(No Model.)

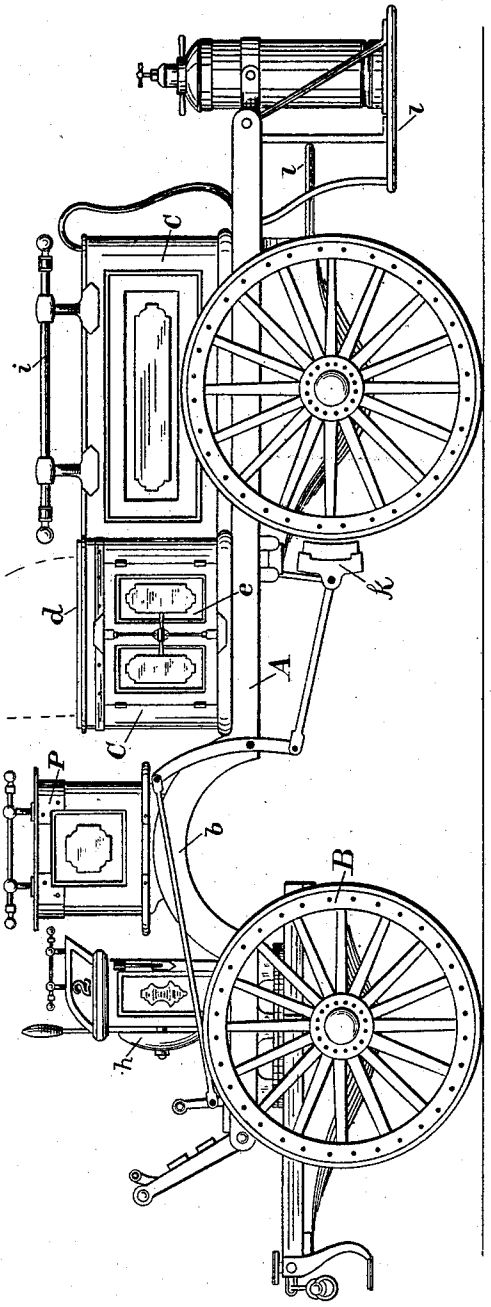
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C. T. HOLLOWAY.

SALVAGE CORPS WAGON.

No. 316,971. Patented May 5, 1885.

Fig. 1.



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(No Model.)

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Fig. 2.

