

No. 678,074.

Patented July 9, 1901.

G. A. TOWN.  
MAIL CARRIER'S WAGON.

(Application filed May 6, 1901.)

(No Model.)

2 Sheets—Sheet 1.

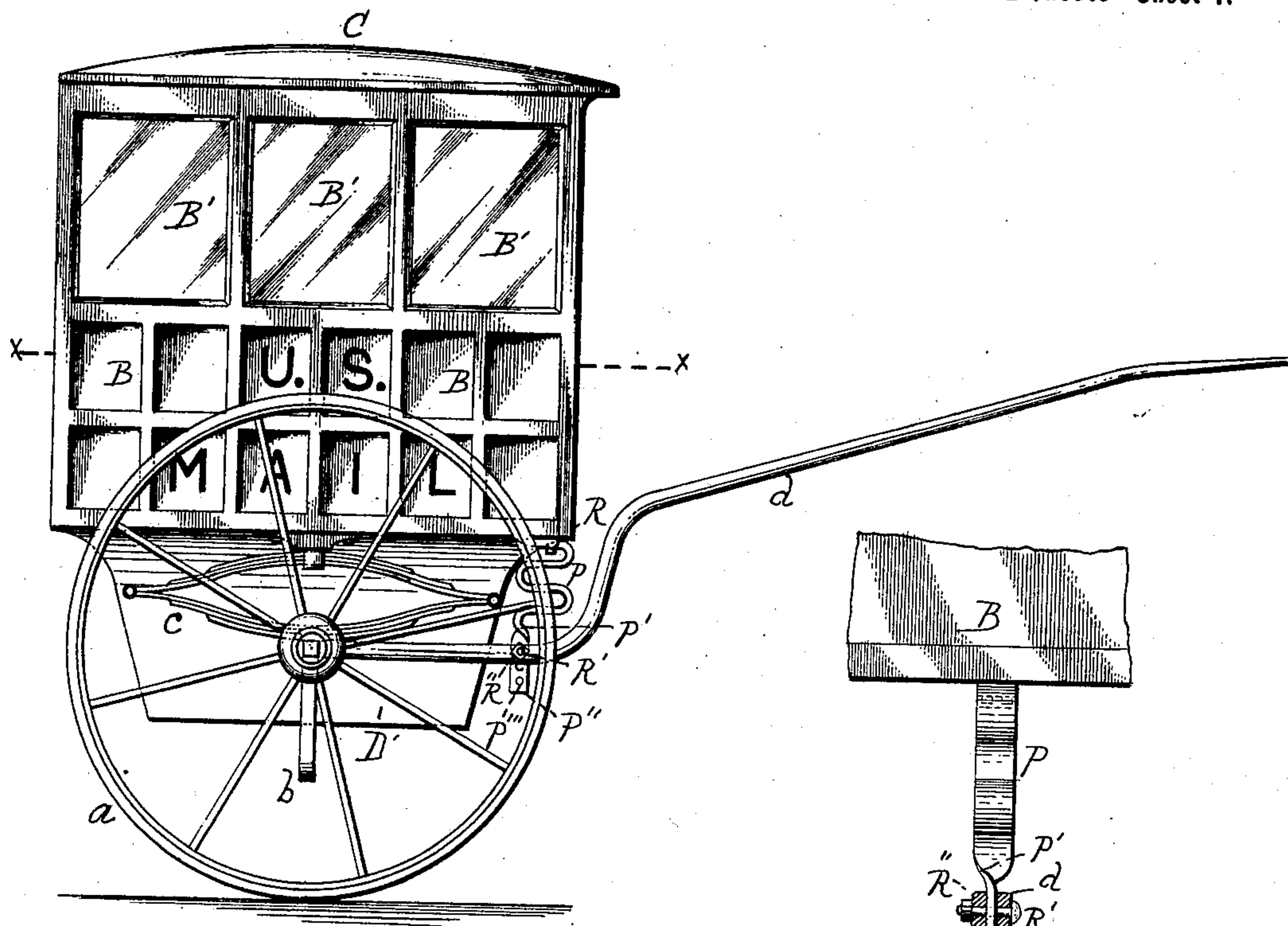


Fig. 1.

