

(No Model.)

C. T. HOLLOWAY.
FIRE DEPARTMENT WAGON.

No. 460,777.

Patented Oct. 6, 1891.

Fig. 1.

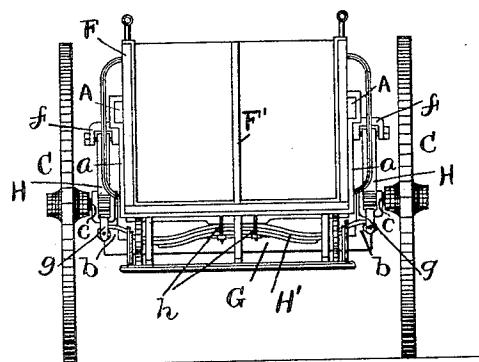
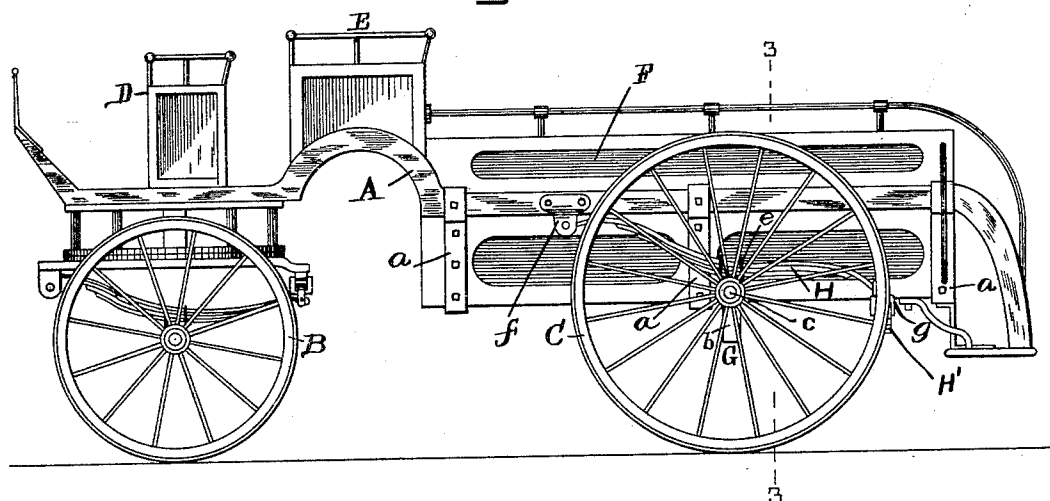


Fig. 2.

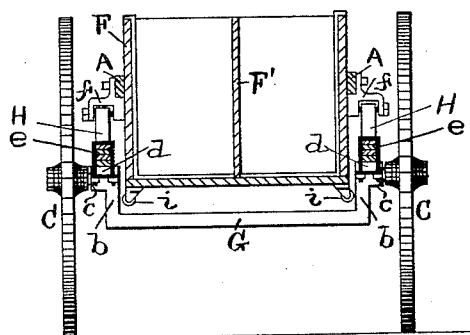


Fig. 3.

WITNESSES:

Otto H. Ehlers.
J. P. Davis.

INVENTOR:

Charles T. Holloway.

BY

Chas B. Mann

ATTORNEY.

UNITED STATES PATENT OFFICE.

CHARLES T. HOLLOWAY, OF BALTIMORE, MARYLAND.

FIRE-DEPARTMENT WAGON.

SPECIFICATION forming part of Letters Patent No. 460,777, dated October 6, 1891.

Application filed July 30, 1891. Serial No. 401,122. (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 city, in the State of Maryland, have
5 invented certain new and useful Improvements in Fire-Department Wagons, of which the following is a specification.

This invention relates to an improvement in wagons designed for fire-department service; and one object is to so construct the wagon as to bring the body low down near the ground without reducing the size of the wheels.

To this end the invention may be said to
15 consist in the novel features of construction and combinations of parts hereinafter described and claimed.

The invention is illustrated in the accompanying drawings, in which—

20 Figure 1 represents a side view of the wagon; Fig. 2, a rear end view, and Fig. 3 a transverse section on line 3 3 of Fig. 1.

The letter A designates the frame of the vehicle; B, the front wheels; C, the rear wheels; D, the front seat, mounted on the frame A, and E the rear seat, which is made
25 to accommodate four persons sitting back to back.

The body F of the wagon is hung or suspended in the rear part of the frame A and is supported by hangers or straps *a*, which extend across the bottom and up the sides of the body and are bolted to the frame A and also to the said body. The body is so hung
30 in said frame that the latter extends along its sides at its middle part. The rear axle G is a bent or crank axle, and the body F hangs between the vertical portions *b* of said axle, with its bottom below the spindles *c* of the axle, on which spindles the rear wheels C are mounted. The springs H, which support the body, are located at the sides of the same and are mounted at the middle on the horizontal portions *d* of the axle G, which are directly
40 back of the spindles *c*, and are suitably secured to the axle at this point by clips *e*. These springs H have a double curve, and they are disposed in an oblique position alongside the body, their upper ends being
45 pivoted to joint-ears *f*, secured to the frame A, and their lower ends, which have position

near the bottom of the body, being connected by shackles *g* to the ends of a transverse spring H', extending underneath the body and connected thereto by clips *h*. This latter spring also has a double curve. 55

It will be observed that by my construction as above described I am enabled to mount the body low down without reducing the size of the wheels, and also obtain a full action of the springs by disposing them alongside the body in the manner explained. With the body mounted between the vertical portions of the axle in the manner shown it is likely to swing against said vertical portions when
60 the wagon is running rapidly or when a corner is turned sharply. To avoid friction which would otherwise occur between the body sides and the axle, the body vibrating up and down on the springs, I mount two
65 rollers *i* in suitable bearings at the lower corners of the body, so that said rollers will bear against the inside faces of the vertical portions *b* of the axle when the body sways and prevent frictional contact of the parts. 75

I make the body F with a central longitudinal and vertical partition F', which divides into it two compartments, so that two different lengths of hose may be carried separated from each other and can both be drawn out
80 at once.

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

1. In a wagon of the class described, the combination of a rear crank-axle and wheels, a body mounted between the vertical portions of said axle, a frame in which said body is hung, said frame extending along the opposite sides of the body at the middle part of the same, springs disposed obliquely alongside the body and mounted at the middle on the horizontal parts of the crank-axle directly back of the spindles thereof, the upper ends of said springs being pivoted to joint-ears secured to the frame, and a transverse spring beneath the body and on which the latter seats, the ends of said spring and the lower ends of the oblique side springs being joined by shackles. 95

2. In a wagon of the class described, the combination of a rear crank-axle and wheels, 100

a body mounted between the vertical portions of said axle and provided with anti-friction rollers to bear against the said vertical portions of the axle, side springs mounted on the axle and connected to the body, and a transverse spring beneath the body and on which the latter seats, the ends of said spring and the rear ends of the side springs being joined by shackles.

10 3. In a wagon of the class described, the combination of a rear crank-axle and wheels, a body mounted between the vertical portions of said axle and provided with a central longitudinal and vertical partition dividing it

into two compartments, a frame in which said body is mounted, side springs mounted on the axle and connected to the body, and a transverse spring beneath the body and on which the latter seats, the ends of said spring and the rear ends of the side springs being joined by shackles. 15 20

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

CHARLES T. HOLLOWAY.

Witnesses:

F. P. DAVIS.

JNO. T. MADDIX.