(No Model.)

I. F. BROWN.

WAGON.

No. 567,961. Patented Sept. 22, 1896.

Fig. 1

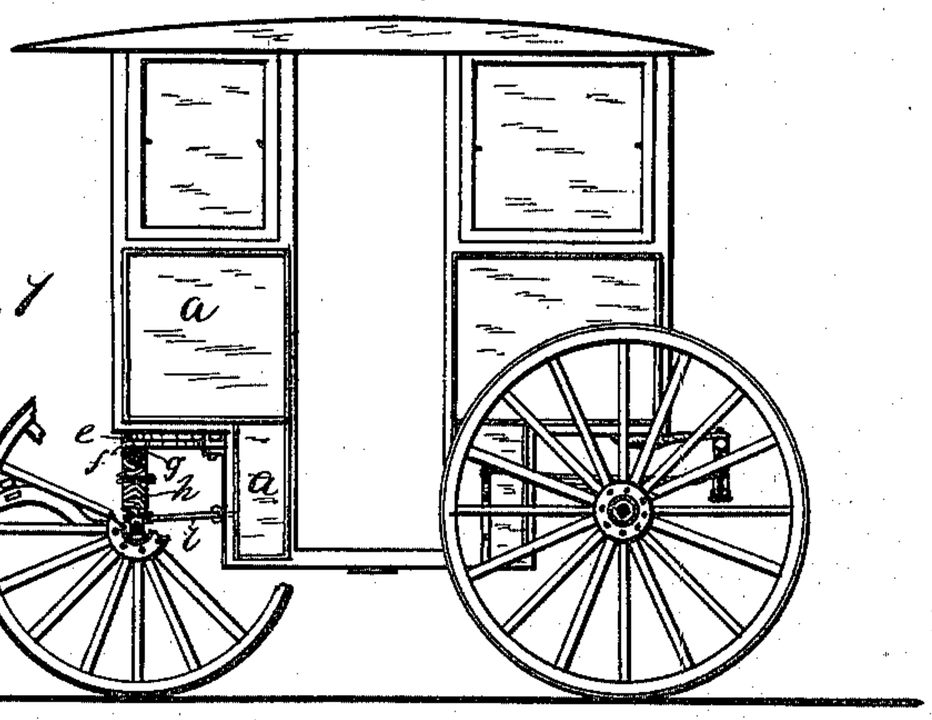


Fig. 2