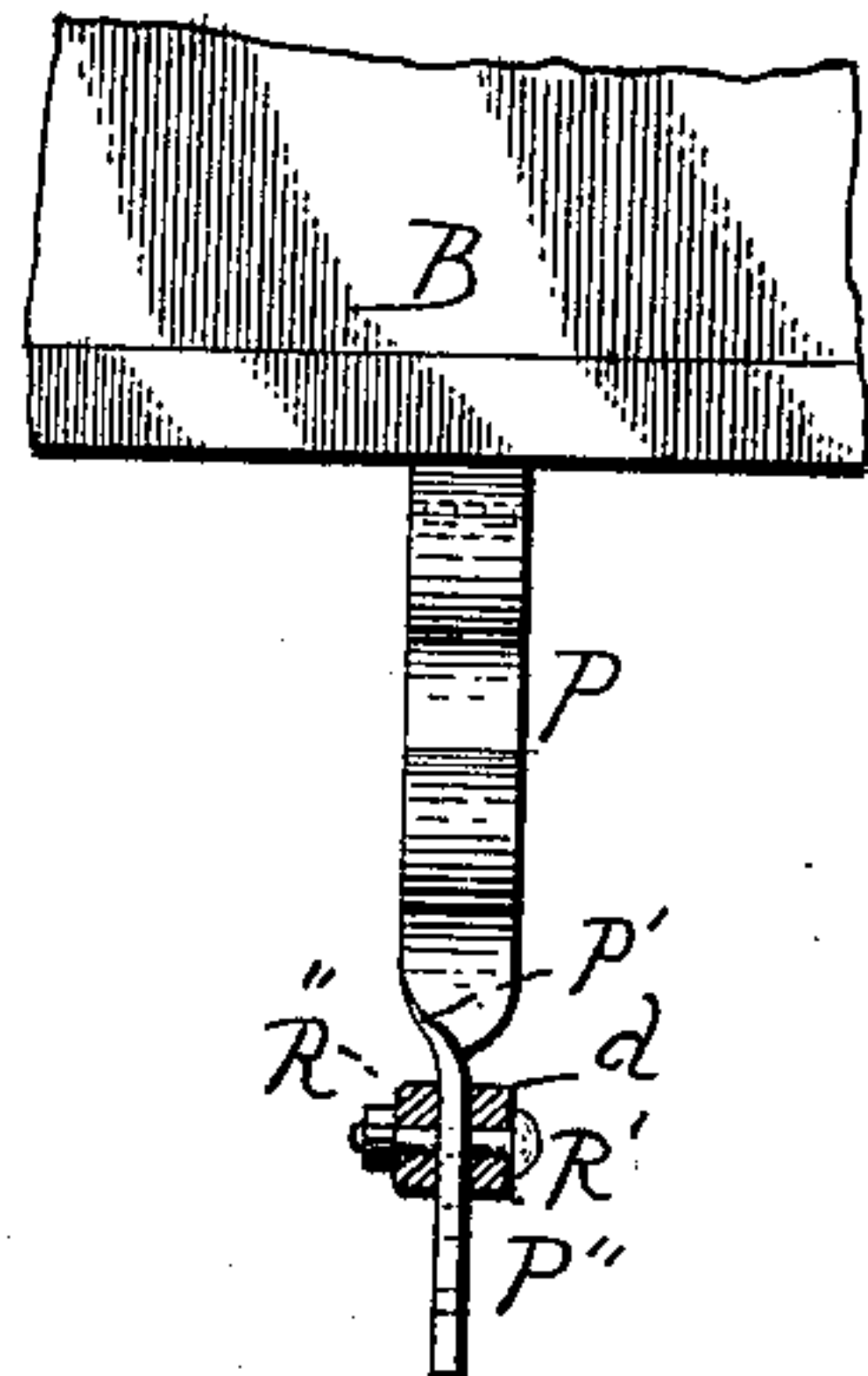


Fig. 5.

