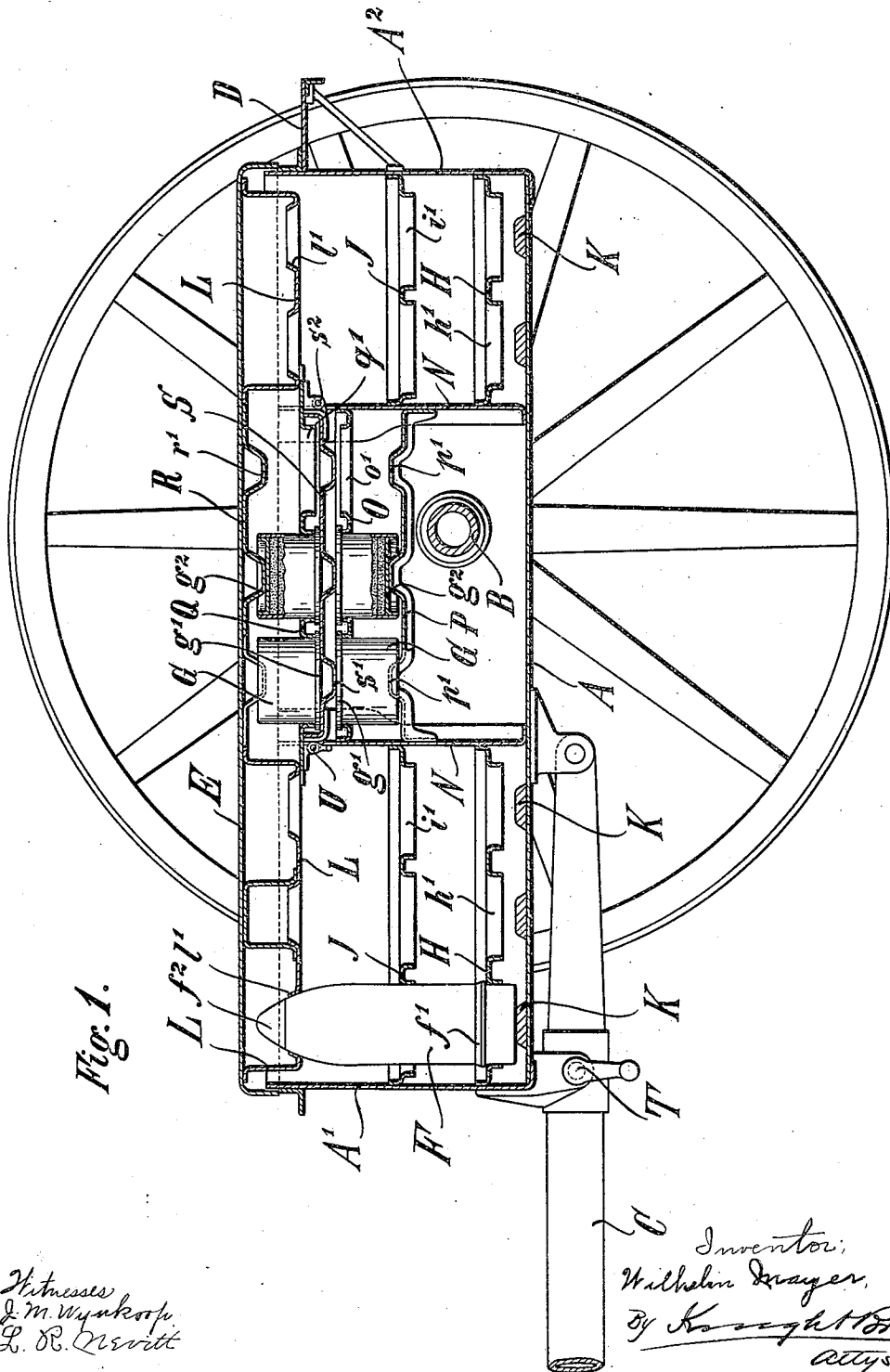


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AMMUNITION WAGON.
APPLICATION FILED APR. 30, 1907.

