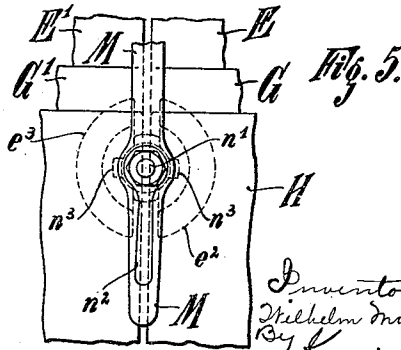
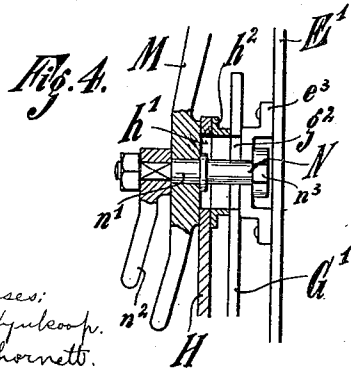
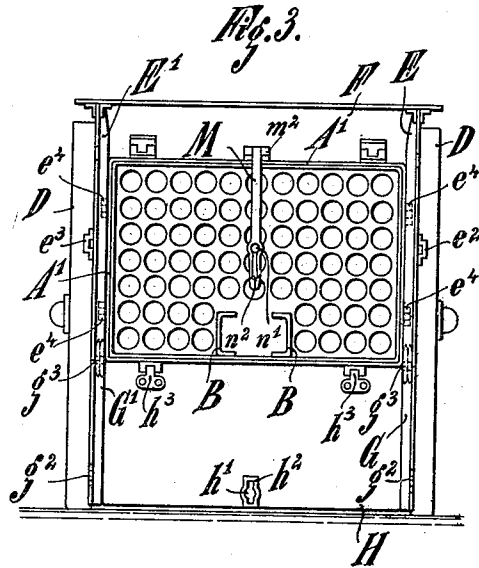
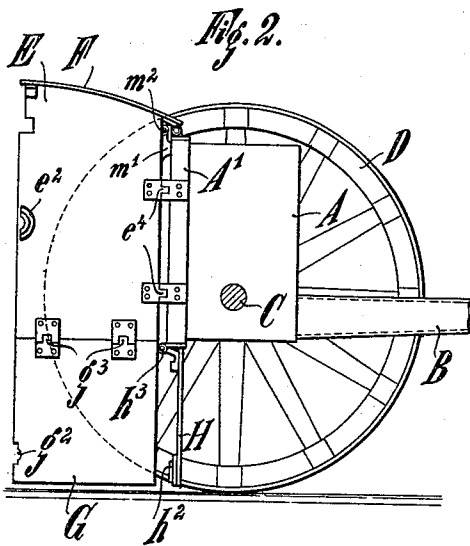
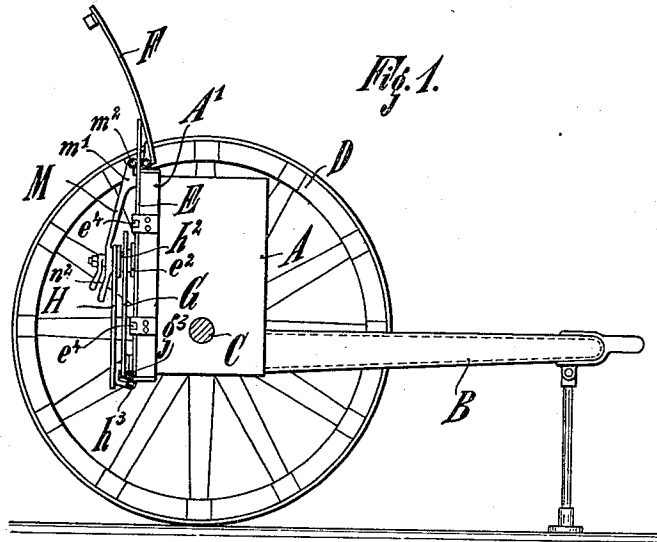


W. MAYER.
AMMUNITION WAGON.
APPLICATION FILED SEPT. 11, 1911.

1,055,772.

Patented Mar. 11, 1913.



Witnesses:
J. W. Wylkopp.
D. H. Thornett.

Inventor
Wilhelm Mayer.
By Knight Bros.
His Attorneys.

UNITED STATES PATENT OFFICE.

WILHELM MAYER, OF ESSEN-ON-THE-RUHR, GERMANY, ASSIGNOR TO FRIED. KRUPP
AKTIENGESELLSCHAFT, OF ESSEN-ON-THE-RUHR, GERMANY.

AMMUNITION-WAGON.

1,055,772.

Specification of Letters Patent.

Patented Mar. 11, 1913.

Application filed September 11, 1911. Serial No. 648,730.

To all whom it may concern:

Be it known that I, WILHELM MAYER, a subject of the Emperor of Germany, and a resident of 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 ammunition wagons and limbers which have protective shields for the crew.

In the drawing an ammunition wagon is shown by way of example as a constructional form of the invention, Figure 1 being a side elevation of such ammunition wagon with the door of the body closed and one wheel omitted. Fig. 2 is a view, corresponding to Fig. 1 with the door open. Fig. 3 is the rear elevation corresponding to Fig. 2. Fig. 4 shows details on a larger scale, and Fig. 5 is the rear elevation corresponding to Fig. 4.

