(No Model.) 2 Sheets—Sheet 1.

# H. C. OHLSEN, Sr.

## DELIVERY WAGON.

No. 333,776. Patented Jan. 5, 1886.

*Fig. 1.*

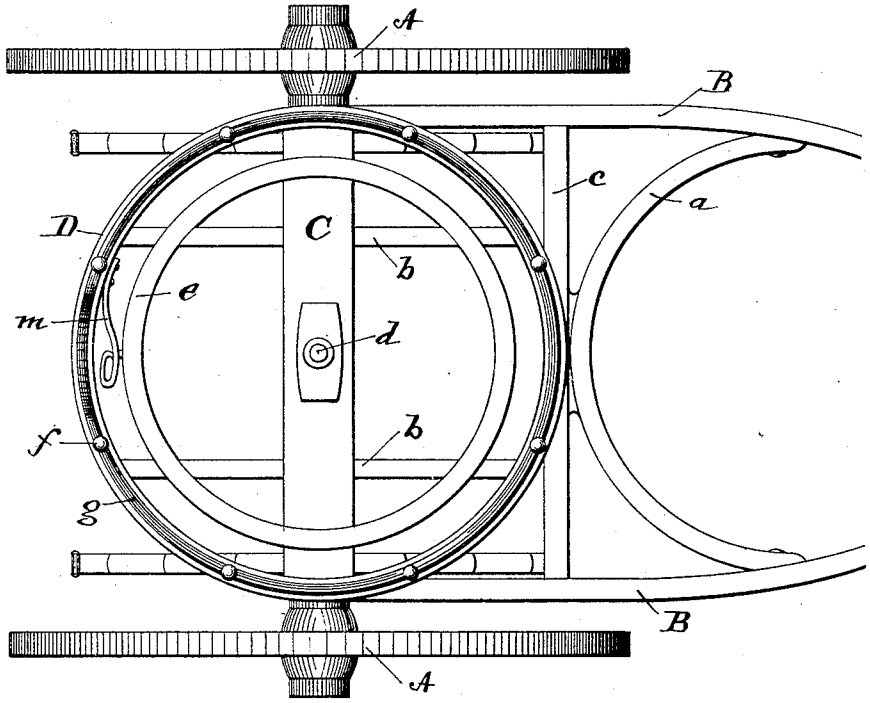
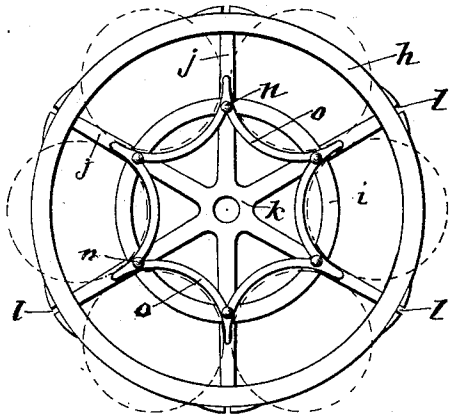



*Fig. 2.*




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(No Model.) 2 Sheets—Sheet 2.

# H. C. OHLSEN, Sr.

## DELIVERY WAGON.

No. 333,776. Patented Jan. 5, 1886.

Fig. 4.