932,158.

Patented Aug. 24, 1909.
3 SHEETS—SHEET 1.

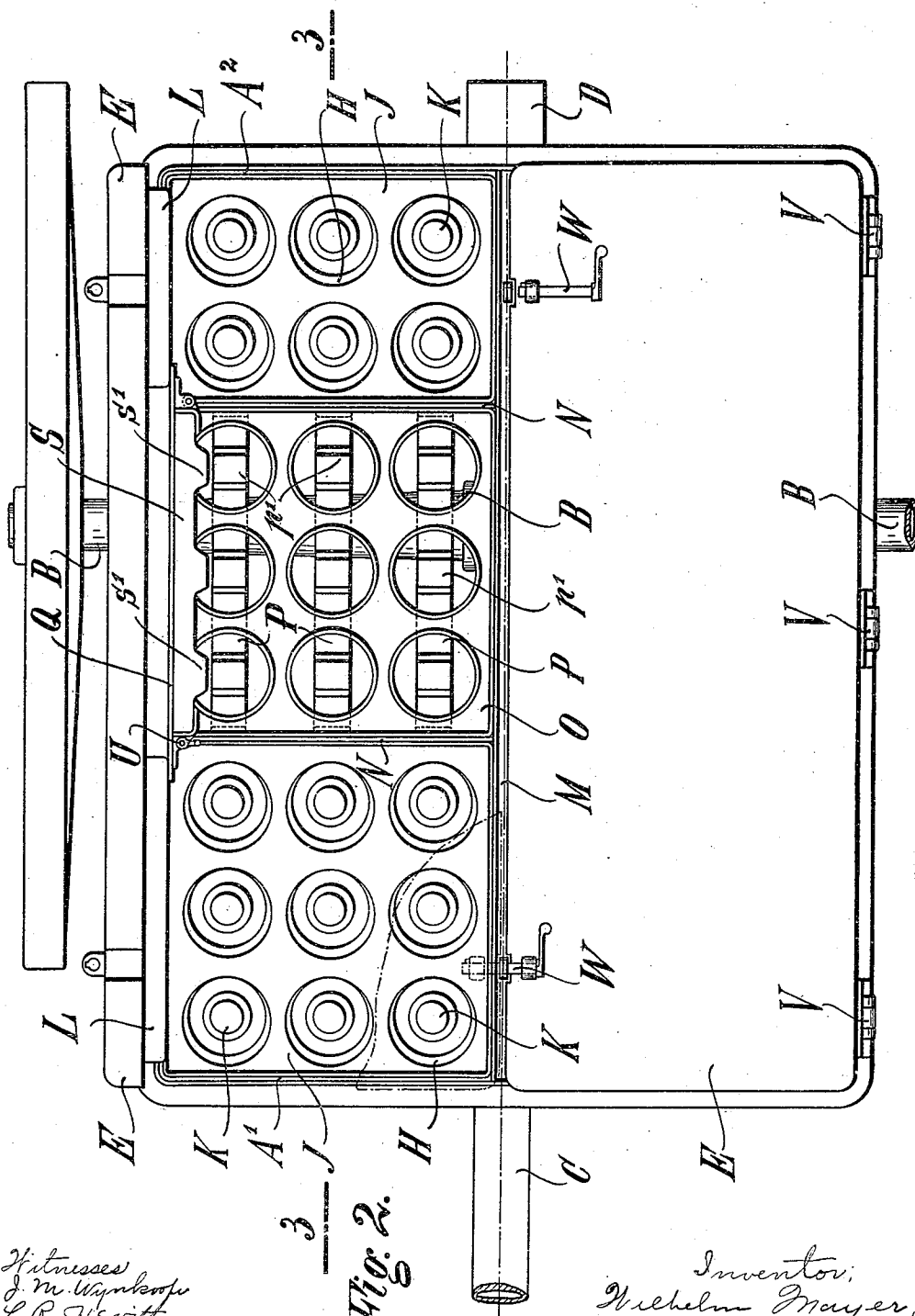


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Witnesses
J. M. Wymore
L. R. Weyl