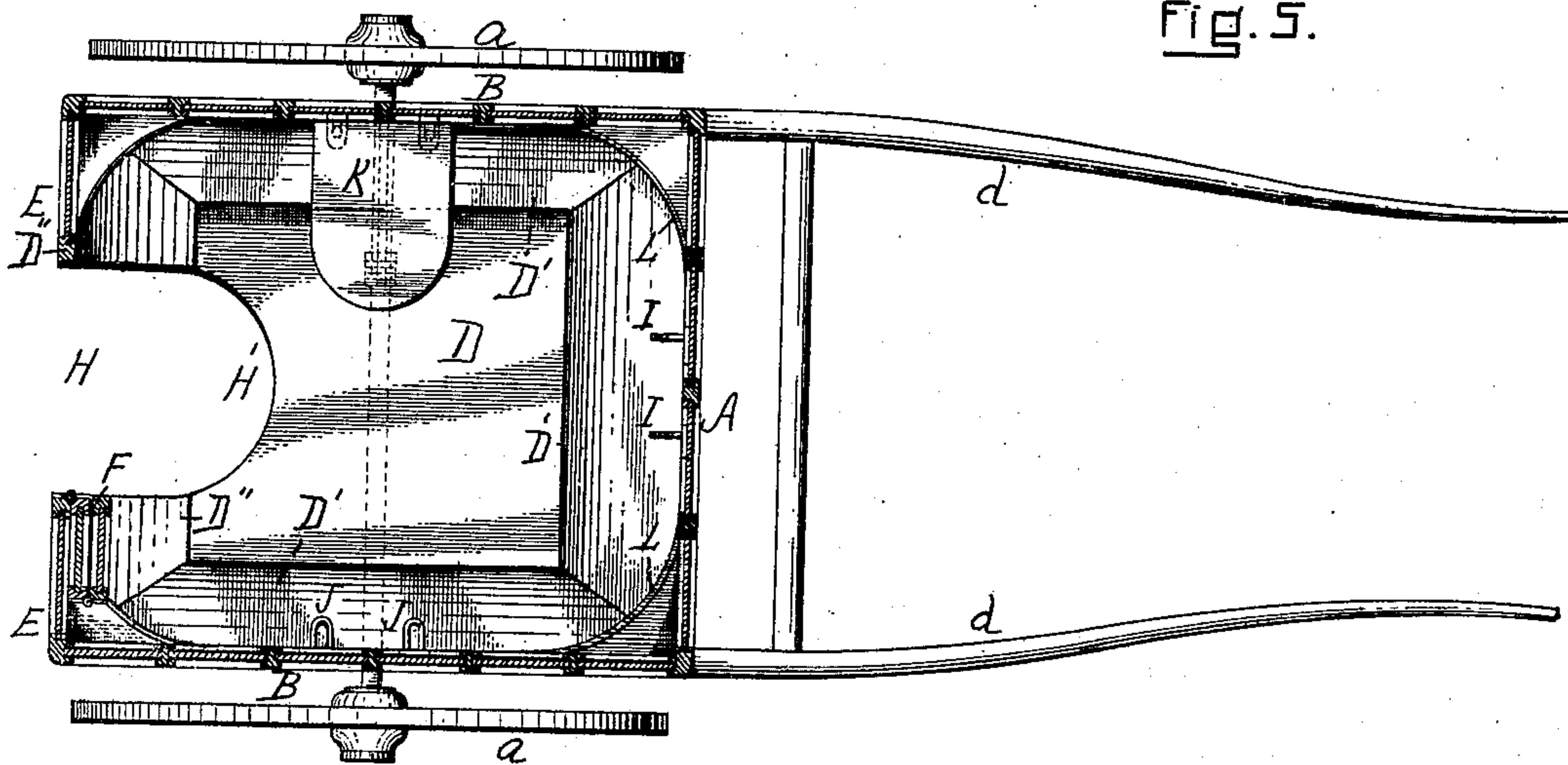


Fig. 2.