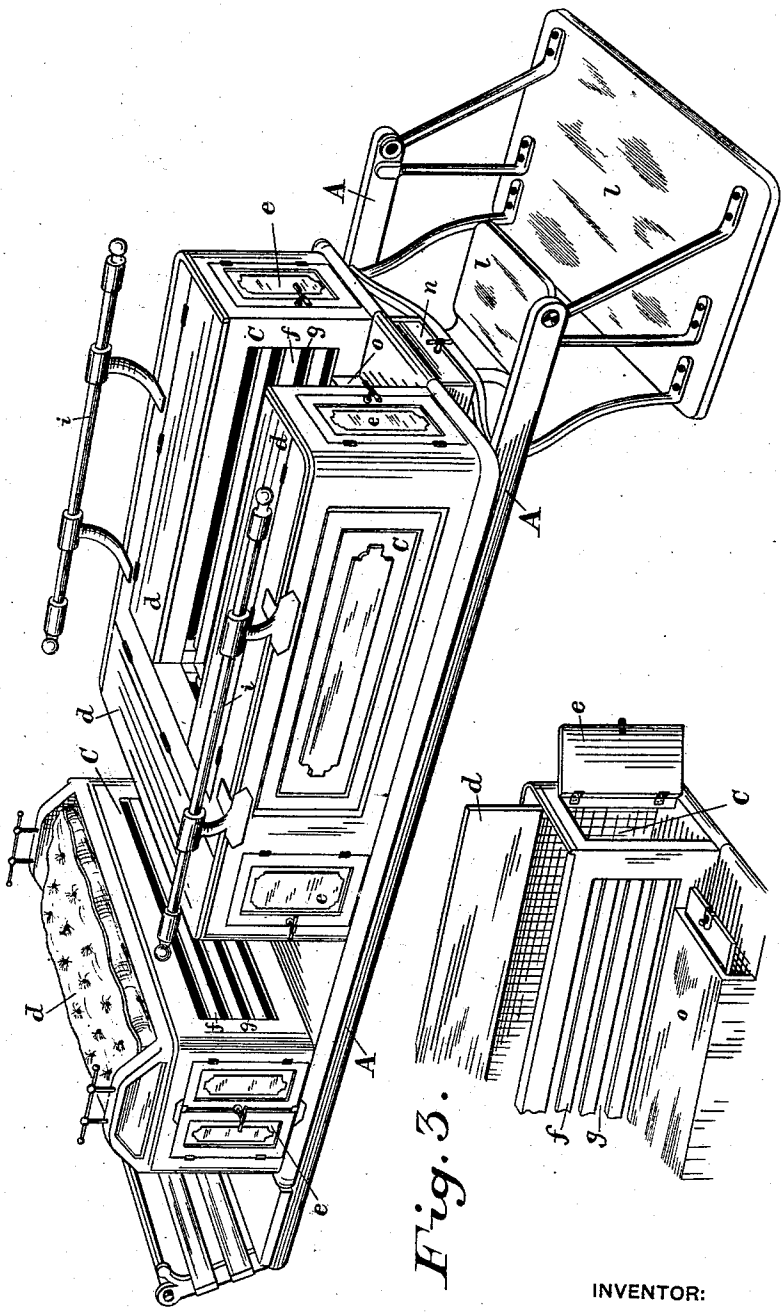


Fig. 3.

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UNITED STATES PATENT OFFICE.

CHARLES T. HOLLOWAY, OF BALTIMORE, MARYLAND.

SALVAGE-CORPS WAGON.

SPECIFICATION forming part of Letters Patent No. 316,971, dated May 5, 1885.

Application filed August 15, 1884. (No model.)

To all whom it may concern:

Be it known that I, CHARLES T. HOLLOWAY, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Salvage-Corps Wagons, of which the following is a specification.

My invention relates to improvements in that class of wagons which are employed by fire salvage-corps. Wagons of this description carry, besides implements, a large number of tarpaulins or rubber covers suitable to spread over goods and articles in buildings that are on fire to protect them from damage by water. These water-proof covers require to be folded and compactly stowed away in receptacles on the wagon. It is a desideratum to provide in these wagons for the convenient stowage of these covers in the receptacles, and also for their quick and easy removal therefrom by a person when not on the wagon. The improvements comprising the invention will be described in connection with the accompanying drawings, and then claimed.

Figure 1 is a side elevation of my salvage-corps wagon. Fig. 2 is a perspective view of the wagon-body, showing a modification in its frame. Fig. 3 is a view of one of the receptacles with lid and door both open.

The letter A designates the frame of the wagon-body, which may be made of wood or iron. The seats, receptacles for the water-proof covers, and other parts are mounted on this frame. The frame may have its side bars arched in "crane-neck" style, as at *b*, Fig. 1, to permit the front wheel, B, at either side, when it is desired to turn the vehicle, to pass under; or the side bars of the frame may extend from end to end straight, as shown in Fig. 2.

The seats, of which four are shown in the drawings, are for the members of the salvage corps, and below each seat is a receptacle, C, for the stowage of the water-proof covers which these wagons carry. Each receptacle has a hinged lid, *d*, extending over the entire top, and a hinged door, *e*, at the vertical end. By lifting the top lid the entire interior of the receptacle is exposed, whereby the folded water-proof covers may be compactly stowed therein. The lid, being closed, serves as a seat. When it is desired to remove the water-proof covers from the receptacles, the vertical outer side doors, *e*, are opened, whereupon the covers may be easily removed by drawing them, one at a time or all at once, through the said door. As the doors *e* open on the vertical outer side of the wagon-body, the removal of the water-proof covers may be effected by a person on the ground and without requiring him, as heretofore in this class of wagons, to get into the wagon, thereby saving time at a fire.

The receptacles for the water-proof covers are provided in one or more sides or in the bottom with ventilating holes or openings. In the present instance these ventilators are formed by parallel bars *f* and open spaces *g* (indicated by black in the drawings) between the bars. These open spaces serve to ventilate the receptacle when its lid and door are closed.

The seats and receptacles below them may be placed in any suitable or desired position, it being necessary only that the vertical door of each receptacle shall be on the outside to facilitate the quick and easy removal of the covers. I do not claim a wagon-body receptacle having a door on the vertical outer side, but do claim a wagon-body receptacle having a lid on top and a vertical outer side door, both opening into the same receptacle. These salvage-corps wagons, which are also called "fire-patrol wagons," have a gong, *h*, and are fitted with rails *i* back of the seats or on the outer top edge of the receptacles, also a brake, *k*, and one or more platform-steps, *l*, at the rear end.

Below the floor of the wagon-body, and extending lengthwise thereof, are one or more narrow pockets closed at the rear end by a door, *n*. These are for a ladder and pike-rod. A tool-box, *o*, is located on the floor, between two of the receptacles, and on the arched frame-bars another box, P, may be mounted. These wagons are also designed to carry fire-extinguishers, axes, lanterns, and other suitable implements.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

1. A fire salvage-corps wagon body having receptacles C, provided with a lid, *d*, on top, and a vertical door, *e*, on the outside, as set forth.

2. A fire salvage-corps or patrol wagon body having a receptacle for water-proof covers, provided with a lid on top and a door on the vertical side, both opening into the said receptacle, and openings *g*, to ventilate the receptacle when the lid and door are closed, as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES T. HOLLOWAY.

Witnesses:

J. EDW. MORRIS,

WM. B. NELSON.