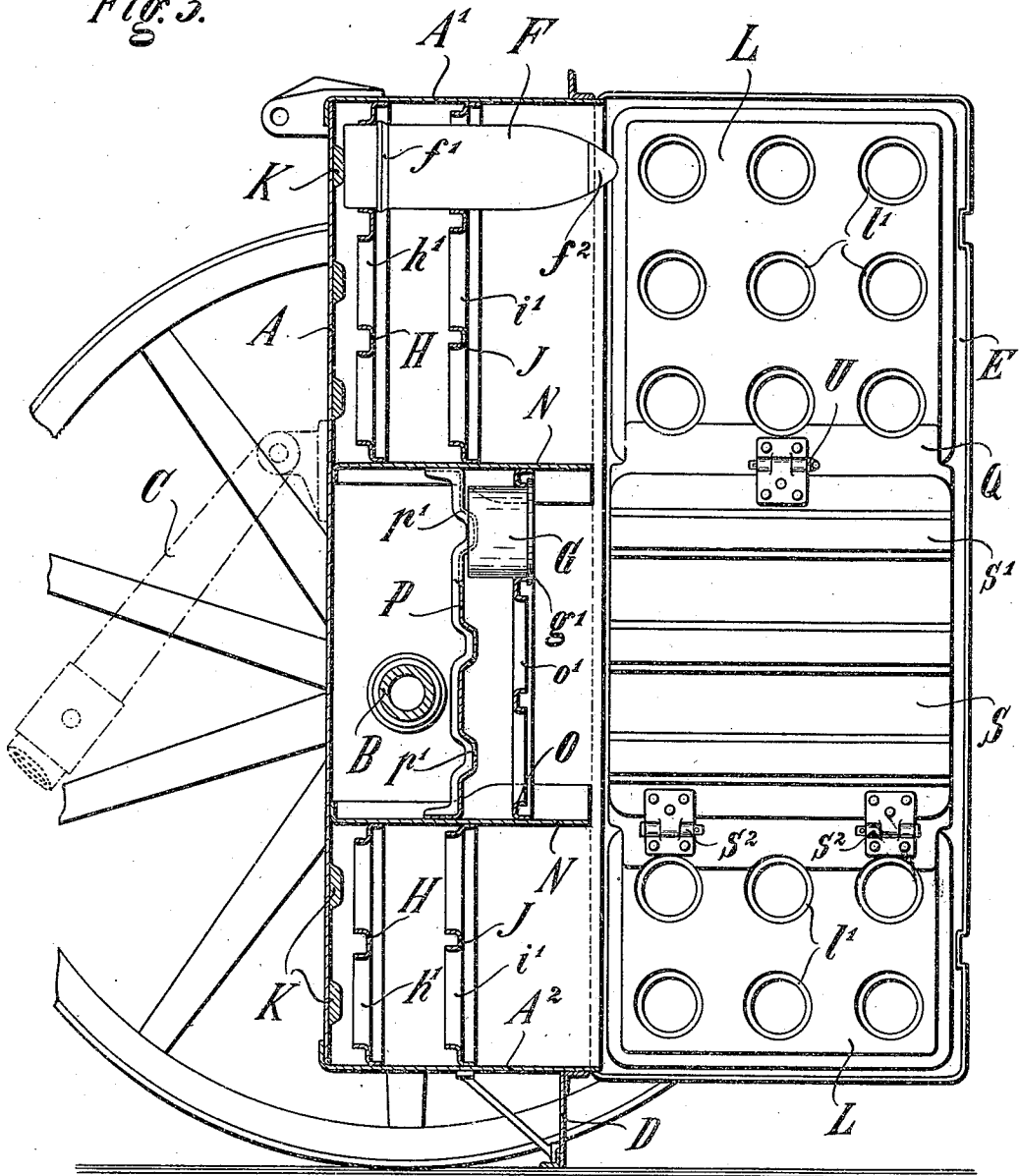
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 3 SHEETS—SHEET 3.