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INVENTOR:

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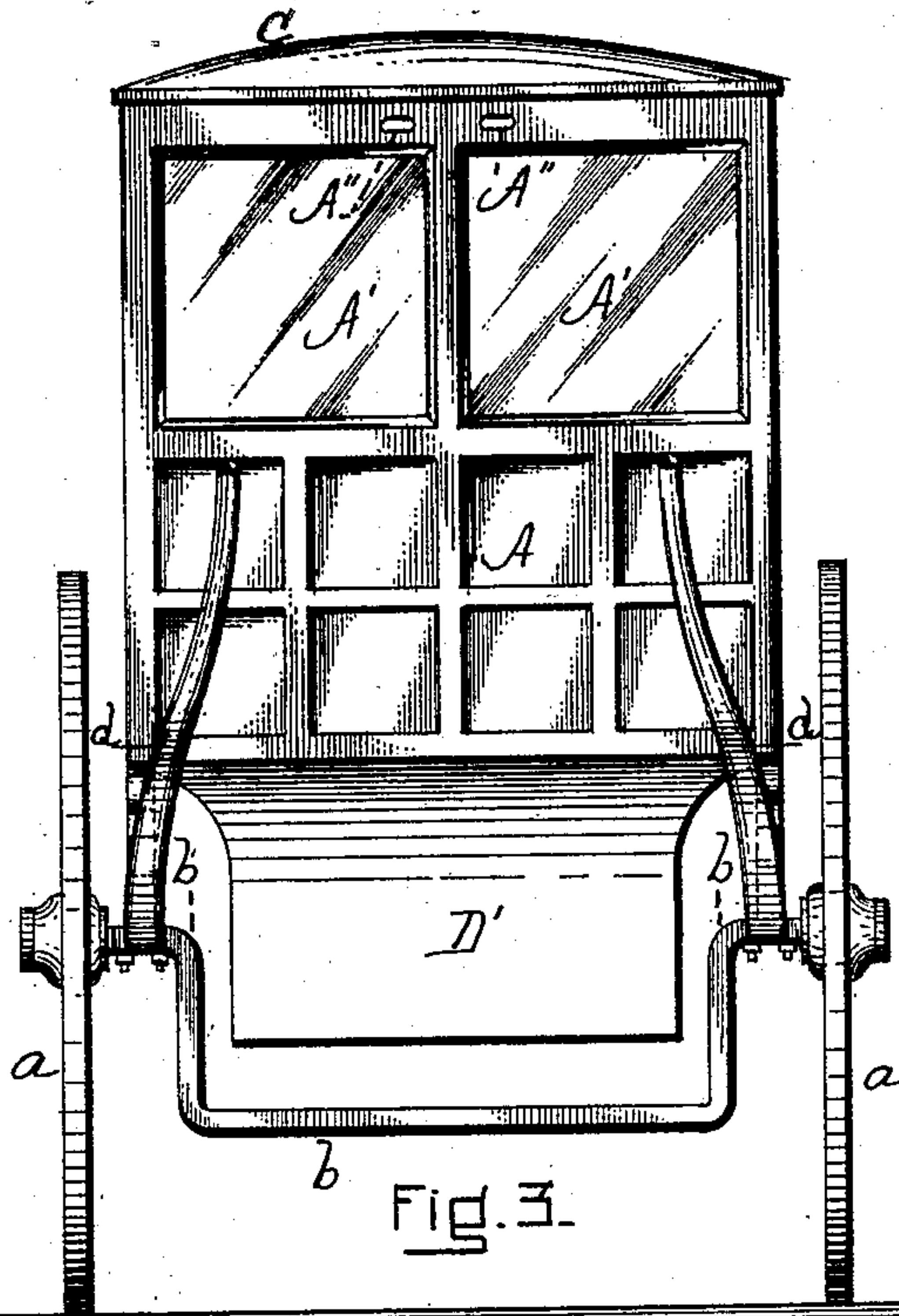


Fig. 3.