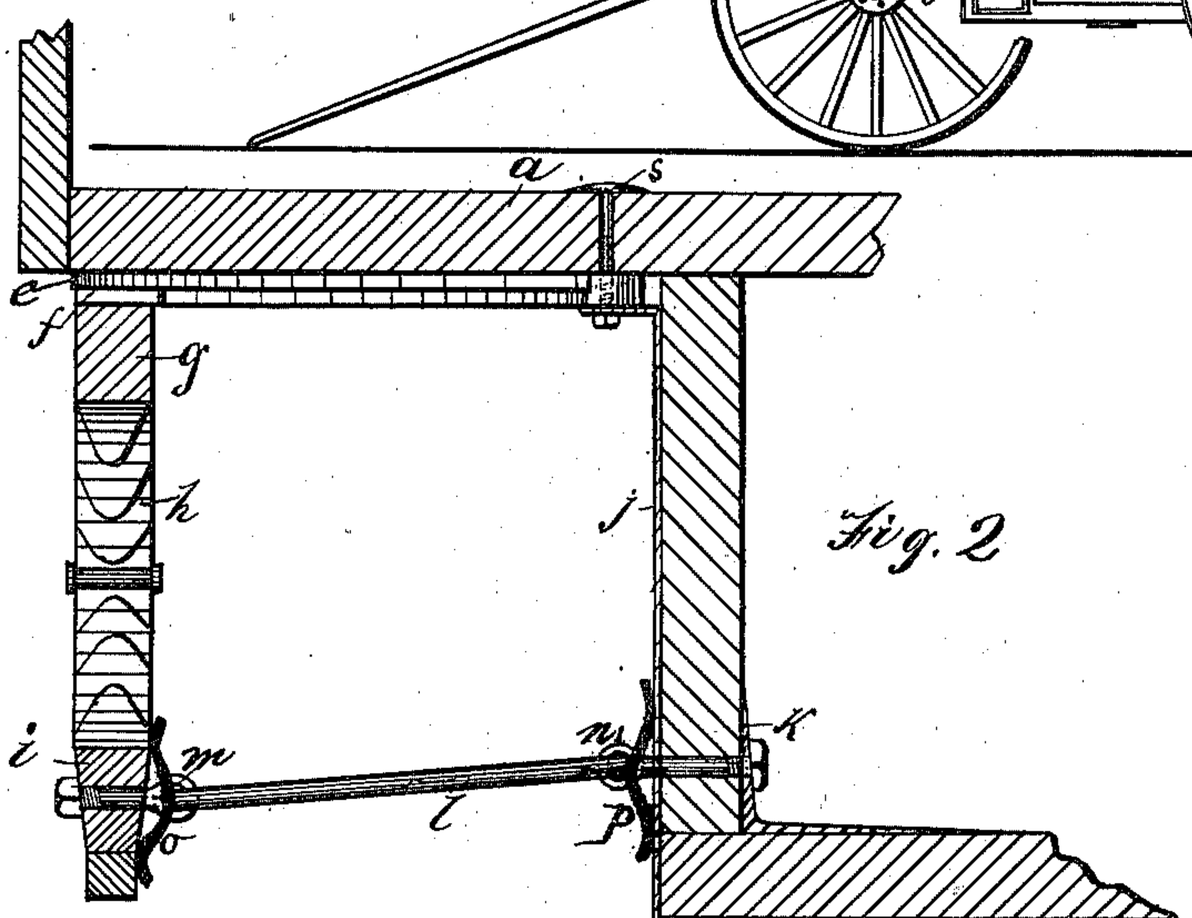
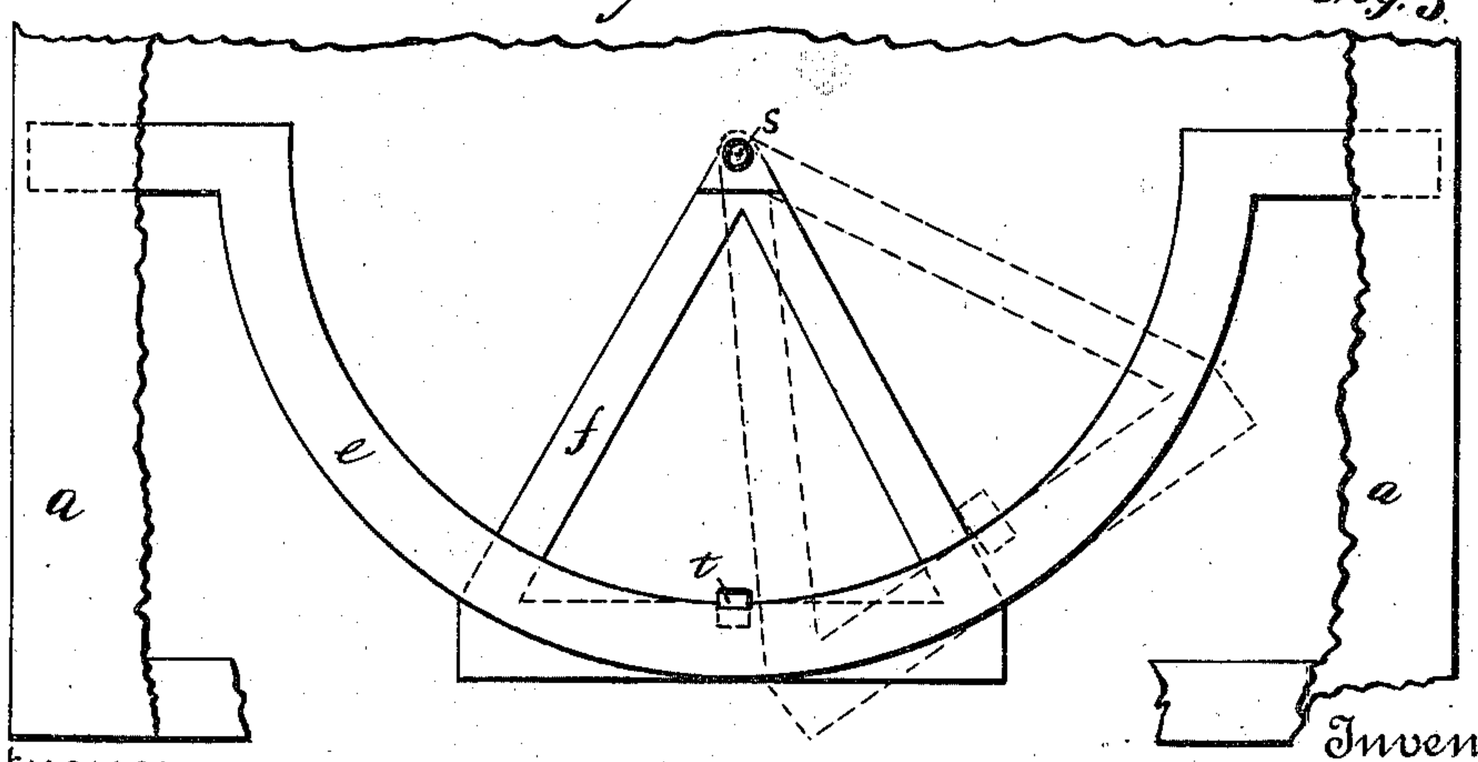


Fig. 3.



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WAGON.