Fig. 3.



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AMMUNITION-WAGON.

932,158.

Specification of Letters Patent.

Patented Aug. 24, 1909.

Application filed April 30, 1907. Serial No. 371,062.

To all whom it may concern:

Be it known that I, WILHELM MAYER, a subject of the Emperor of Germany, and a resident of 9 Hedwigstrasse, Essen-on-the-Ruhr, Germany, have invented certain new and useful Improvements in Ammunition-Wagons, of which the following is a specification.

The present invention relates to a tilting ammunition wagon which is intended to be used for the transportation of separated ammunition (projectiles and cartouches).

One embodiment of the invention is shown by the way of example in the accompanying drawings, in which—

Figure 1 is a vertical longitudinal section through the ammunition wagon in limbered position; Fig. 2 is a top view of the same, one leaf of the door of the wagon box being open; and Fig. 3 is a section on line 3—3, Fig. 2, the wagon being in the tilted position.

The wheel axle B projects through the wagon box which is adapted to contain the ammunition. The wagon-pole C is jointed to the bottom wall A of the wagon-box and is rigidly secured to the box by means of a key-bolt T when the ammunition-wagon is in limbered position.

D is a foot by means of which the wagon-box can rest on the ground when the wagon is in the tilted or fighting position (Fig. 3). The box is provided with a door or closure having its leaves E connected to the side walls of the box by means of hinges V. Key-bolts W (Fig. 2) serve for closing the door.

A vertical longitudinal partition M (Fig. 2) divides the wagon-box into two halves, each of which is subdivided into three chambers by means of transverse walls N which extend at right angles to the partition M. The wheel axle B passes through the two central chambers. In each of those chambers which are adjacent to the end walls A' A² of the wagon-box, are arranged two sheet-metal partitions H and J which extend parallel to the bottom wall A of the box and in which are stamped seats *h'* and *i'* for each projectile. The small diameter of the seat *h'* is equal to the diameter of the base of the projectile but the small diameter of the seat *i'* is so great that the guide-band *f'* of the projectile can pass therethrough. Each bearing *i'* is arranged eccentrically to the

corresponding seat *h'* and in such a manner that, when the projectiles stand at right angles to the bottom wall of the box, the projectiles lie against that wall of the seat *i'* that is nearest the foot D of the box. Buffers or cushions K made of elastic material, such as rubber or the like, are arranged on the bottom wall A, one for each projectile, on which the base of the projectile is adapted to rest, and when the door is closed the leaf E presses the projectiles against the buffers. For this purpose, the leaf E carries on its inside, box-like sheet-metal members L in which are stamped conical seats for the projectile-points. The fuses *f'* of the projectiles extend into the members L.

A wall O of sheet-metal, which extends parallel to the bottom A and has stamped therein seats *o'* for cartouches G, is arranged in the central chamber of each box-half and between the axle B and the opening of the wagon-box. The cartouches seated in the wall O rest with the projecting edge *g'* of their shell on the edge of the seat *o'* and rest with their cover *g'*² (Fig. 1) on projections *p'* of rails P which are arranged between the wall O and the axle B. In order to accommodate an additional number of cartouches G, a plate Q is secured to each door-leaf E, which plate covers the space between the members L and is provided with stamped cartouche-seats *q'*. When the door of the wagon-box is closed, each seat *q'* is located coaxial with one of the seats *o'*. A flap S is hinged at *s'* to the plate Q and when the flap S is held against the plate Q by means of a key-bolt U or other suitable means, the cartouches seated in the plate Q are held in a position in which they lie against the edge of the seat *q'* with the edge *g'* of their shell and against projections *r'* on rails R with their cover *g'*², the rails R being secured to the door E. The flaps S are provided with ribs *s'* which when the door of the wagon-box is closed, secure the cartouches seated in the walls O against movement. The arrangement of the flaps S is so selected that the flaps can be folded downwardly after removal of the key-bolt U, when the ammunition-wagon is in the tilted position and the door is open (Fig. 3).

