

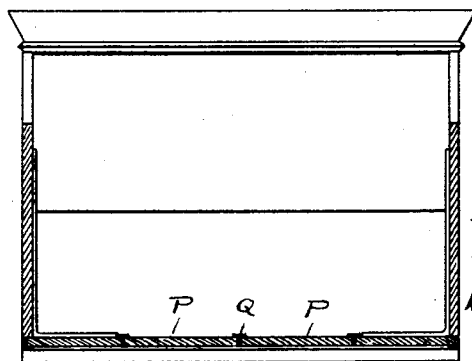
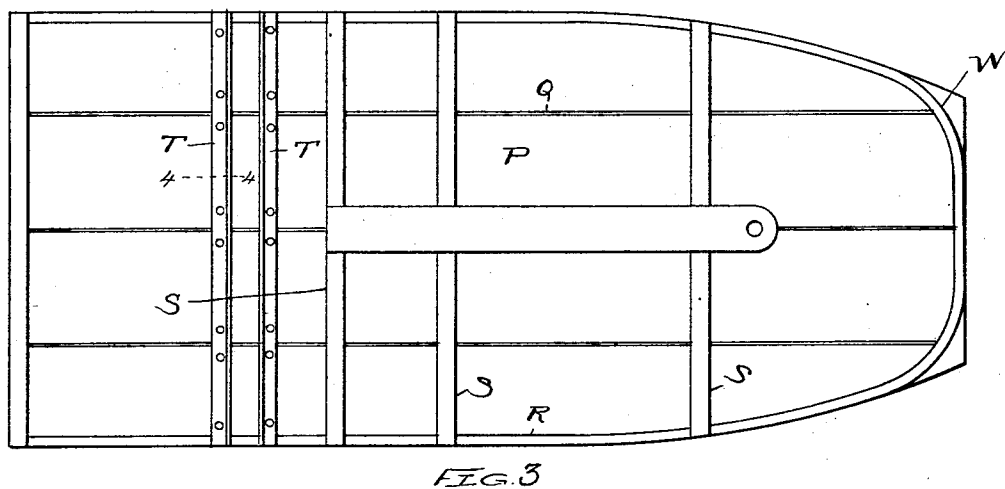
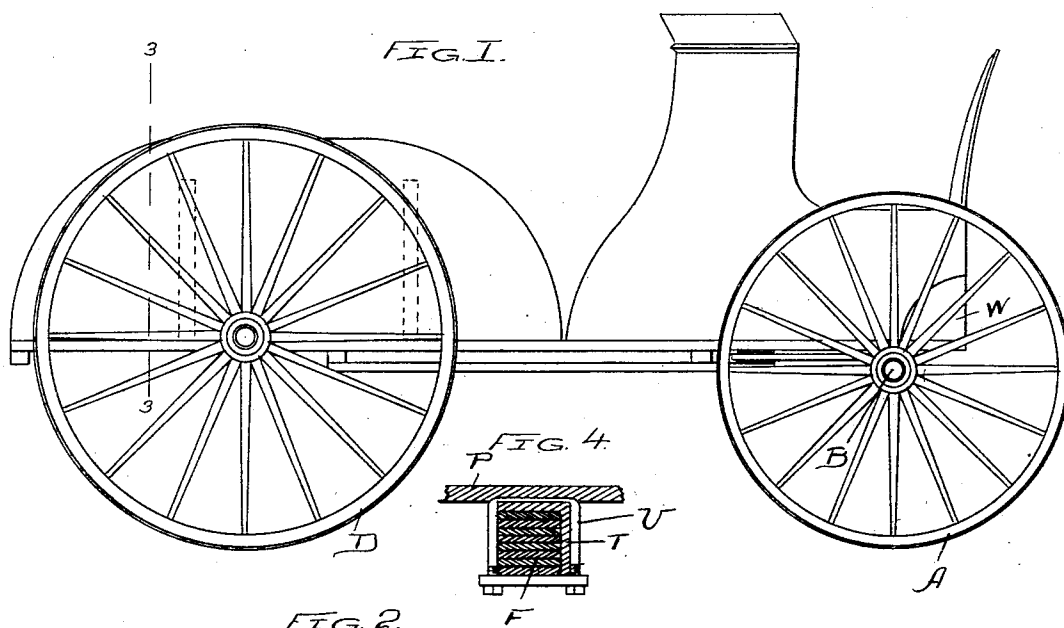
(No Model.)