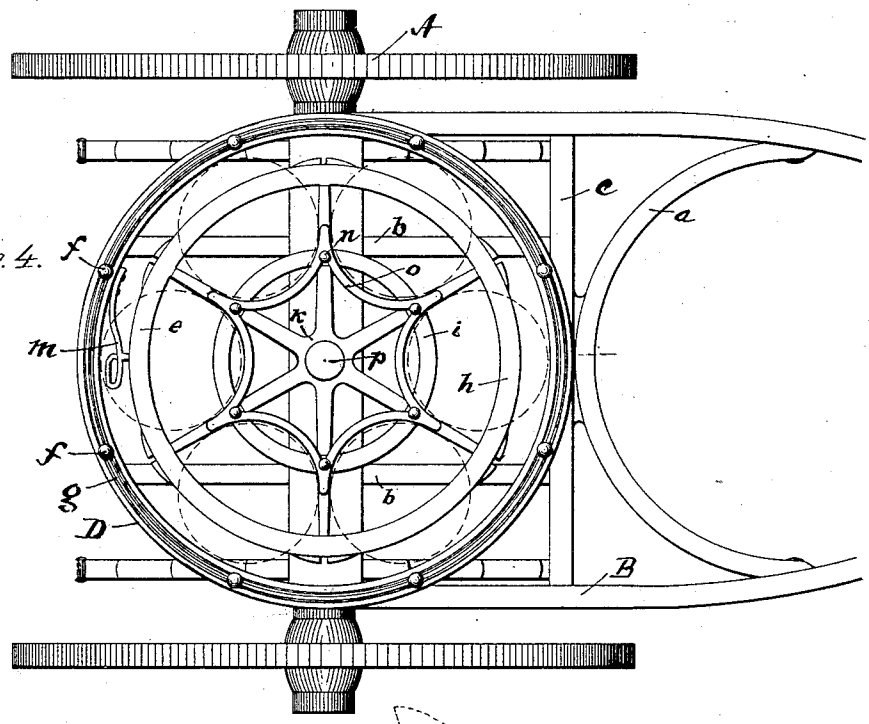
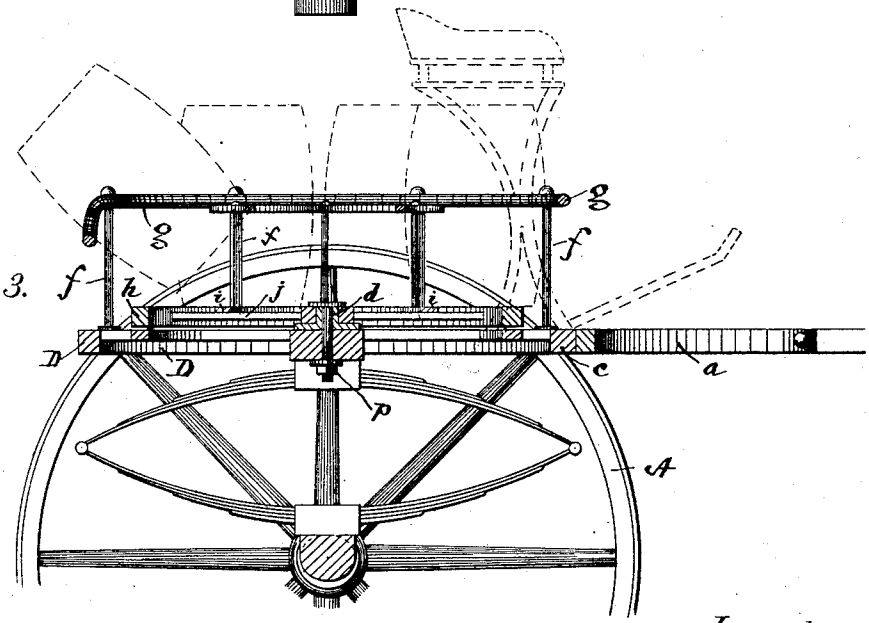



Fig. 3.




Witnesses:
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# UNITED STATES PATENT OFFICE.

HEINRICH C. OHLSEN, SR., OF CINCINNATI, OHIO, ASSIGNOR TO HENRY OHLSEN, JR., AND AUGUST OHLSEN, OF SAME PLACE.

## DELIVERY-WAGON.

SPECIFICATION forming part of Letters Patent No. 333,776, dated January 5, 1886.

Application filed October 22, 1885. Serial No. 180,590. (No model.)

*To all whom it may concern:*

Be it known that I, HEINRICH C. OHLSEN, Sr., a citizen of the United States, residing at Cincinnati, Ohio, have invented new and useful Improvements in Delivery-Wagons, of which the following is a specification.

My invention relates to delivery-wagons designed to be used in cities and elsewhere for the carriage and convenient delivery of beer-kegs or other packages of goods; and it consists in a wagon-body constructed with one or more rotating platforms, upon which the packages are placed and retained by means of suitable railings or partitions, the arrangement being such that the platform may be rotated so as to bring the packages successively to a gate or opening in the outer railing or partition, for convenience in unloading the same.