The above-described distribution of the ammunition provides for a good utilization of the space of the wagon-box, and the arrangement of the seats for the projectiles

and cartouches imparts great rigidity to the wagon-box while at the same time being of but small weight. Furthermore the improved box presents the advantage that each projectile and each cartouche can be taken out separately. Moreover, the fuses of the projectiles being turned away from the fighting front when the wagon is in the fighting position, there is much less danger of the projectile charges becoming ignited by shots hitting the bottom of the wagon-box than there is in the ordinary reversed arrangement of the projectiles in tilting ammunition-wagons. Finally the aforesaid arrangement of the projectiles makes it possible to time the fuses while the projectiles are still in the wagon.

Having thus described the invention, what is claimed as new therein and desired to secure by Letters Patent is:

1. A tilting ammunition wagon comprising a wagon axle, a tilting wagon body having a central compartment through which the axle extends, and means in said central compartment located above the wagon axle and formed with seats for cartouches.

2. A tilting ammunition-wagon comprising a tilting wagon body containing pairs of projectile seats, one seat of each pair being of greater diameter than the other to permit the projectile guide-band to be passed there-through.

3. A tilting ammunition-wagon comprising a tilting wagon body containing pairs of projectile seats one seat of each pair being of greater diameter than the other to permit the projectile guide-band to be passed there-through, the larger seat being arranged eccentrically to the other and positioned so that the projectile is perpendicular to the bottom of the body when the body is tilted.

4. A tilting ammunition-wagon comprising a tilting wagon body adapted to be thrown to a vertical position to act as a shield, and having projectile seats arranged to permit the fuses of the projectiles to be disposed away from the wall of the wagon exposed to the firing and a closure for the body having seats for the fuses of the projectiles.

5. A tilting ammunition-wagon comprising a wagon axle; a tilting wagon body having the axle extending therethrough and provided with a cartouche compartment above the axle and projectile compartments upon opposite sides of the cartouche compartment; and a closure for the wagon body

having seats for the projectiles, and seats for cartouches arranged between the two sets of seats for the projectiles.

6. A tilting ammunition-wagon comprising a wagon axle; a tilting wagon body having the axle extending therethrough and provided with a cartouche compartment above the axle and projectile compartments upon opposite sides of the cartouche compartment; and a closure for the wagon body having seats for the projectiles, seats for the cartouches arranged between the two sets of seats for the projectiles, and flaps hinged to the closure to hold the cartouches to their seats.

7. A tilting ammunition-wagon comprising a wagon axle; a tilting wagon body having the axle extending therethrough and provided with a cartouche compartment above the axle and projectile compartments upon opposite sides of the cartouche compartment; and a closure for the wagon body having seats for the projectiles, seats for the cartouches arranged between the two sets of seats for the projectiles, and flaps hinged to the closure to hold the cartouches to their seats; said flaps being arranged to hold cartouches to the cartouche seats in the wagon body.

8. A tilting ammunition wagon comprising a tilting wagon body having projectile seats, and a closure for the body having seats for the points of the projectiles.

9. A tilting ammunition wagon comprising a wagon body provided with projectile seats, and a closure for the body having a compartment adapted to contain cartouches.

10. A tilting ammunition wagon formed with seats for the bases of projectiles near the bottom of the wagon and with seats for the fuses of the projectiles near the top of the wagon.

11. A tilting ammunition wagon comprising a wagon axle, a tilting wagon body having a central compartment through which the axle extends and compartments for projectiles upon opposite sides of the central compartment, and means in said central compartment located above the wagon axle and formed with seats for cartouches.

The foregoing specification signed at Dusseldorf, Germany, this 21st day of March, 1907.

WILHELM MAYER.

In presence of—

ALFRED POHLMAYER,
M. ENGELS.