SPECIFICATION forming part of Letters Patent No. 567,961, dated September 22, 1896.

Application filed August 1, 1893. Serial No. 482,103. (No model.)

To all whom it may concern:

Be it known that I, IRA F. BROWN, a citizen of the United States of America, residing at Palmer, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Wagons, of which the following is a specification, reference being had to the accompanying drawings and letters of reference marked thereon.

My invention relates especially to wagons for peddlers' use, and has for its object the production of a wagon wherein the body or a portion thereof is "low down" or is below the axles, bringing the foot-boards of the box in a sufficiently low position to enable a person to easily enter or leave the same without the employment of a step, and wherein the "draw" will be as easy as with wagons constructed in the ordinary way with the box or body floor level or above the axle, and a wagon which, while the box or a portion thereof is arranged to be suspended near the ground, will not be subjected to the severe strain resulting from the construction heretofore employed, and a wagon also wherein the requisite spring of the front axle to produce a short turn of the wagon be had; and my invention consists in the construction and arrangement herein set out, whereby the objects of my invention are attained.

In the accompanying drawings, in which like letters of reference indicate like parts, Figure 1 is a side elevation of a wagon constructed according to my invention. Fig. 2 is a side view in section, on an enlarged scale, of the front portion of the wagon-body, illustrating my arrangement; and Fig. 3 is a plan view of the circle or supporting-plate and the triangular-shaped plate upon which the circle rests, all as seen from above, the body being broken away.

In detail *a* indicates the wagon-body; *b*, the front axle; *c*, the rear axle; *d*, the frame of the front portion of the body; *e*, the semicircular metal plate secured thereto; *f*, the triangular-shaped plate; *g*, the head-block; *h*, the front spring; *i*, the stock; *j*, an iron or brace; *l*, a jointed reach; *m* and *n*, eyebolts, and *o p* springs.

I construct the body as shown in the drawings, the central or intermediate portion being constructed to reach near the ground, so that a person may with the greatest ease enter or leave the same. The running-gear may be of the ordinary construction.

Upon the lower face of the front portion of the body I mount the circular metal plate *e*, the same being securely fastened to the framework of the body.

Just below the plate *e* I mount the triangular-shaped metal plate *f*, the same being pivotally secured to the framework of the body at a point near the downwardly-projecting body portion and being provided at its front portion with a lip *t*, which overhangs the circle and prevents separation of the parts.

The support between the front axle and the body (in this instance the ordinary headstock, spring, and stock) is secured rigidly to the front bar *f'* of the triangularly-shaped plate *f* and to the axle, so that if the axle be turned to the right or left, instead of swinging on a small circle having axle center for its pivotal point, and thus quickly bringing the forward wheels against the body and greatly limiting capacity of the wagon to turn in a limited area, the pivotal point in the back at the point of connection between the vertex of the triangular plate *f* and the body, thus giving the front axle and the wheels a swing upon a large circle whose pivotal point or center is at the point stated, thus greatly increasing the capacity of the wagon to be readily turned in a space of small area.

The portion of the plate *f* in contact with the circular plate *e* gives the body ample support. In the construction illustrated the head-block *g* is secured to the lower face of the base portion of the triangular plate *f*, and the front spring *h* is secured to the head-block and to the stock *i*, the stock in turn being secured to the front axle. To give rigidity and strength to the body, I secure an iron plate *j* to the drop portion of the body at the front, and on the inside of the same portion I secure a right-angle brace *k*. If now no other connection were made than as before stated between the body and axle, there would be an undue strain on these parts, and an even draw would not result. To overcome these objections, I employ a jointed reach *l*, one end of which is secured to the front axle or stock and the other end to the depending portion of the body, and I prefer that this connection

be made by the employment of the eyebolts *m* and *n*, whose bodies project through the material and are fastened in place by nuts. This construction, it will be readily seen, will prevent undue strain on the parts above the axle and will insure an even and uniform draw and avoid the racking which would result were the whole strain placed upon the construction at the top.

To take up slack motion, I prefer to mount springs *o* and *p* on the eyebolts between the eye or link of the reach and part to which the bolt is attached, thus cushioning the reach and preventing jar and undue rattling and taking up the slack resulting from rear.

The rear portion of the body is supported in the usual manner. The reach is arranged normally to pitch slightly upwardly from the axle, so that when the body is lowered the lowering of the end of the reach attached to the body will not operate to force the axle outwardly an appreciable distance, and with an ordinary load the reach will be horizontal or pitched slightly downward from the axle.

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

The combination, in a wagon, of front and rear running-gear, a body arranged thereon having its central portion depending as shown, the front end of the body being supported on and directly over the axle, a reach connecting the axle with the depending portion, said reach, at both ends thereof, having a pivotal connection to vibrate either horizontally or vertically, and springs at both ends of the reach for taking up slack motion thereof, substantially as described.

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