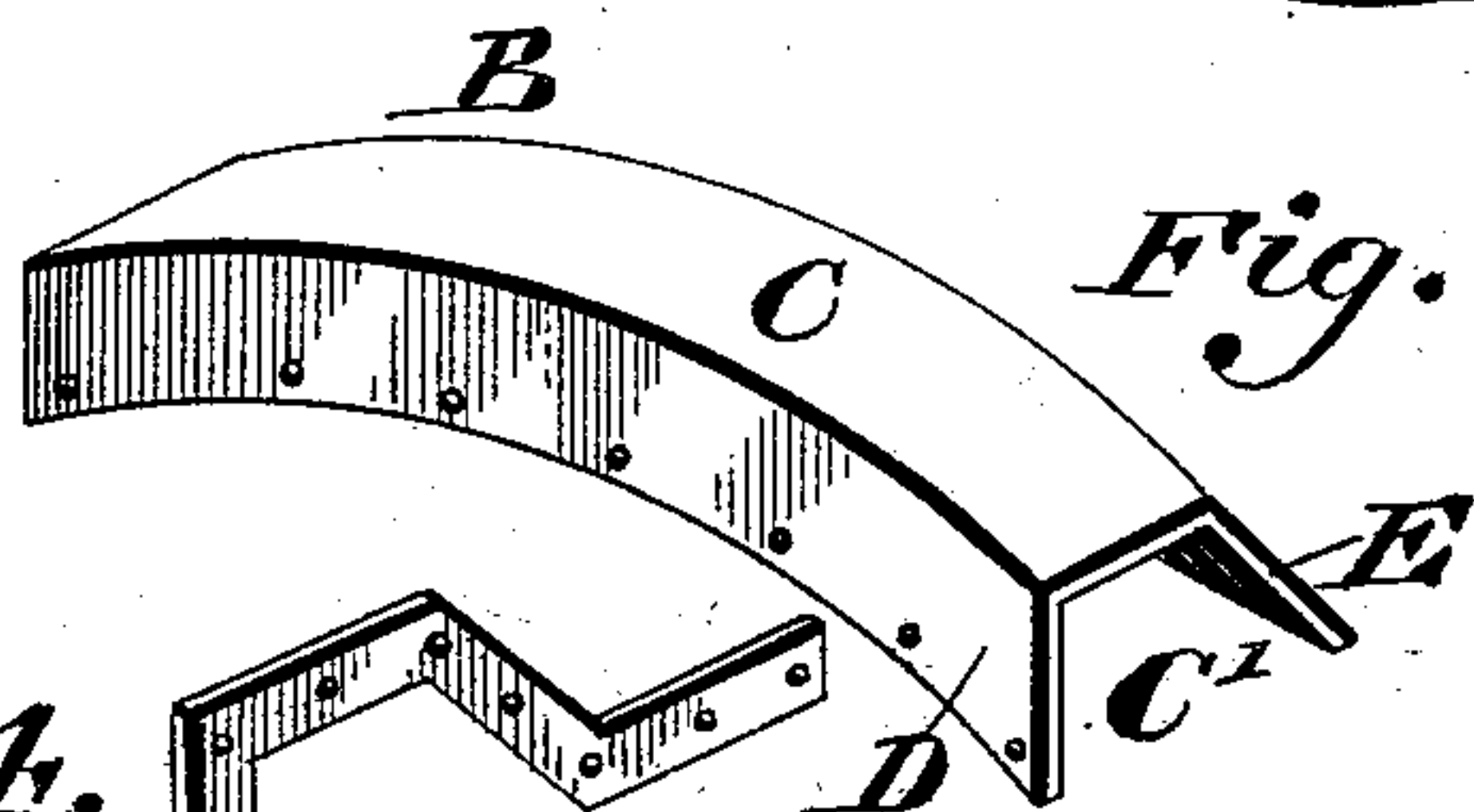
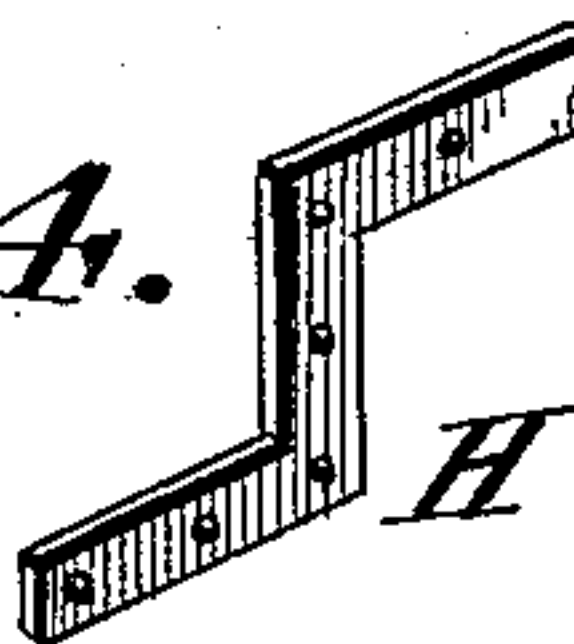