The ammunition wagon has a body A for the reception of ammunition (see Figs. 1 and 2) a thill B and an axle C with wheels D. The wagon body A can be closed behind by a door, which consists of two leaves E and E¹ hinged to the vertical sides of the frame A¹ of the wagon body at e¹ and made of bullet proof sheet metal, see Figs. 1 to 3. The seat for the leaves of the door is formed by the frame A¹. The leaves E E¹ are prolonged at the top outward over the wagon body and serve, when the door is open, as a support to a shield F pivoted to the frame A¹. To the lower edge of each leaf of the door is hinged at g³ an extension shield G and G¹, and is attached in such a way that it can be folded up on to the outside of its corresponding door leaf. Finally there is hinged to the lower side of the frame of the wagon body A¹ at h³ a shield H, which is attached in such a way as to cover in the space between the wagon body and the ground, see Figs. 2 and 3, and when the door is closed and the shields G and G¹ turned up it can be folded up on to the latter, see Fig. 1.

The door leaves E E¹ and the shields G, G¹ and H are secured in the position shown in Fig. 1 by the following arrangement: In the middle of the upper side of the frame A¹ is pivoted a locking lever M at m², which carries in the vicinity of its pivot point a projection m¹, which is adapted to bear against both leaves E and E¹ of the door

when it is closed. The locking lever M is provided with a rotatable bolt N, see particularly Figs. 4 and 5. The pivot pin n¹ of this bolt carries a handle n². Stops are provided in the door E E¹ for locking lugs n³ on the bolt N. These stops consist of two members e² e³ one of which (e²) is attached to the leaf E of the door and the other (e³) to the leaf E¹ of the door. There is also provided in each of the shields G and G¹ a recess g² for the rotating bolt N and a recess h¹ for it in the shield H, see Figs. 2 to 4. On the shield H is mounted a pressure piece h², see Figs. 1 to 4, the function of which is to bear against the shields G and G¹, when the parts assume the position shown in Figs. 1, 4 and 5. When the door E E¹ of the body is closed, the shields G, G¹ and H turned up over the door, and these parts secured to the wagon body by the bolt N, they assume the position shown in Figs. 1, 4 and 5. In this position the door lies against the frame A¹ and each of the shields G, G¹ against one of the members e², e³; the pressure piece h² bears against the shields G, G¹ and the edges of the recesses g². The locking lever M bears on the one hand with its projection m¹ against the leaves E E¹ of the door, and on the other hand against the shield H. The bolt N catches with its projections n³ under the members e² e³. When it is desired to open the door of the body and to bring the shields G, G¹ and H into the position shown in Figs. 2 and 3, the bolt N is first turned through an angle of 90 degrees by means of the handle n². The locking lever M can then be turned up. When this latter is turned up, the bolt N passes through the recesses g² in the shields G, G¹ and through the recess h¹ in the shield H. The shields H and G, G¹ are then turned down and the leaves E, E¹ of the door opened. Finally the shield F is turned over on to the leaves of the door. The crew standing immediately behind the body of the wagon is then covered in at the front and sides. The way in which the door, etc., is closed and bolted needs no further explanation after that which has been given above.

The invention may also be applied in the same manner to limbers.

The particular advantage which distinguishes the above arrangement of shields from known arrangements, is that it takes

up as little room as possible when the door is closed and can be conveniently manipulated.

I claim:

- 5 1. In an ammunition wagon, having an ammunition chest, a protective shield comprising a door consisting of two leaves hinged to the vertical sides of said chest, lower side plates adapted to form down-
10 ward prolongations of the opened door leaves, and a middle plate hinged to the bottom part of the chest and adapted to be folded upon said door leaves and lower side plates, when the door leaves are closed; and
15 a locking device for receiving the leaves in the closed position.
2. In an ammunition wagon, having an ammunition chest, the combination with a protective shield comprising a door hinged
20 to each side of the chest, a lower side plate hinged to the lower edge of each door, a middle plate hinged to the bottom part of the chest and adapted to be folded upon said side doors and lower side plates when the
25 doors are closed; of a single locking device securing the doors, the lower side plates and the middle plate in the closed position.

3. In an ammunition wagon, having an ammunition chest, the combination with a protective shield comprising a door hinged 30 to each side of the chest, lower side plates adapted to form prolongations of the doors, a middle plate hinged to the bottom part of the chest and adapted to be folded upon said side doors and lower side plates when the 35 doors are closed; of a single locking device securing the doors, the lower side plates and the middle plate in the closed position, said device comprising an arm hinged to the top of said chest and adapted to be folded upon 40 said middle plate, a locking bolt mounted to turn in said arm, transverse lugs at the inner end of the locking bolt and latch plates on said doors adapted to be engaged 45 by said transverse lugs, when the shield is folded and the bolt turned to locking position.

The foregoing specification signed at Barmen, Germany, this 21st day of August, 1911.

WILHELM MAYER. [L. S.]

In presence of—

CHAS. J. WRIGHT,
ALBERT F. NUFER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."