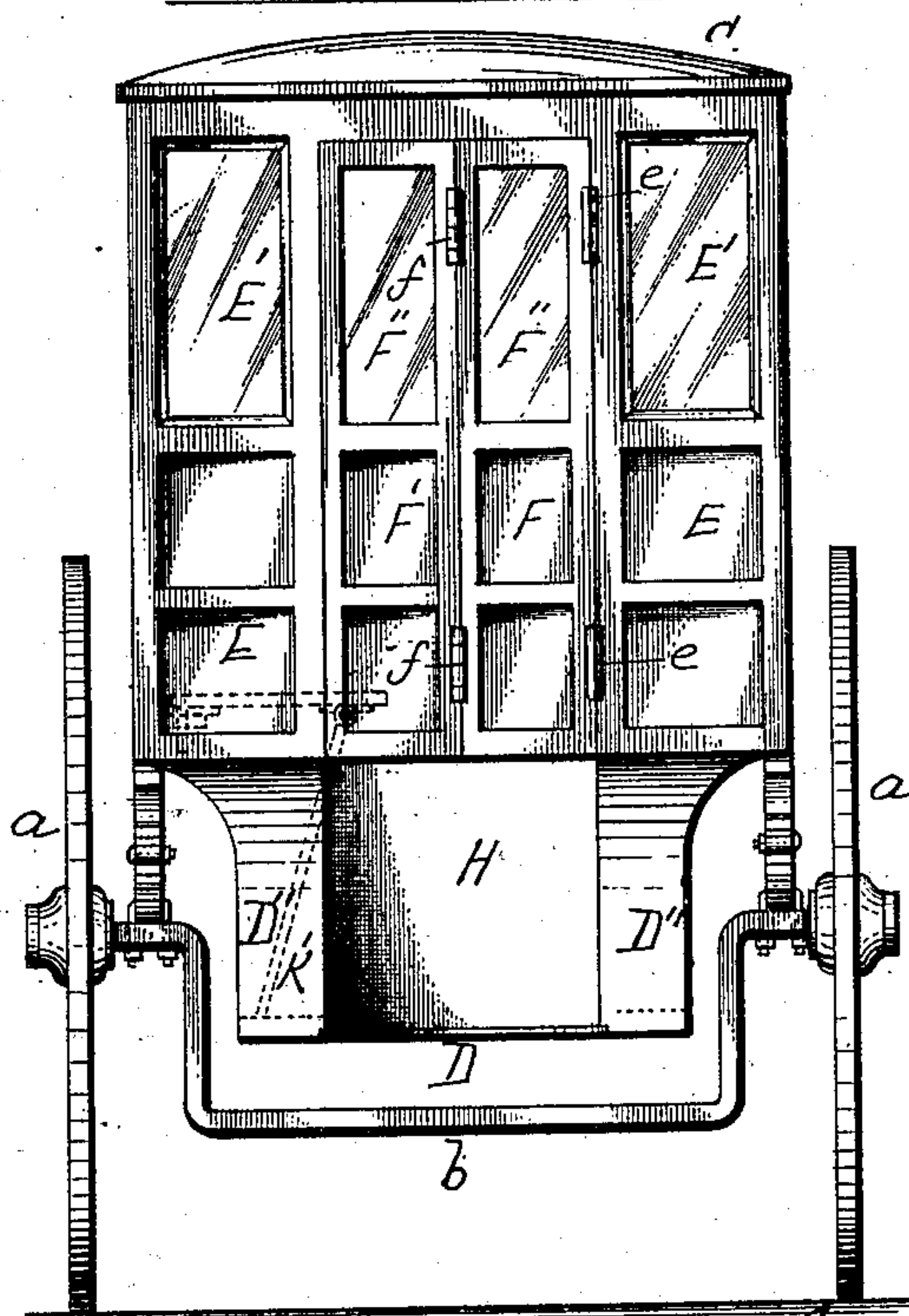


Fig. 4.

WITNESSES:

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# UNITED STATES PATENT OFFICE.

GEORGE A. TOWN, OF FRAMINGHAM, MASSACHUSETTS.

## MAIL-CARRIER'S WAGON.

SPECIFICATION forming part of Letters Patent No. 678,074, dated July 9, 1901.

Application filed May 6, 1901. Serial No. 58,892. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE A. TOWN, a citizen of the United States, residing at Framingham, in the county of Middlesex and State of Massachusetts, have invented new and useful Improvements in Mail-Carriers' Wagons, of which the following is a specification.

This invention relates to wagons of the style adapted for the use of letter-carriers or mail-carriers in the collection of mail-matter or, if desired, in the delivery of the same.