Fig. 4.



Witnesses
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SPECIFICATION forming part of Letters Patent No. 534,109, dated February 12, 1895.

Application filed July 25, 1894. Serial No. 518,539. (No model.)

To all whom it may concern:

Be it known that I, HERMANN JUST, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Wagons, which improvement is fully set forth in the following specification and accompanying drawings.

My invention consists in providing the body of a wagon with a frame having a circular channel therein, said frame being attached to the floor of the wagon body at a suitable point between the ends thereof, whereby the front or steering wheels can be turned freely for the purpose of making short turns, and other advantages are presented, as will be hereinafter set forth.

Figure 1 represents a plan view of a wagon having the frame embodying my invention attached thereto. Fig. 2 represents a section thereof on line x, x , Fig. 1. Fig. 3 represents a perspective view of the frame detached, and Fig. 4 represents a perspective view of one of the brace pieces employed.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings: A designates the body of a wagon, and B designates a frame which is attached to the bottom thereof, and consists of the raised portion C, having a segmental channel C' therein, and the perpendicular and oblique sides D and E, which are bolted, screwed, or otherwise connected with the cross sills F and G, the latter being attached to the bottom of said wagon body, which is separated to form a recess for receiving said frame C.

H designates braces which conform to the contour of the top of the frame A, and embrace the same, as most plainly shown in Fig. 2, said braces being bolted or riveted to the sides of the body, thus strengthening the same, especially adjacent to the recess which is occupied by the frame B.

It will be seen that when the front wheels are turned, either of the same will enter the channel C', and move freely therein to a great extent without liability of contacting or rubbing with the walls of the same, this

being particularly occasioned, owing to the widening nature of said channel from top to bottom, and as said channel may be continuous, as it is in the present case, the wheels may be turned entirely through said channel, (when the shafts or tongue are or is removed) for placing the hounds in inverted position or back of the axle.

It will also be seen that while the portion C of the frame projects upwardly into the body of the wagon, it does not occupy much of the room of the same, and thus does not interfere to any material extent with the loading of the wagon.

I am aware that it is old to provide a wagon body with a recessed portion in rear of the front wheels thereof, and to provide the outer ends of the walls of such recess with arched frames, and such I do not claim.

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

1. An attachment to a wagon body, consisting of a hollow segmental frame, formed of a top portion, a depending perpendicular front wall and a depending rearwardly-inclined back wall, said segmental frame being open below and entirely from side to side, and the parts combined substantially as described.

2. A wagon body having a transverse recess in the under side of its body, a hollow segmental frame open from below and side to side, fitting in said recess, and braces embracing said frame, said frame and braces being secured to said body, and the parts combined substantially as described.

3. A wagon body having a recess in the under side of its body extending from side to side thereof, a hollow segmental frame fitting in said recess and of greater width at its base than at its upper part, and braces secured to said body and embracing said frame, said parts being combined substantially as described.

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