Mechanism embodying my invention is illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of a two-wheeled vehicle to which my invention is applied. The figure represents the wagon-body with rotating platform and driver's seat removed; Fig. 2, a plan view of the rotating platform; Fig. 3, a vertical sectional elevation of the vehicle complete, the beer-kegs and seat being represented by dotted lines, one of the kegs being in position of removal; and Fig. 4 is a plan view of the vehicle complete, excepting as to the driver's seat.

Referring now to the drawings, A A designate the wheels of the vehicle; B B, the shafts. The shafts terminate at the rear in a cross-bar, C, and are connected a little in front of the cross-bar C by a similar cross-bar, *c*, to which is also connected the arch or strengthening-bar *a*, strengthening the shafts in the usual manner. The cross-bars C *c* and the rear portion of the shafts B constitute a rectangular frame, on the upper side of which is secured a circular frame or bar, D, the parts being further strengthened and secured by two longitudinal braces, *b*, as shown, extending from the cross-bar *c* rearward across the bar C to and connected with the circular frame or bar D. These parts may be constructed entirely of wood and mortised together in the usual manner.

Within and concentric with the circular bar or frame D, and upon the braces C *c b*, is secured a circular track, E, preferably of flat bar-iron, and centrally upon the brace or cross-bar C is secured a stud, *d*.

Upon the circular frame or bar D vertical posts *f* are secured at suitable intervals, to which is attached a circular railing, *g*. The posts are so arranged as to permit a gate or opening at the rear or at some convenient point; or, instead of a gate, the railing may be depressed at that point, as indicated in the drawings.

The movable platform is flat and circular. I prefer to construct it of two concentric circular flat bars, *h i*, secured by radial spokes *j* to a central hub, *k*, perforated to fit and engage pivotally on the stud *d*, being held by a pivot-bolt, *p*. The outer bar, *h*, preferably corresponds in diameter with and rests upon the rail *e* of the wagon-body, having the ordinary sliding contact therewith, (as in fifth-wheel constructions;) or either one may be provided with friction-rollers at proper intervals to relieve the friction of their intermovement. At the outer periphery of the rotating frame catch-sockets *l* are arranged at suitable intervals, and a spring-catch, *m*, is arranged upon the rail D, to engage in the same to hold the rotating platform in any desired position. Vertical posts *n* are arranged around the center of the movable platform, having a horizontal rail, *o*, connecting them at the top.

I have shown in the drawings a form of rotating platform adapted to the convenient holding of beer-kegs, there being six vertical posts *n*, and consequently spaces for six kegs, the inner rail, *o*, being curved inward between successive posts to accommodate the circular form of the kegs, the position of the latter being indicated by dotted lines.

In the drawings I have shown the railing *g* depressed at the rear for the more convenient unloading of a keg, as indicated by the dotted lines in Fig. 3, and it will be seen that when the catch *m* is secured in any one of the holding-sockets the depression in the outer railing occurs between two of the kegs, and therefore does not impair the function of the railing *g* as an outer protection for the kegs. The

driver's seat is suitably mounted upon vertical stands erected upon the side of the shafts, as indicated by dotted lines in Fig. 3.

In the use of this invention it will be obvious that when loaded and empty packages are being carried the excess of weight may be thrown to the front or rear of the axle, as may be desired, by rotating the platform.

The precise operation is as follows: To unload a barrel or package the catch *m* is released and the platform rotated to bring the package opposite the rear depression of the rail *g*, (or the gate, as the case may be,) and after unloading the platform is again rotated until the catch *m* drops into a holding-socket, when the gate or depression stands between two barrels or packages.

It will be obvious that two or any convenient number of rotating platforms may be arranged upon a wagon-body and the gates or depressions in the outer railing be arranged at the sides or rear, as desired.

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

1. A delivery-wagon for barrels or packages of goods, embodying, essentially, a fixed wagon-body with outer circular holding rail or partition and a horizontal rotating platform, substantially as set forth.

2. In a delivery-wagon, an outer circular railing or partition secured upon the wagon-body and provided with a gate or opening, in combination with a rotating platform concentrically arranged upon the wagon-body for holding packages, and adapted by its rotation to bring the packages successively opposite the gate or opening, as set forth.

3. The combination, in a delivery-wagon, of the fixed railing *f g*, the rotating platform *h i j*, and the catch *m*, substantially as set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

HEINRICH C. OHLSEN, SR.

Witnesses:
L. M. HOSEA,
C. D. KERR.