Letter-carriers' wagons as at present constructed are of the two-wheeled type, as that style of wagon is not only economical, but is easily and quickly operated in a limited space. Such wagons as at present constructed are extremely severe on the horse, not only on account of the inequalities of the road-bed, but for the reason that the carrier is obliged to get in and out of his wagon very frequently, and each time that he enters or leaves the wagon he applies a distinct shock to the shafts, and hence to the horse, as whether entering or leaving he steps his foot and hence applies his whole weight suddenly and hurriedly upon the wagon at a point either in front of or at the rear of the line of the axle. Hence the shafts are knocked up and down perhaps a hundred times in a day, with the result that very few horses can stand being used for this kind of service for any great length of time. Moreover, the jar and shake to the rider are severe and exhausting, especially over rough country-roads, and particularly in view of the fact that it is almost impossible for the wagon to be properly balanced. This improvement applies to that style of letter-carriers' wagons which have a cover or top as a protection from the weather. With such covered letter-carriers' wagons which are now in use as far as I am aware it is impossible for the letter-carrier to stand at the rear of the wagon and from such position remove or sort any letters which are inside the wagon, usually in a bag or pouch hanging therein, without exposure to the weather, and in case of heavy rains such exposure becomes necessary many times in the course of a trip over the route. Provision is made in this invention whereby the carrier can stand under the ordinary cover or top of his wagon and easily reach the bag or pouch

which hangs near the front of the wagon and do any sorting necessary and be fully protected from rain or snow. The same construction which affords the carrier such standing-space serves also to enable him to step into the wagon at such a point that the shock of the first step will be directly over the shaft.

There are other advantages in this invention which will be understood by reference to the specification and drawings, and the nature of the invention consists of the construction below described, and illustrated in said drawings, in which—

Figure 1 is a view in side elevation of a letter-carrier's wagon embodying my invention. Fig. 2 is a horizontal section taken on line X, Fig. 1. Fig. 3 is a front elevation. Fig. 4 is a rear elevation. Fig. 5 is an enlarged detail showing one of the forward springs in front elevation and one of the shafts in vertical section.

Similar letters of reference indicate corresponding parts.

The two wheels *a* of this wagon are connected by a dropped axle *b*, upon which rest ordinary side elliptical springs *c*, which are the main support of the carriage-body.

*d d* are the ordinary shafts.

*A* represents the front wall of the carriage-body, the lower portion of which is preferably paneled, as shown. The upper portion is provided with windows *A'*, preferably two in number, and with openings *A''*, set high up, as shown, through which the reins may extend to the occupant of the wagon.

*B B* represent the side walls, having their lower portions paneled and provided with windows *B'* in their upper portions corresponding with the windows *A'*.

*C* is the top, preferably curved upward centrally, as shown.

*D* is the bottom, dropped below the lower edges of the front and sides and connected by the flaring sides *D'* with the front, sides, and back of the body.

*E* represents the back of the body, suitably paneled at its lower portion and with its upper portion provided with windows *E'*. This back is formed to receive a door which is hinged at *e* thereto, said door being provided with the two folds *F* and *F'*, the fold *F'* being hinged at *f* to the fold *F* and both folds being



paneled at their lower portions and having windows F'' in their upper portions. The lower end of this door is on a line with the lower edges of the back, side, and front walls.

5 The rear flaring wall D'' of the dropped bottom extends up to and is joined to the lower edge of the rear wall E, but is cut away vertically under the door, thus providing a vertical passage or opening H of the same width

10 as the door and directly under it. Extending from this passage H rearward is a curved opening H', formed in the bottom D. The rear side of the front wall A is provided with suitable hooks I, from which mail bags or

15 pouches can be hung. Extending from the inner surfaces of the two side walls B are pairs of eyes or staples J, adapted to receive suitable pins extending down from a seat K, which can be supported by any suitable

20 means, such as a swinging leg, (indicated by dotted lines K',) resting on the floor. This seat therefore can be transferred from one side to the other of the interior of the wagon to suit the occupant. Corner shelves

25 L are secured within the wagon in the positions indicated in Fig. 2. The front portion of the under side of the body has secured to it next its opposite side edges at R the upper ends of two springs P, the lower ends of said

30 springs being adjustably secured to the shafts d by means of suitable bolts R' and nuts R''. (See Figs. 1 and 5.) These springs are arranged vertically, as shown, and each consists of a flat spring-bar of metal formed into

35 reverse folds, doubling without contact in reverse directions, the folds or convolutions being of S shape. The edges of the spring face the sides of the wagon, and at P' the spring-bar is bent at right angles, so that one

40 of its broad surfaces faces the sides of the wagon, the end portion P'' being provided with a number of holes P''', whereby the spring can be raised or lowered as desired to suit the height of the shafts.