2 Sheets—Sheet 1.

W. S. REYNOLDS.
WAGON BODY AND GEAR.

No. 587,862.

Patented Aug. 10, 1897.



WITNESSES:

Lew C. Curtis
H. M. Munday

INVENTOR:

WALTER S. REYNOLDS

BY
Munday, Brant & Adcock

HIS ATTORNEYS

(No Model.).

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FIG 5

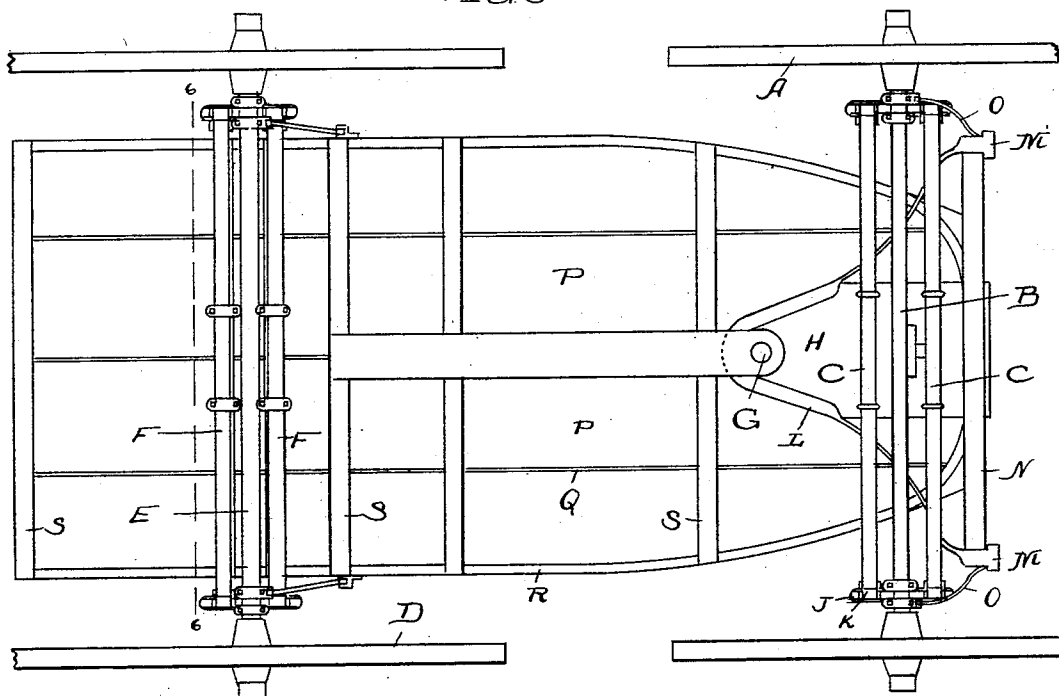


FIG. 7.

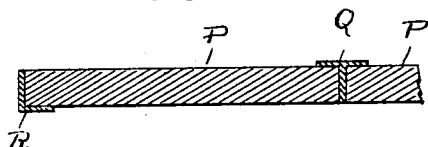
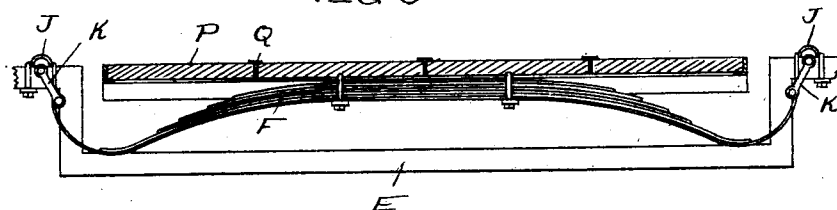


FIG 6



WITNESSES:

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UNITED STATES PATENT OFFICE.

WALTER S. REYNOLDS, OF DE KALB, ILLINOIS, ASSIGNOR TO MADISON D. SHIPMAN, CHARLES E. BRADT, AND SAMUEL E. BRADT, OF SAME PLACE.

WAGON BODY AND GEAR.

SPECIFICATION forming part of Letters Patent No. 587,862, dated August 10, 1897.

Application filed June 4, 1895. Serial No. 551,603. (No model.)

To all whom it may concern:

Be it known that I, WALTER S. REYNOLDS, a citizen of the United States, residing in De Kalb, in the county of De Kalb and State of Illinois, have invented a new and useful Improvement in Wagon Bodies and Gear, of which the following is a specification.

