

(No Model.)

A. TIMPTE.
BEER WAGON.

No. 495,441.

Patented Apr. 11, 1893.

Fig. 1.

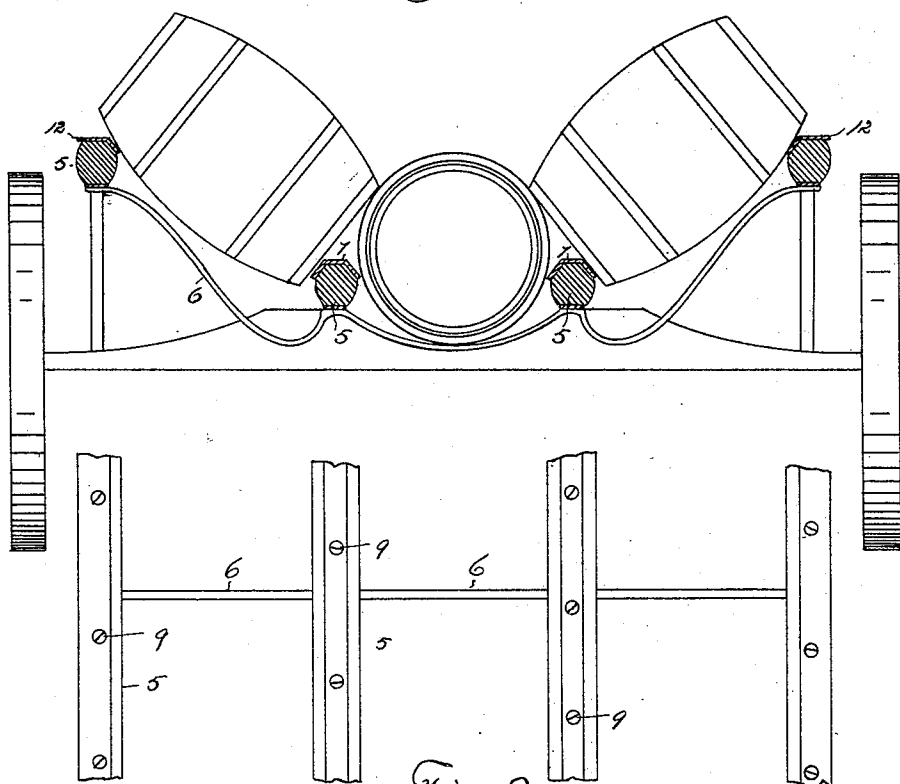
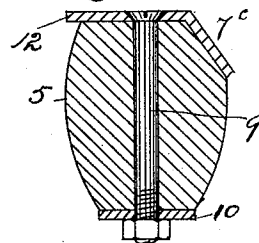
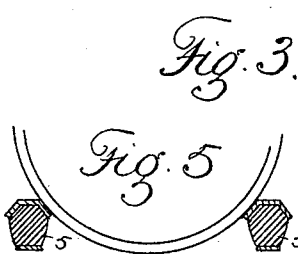


Fig. 2.

Fig. 4.



WITNESSES:

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UNITED STATES PATENT OFFICE.

AUGUST TIMPTE, OF DENVER, COLORADO.

BEER-WAGON.

SPECIFICATION forming part of Letters Patent No. 495,441, dated April 11, 1893.

Application filed December 31, 1892. Serial No. 456,964. (No model.)

To all whom it may concern:

Be it known that I, AUGUST TIMPTE, a citizen of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Gunnel-Caps for Beer-Wagons; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to an improved metallic cap or shield for the longitudinal bars or gunnels of wagons specially designed for carrying kegs or barrels and usually designated as wagons.

The object of my improvement is to provide a cap which shall add to the strength, durability and general utility of the bars or gunnels of this class of wagons.

My improvement consists of an integral metallic shield extending the entire length of the gunnel or bar and shaped in conformity with the cross sectional outline of the upper portion of the bar. These bars are usually of oblong shape in cross section, hence the cap or shield consists of a flat top part having two inclined or sloping wings. Heretofore, so far as known to me, these bars have been provided with three separate plates whereby moisture is allowed to enter between the longitudinal joints, causing the bars to rot or decay. Moreover these sectional strips do not give the bars sufficient rigidity to prevent them from bending and warping out of position, which detracts greatly from their usefulness. Besides, the separate strips, constituting the old style protector for these bars are easily loosened by the rough usage to which the bars are subjected. Hence the object of my invention, as heretofore indicated, is to overcome these defects, and to these ends the invention consists of the features, arrangements and combinations hereinafter described and claimed, all of which will be fully under-

stood by reference to the accompanying 50 drawings in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a vertical cross section of the wagon body, showing the bars provided with my improvement. Fig. 55 2 is a fragmentary top view of the same. Fig. 3 is a fragmentary view in perspective of a bar provided with my improved cap. Fig. 4 is a cross section of an outer bar. Fig. 5 illustrates the position of a keg engaging 60 the two interior bars.

Similar reference characters indicate corresponding parts or elements of the mechanism in the several views.

The numeral 5 designates the longitudinal 65 bars or gunnels connected by the curved supporting bars 6. To each of these bars 5 is secured the metal cap 7 preferably composed of steel, and consisting of the top part 7^a and the inclined wings 7^c fashioned to conform to the cross-sectional area of the bars. 70 The caps are secured in place by bolts 9 having countersunk heads as shown. These bolts pass through suitable apertures formed in another plate 10 on the bottom of the 75 bars, and also through the curved connecting strips 6, being secured by nuts placed underneath as shown. The cap for the two outside bars is provided with only one wing 7^c, while the top projects outward beyond the 80 top of the bar, as shown at 12.

The advantages of my improvement will be readily understood from the foregoing description. There are no bolt heads exposed or screws to become loose as in the bars 85 heretofore used in the construction of this class of wagons. The two inner bars 5 should be so located that the adjacent wings of the caps form a good bearing for the convex surface of the kegs, since the latter occupy a position longitudinally between these bars.

Having thus described my invention, what I claim is—

1. A beer wagon having longitudinal bars 95 provided with integral metal caps consisting of a top part and two side wings projecting downward therefrom at a suitable angle and

suitably secured in place, substantially as described.

2. In a beer wagon the combination of the outer bars provided with an integral metal cap consisting of a top part and one downwardly inclined wing, the top being of sufficient width to extend outwardly beyond the wooden part of the bar, and the intermediate bars provided with integral metal caps

having two inclined wings, substantially as described.

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

AUGUST TIMPTE.

Witnesses:

WM. McCONNELL,
G. J. ROLLANDET.