No. 729,394. PATENTED MAY 26, 1903.

O. C. NICKERSON.

LIFE BOAT WAGON.

APPLICATION FILED JULY 16, 1902.

NO MODEL.

FIG. 1.

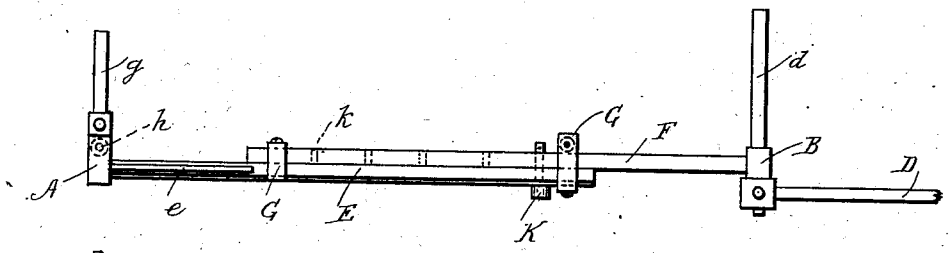


FIG. 2.

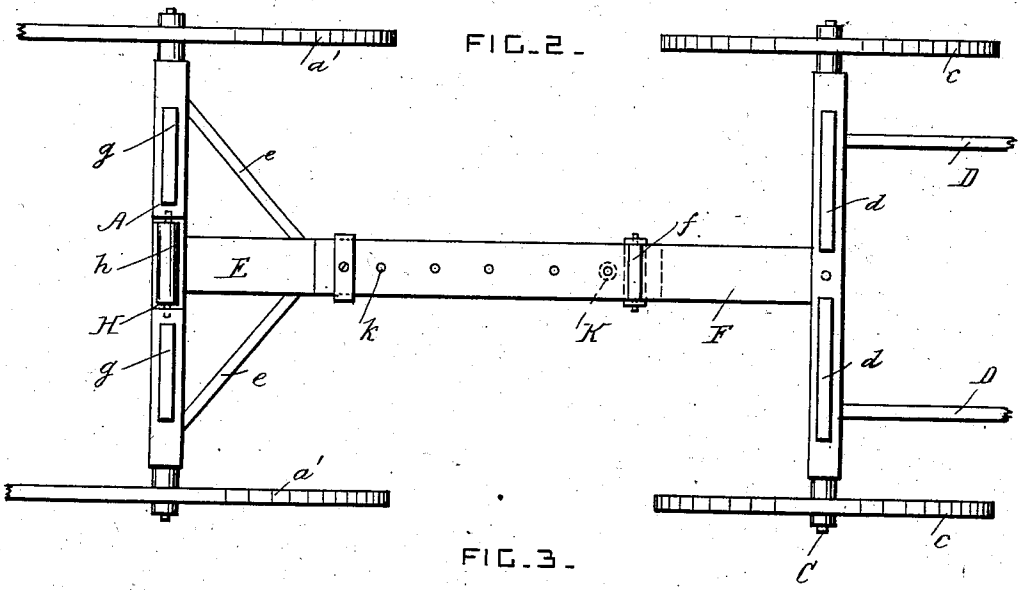


FIG. 3.

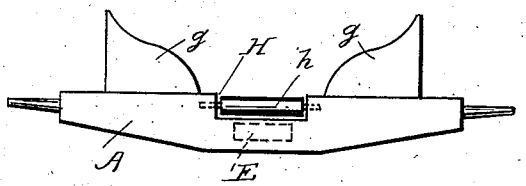
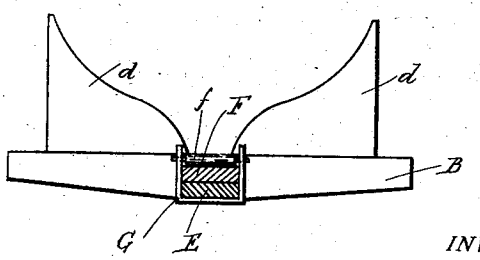


FIG. 4.



WITNESSES

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No. 729,394. Patented May 26, 1903.

UNITED STATES PATENT OFFICE.

OSCAR C. NICKERSON, OF CHATHAM, MASSACHUSETTS.

LIFE-BOAT WAGON.

SPECIFICATION forming part of Letters Patent No. 729,394, dated May 26, 1903.

Application filed July 16, 1902. Serial No. 115,846. (No model.)

To all whom it may concern:

Be it known that I, OSCAR C. NICKERSON, a citizen of the United States, residing at Chatham, in the county of Barnstable and State of Massachusetts, have invented certain new and useful Improvements in Life-Boat Wagons; and I do hereby 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.

This invention relates to life-boat wagons; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of the wagon with the wheels removed. Fig. 2 is a plan view of the wagon. Fig. 3 is a rear view of the rear axle. Fig. 4 is a cross-section through the tongues, showing also the bolster of the front axle.

A is the rear axle, provided with wheels *a'* in the usual manner.

B is a bolster, and C is the front axle provided with wheels *c* and pivoted under the bolster B in any approved way.

D represents portions of the shafts secured to the front axle.

The bolster B is provided with stationary chocks *d*, which are curved to fit the bows of the boat closely and which hold the boat in position.

E is a tongue secured to the rear axle A and strengthened by inclined braces *e*.

F is a tongue secured to the bolster B and arranged to slide over the tongue E.

G represents two guide-straps for the slidable tongue F. These straps are secured to the tongues, and one of them is provided with a roller *f* at its upper part for the tongue F to bear against.

The rear axle A is provided with slidable chocks *g*, which fit between it and the stern portion of the keel of the boat. These chocks are slid back and forth on the axle and may be secured to it in any approved way. The middle part of the rear axle is provided with a notch H, and *h* is a roller journaled in the notch H. The boat rests on the said roller *h* and on the chocks of the bolster.

The slidable tongue is provided with a series of holes *k*, and K is a pin which engages with a hole in the lower tongue E and with either of the holes *k*.

When the boat is to be unloaded, the rear wheels *a'* are locked and the pin K is removed. The slidable chocks *g* are withdrawn to free the stern of the boat and the horses are backed. The boat slides over the roller *h* until its center of gravity passes over it. The boat then tilts up until its stern end rests on the ground. The rear wheels are then unlocked and the whole wagon is drawn forward from under the boat, which is unloaded very quickly and without manual labor.

The boat is loaded onto the wagon in the reverse manner from which it is unloaded.

What I claim is—

In a boat-wagon, the combination, with a rear axle provided with a tongue E and having a notch H above the said tongue, and a front axle-bolster provided with a tongue F which slides above the tongue E; of chocks secured to the said bolster, slidable chocks carried by the rear axle, a roller *h* for the boat-keel arranged in the notch H, a guide secured to the free end of the upper tongue F and engaging with the lower tongue E, a forked guide secured to the lower tongue E and straddling the upper tongue F, a roller journaled in the said forked guide and bearing against the upper side of the tongue F, and means for connecting the said tongues together, substantially as set forth.

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

OSCAR C. NICKERSON.

Witnesses:

ALICE J. MURRAY,

FRED. K. DAGGETT.