This invention relates to the construction of certain improvements in light wagons, and has for its object the production of a very simple and exceedingly strong structure which will stand severe and long service and also be cheap of construction. Its nature is fully disclosed in the description hereunder written, and shown in the accompanying drawings, in which—

Figure 1 is a side elevation. Fig. 2 is a bottom plan of the body. Fig. 3 is a section on the line 3 3 of Fig. 1. Fig. 4 is an enlarged section on the line 4 4 of Fig. 2, showing the manner of securing the springs to the body. Fig. 5 is a bottom plan of the complete wagon. Fig. 6 is a section on the line 6 6 of Fig. 5, enlarged; and Fig. 7 is an enlarged section of a portion of the floor of the box.

In said drawings, A represents the front wheels; B, the front axle; C, the front springs; D, the rear wheels; E, the rear axle, and F the rear springs. The front axle is pivoted to a rearwardly-located king-bolt G and connected to said bolt by a plate H, clipped to the central raised portions of the springs C, which are semielliptic, the springs being themselves attached to the axle—as, for instance, by heads J and hangers K. The plate is braced by a brace L, extending around its rear end and having its forward ends provided with the thill-couplings M, the under surfaces only of which are shown, and with a cross-bar N. From each of the couplings M braces O extend to a junction with the front axle. The axles are both bent downward to allow a low position to the body, with its floor about on a level with the axis of the wheels, as seen at Figs. 1 and 6, and the rear springs are of the same variety as the front ones.

The body of the wagon is provided with a floor of peculiar construction, consisting of alternate boards P and strips Q of T-iron, both being laid longitudinally of the wagon and the latter being positioned with its head

uppermost. The metal strips not only give the floor great strength by their rigidity, but they serve also as runners or slideways to facilitate the loading and unloading of heavy articles, thus enabling me to dispense with the iron straps commonly secured to the floor for the purpose of saving the wood from rubbing contact with the load. At the corners and under the outer longitudinal edges of the floor I place the angle-iron stay-pieces R, with their horizontal flanges, under the planking, as illustrated, in order to strengthen that portion of the floor and make it as strong as the other portions. Suitable cross-bars S are applied to the under surface of the floor wherever needed, and I also use for this purpose and as a desirable device to which the rear springs may be attached two companion cross-bars T of angle-iron. These bars T reinforce the floor structure and unite all the boards and strips Q into one rigid structure, all the boards being riveted to it. The springs F are clipped each in the angle of one of these bars, as seen at Figs. 4, 5, and 6, by clips U, encircling the bars. The spring is thus attached to a metal and wear-resisting support, which is itself firm and rigid and is adapted to stay the spring in a horizontal as well as a vertical direction. I use one of these bars T for each spring, and consequently need use only one of them in case but one spring is employed.

As already stated, the king-bolt upon which the front axle turns is located quite a distance back of the axle, and, as also described, the front springs are borne upon the axle, and to avoid the contact by the springs or their supports and the upright parts of the axle with the wagon-box, which would otherwise occur at the front of the box, the latter is rounded off upon each side, as shown at W. The upper portion of the box above the line of this contact may be extended beyond the outline W, if preferred.

It will be noticed that by the construction shown I am enabled to dispense with the reach.

I claim—

1. The combination with the spring F, of a cross-bar T made of angle-iron, substantially as specified.

2. The combination with a wagon body and axle, of a cross-bar T made of angle-iron and secured to the body, and a spring F clipped to the cross-bar and attached at its ends to the axle, substantially as specified.

3. The combination with the angle-iron T secured to the body, of the spring F clipped in the angle of the cross-bar by clips U, substantially as specified.

4. The combination in a wagon of a low-down body having its front corners rounded, a downwardly-bent front axle swiveled upon a king-bolt located in rear of the axle, and springs mounted on said axle, said axle being also located under the body and back of the

rounded corners thereof, substantially as specified.

5. The reachless wagon having a low-down body made in one section and with rounded front corners, a downwardly-bent front axle swiveled upon a king-bolt located in its rear, and a spring upon the axle and supporting the body, said axle being also arranged under the body and back of the rounded corners, substantially as specified.

WALTER S. REYNOLDS.

Witnesses:

SWEN F. PARSON,
EDWARD O. WOOD.