45 In practical operation when the letter-carrier enters his wagon he swings open the doors F F', steps into the recess H, and then steps upon the floor D, which is very low, his foot first stepping naturally directly over the

50 axle b, so that his whole weight is over the axle and does not shake the shafts and jar the horse. In order to still further protect the horse in case the foot of the carrier should be a little in front of or at the rear of the axle,

55 the peculiarly-shaped springs P tend to neutralize the slight shock or jar which might otherwise occur. When the rider sits in his wagon on the seat K, he is also directly over the axle. Hence whether he leaves, enters,

60 or sits in the wagon the jar communicated to the horse is very slight. The springs P are also a very great advantage in cooperating with the springs c in absorbing the vibration which would otherwise be communicated to

65 the occupant by reason of a rough road or of the movements of the horse. It will be seen that these springs are located at the extreme

front edge of the wagon, where they will be of the greatest use and where springs of sufficient delicacy can be applied to absorb and 70 neutralize even very small jars or shakes produced by the horse or the road-bed, thus rendering the wagon exceedingly easy on the horse and for the occupant. The recess H is of such a depth that the carrier can easily 75 stand in it and reach for the contents of his mail-bags, which hang on the hooks I, and even do a little sorting, if necessary, or he can readily reach any of the shelves L. Moreover, when standing in this recess he 80 is directly under the top C and is protected from the weather without the necessity of any awnings or overhead projections. While standing there, the doors F F' can be closed, and thus protection be afforded from wind or 85 driving rain, the only place through which the rain could enter being the space under the doors, and this space could of course be easily protected by any ordinary rubber apron or flap. The seat K may be duplicated on 90 the other side, or one seat only may be used and transferred from side to side to suit the occupant.

It will of course be understood that the only access to the wagon is through the rear doors. 95 Light, however, has access from all sides, as the entire upper portion of the wagon is provided with windows.

The arrangements of the springs, the shape and location of the springs P, the recessed 100 dropped bottom, and the location of the seats tend not only to add to the comfort of the rider and the horse, but also to prolong the life of the vehicle, which, it may be added, presents a good and business-like appearance on 105 the road and is exceedingly convenient, as has been proved by actual use by the applicant in the United States mail-service.

Having thus fully described my invention, what I claim, and desire to secure by Letters 110 Patent, is—

1. In a carriage or wagon of the character described, the carriage-body comprising the front wall A, side walls B, and rear wall E; 115 and the dropped bottom comprising the floor D and sides D' D'' connecting said floor with the four walls aforesaid, the rear connecting side being provided with the vertical passage or opening H, and the bottom being formed with the recess or opening H' extending for- 120 ward from the rear edge and connecting with said passage H, substantially as set forth.

2. In a carriage or wagon of the character described, the carriage-body comprising the front wall A, side walls B, and rear wall E; 125 the dropped bottom comprising the floor D and sides D' D'' connecting said floor with the four walls aforesaid, the rear connecting side being provided with the vertical passage or opening H, and the bottom being formed with 130 the recess or opening H' extending forward from the rear edge and connecting with said passage H; and doors as F hung in the rear wall of the carriage-body directly over the



passage H, whereby a continuous opening is provided for admission into the wagon when the doors are opened by means of the door space and passage, substantially as described.

3. In a carriage or wagon of the character described, the closed body comprising the front, side and rear walls A, B and E glazed at their upper portions, and top or roof C; the dropped bottom D connected by the flaring sides D' D'' with the body, said bottom and its rear flaring side being formed with the recess and passage H', H; the swinging

seat K removably secured to one of the side walls of the body directly over the axle; and hooks I secured to the inner surface of one of the walls for letter bags or pouches, substantially as set forth. 15

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

GEORGE A. TOWN.

Witnesses:

HENRY W. WILLIAMS,  
A. N. BONNEY.