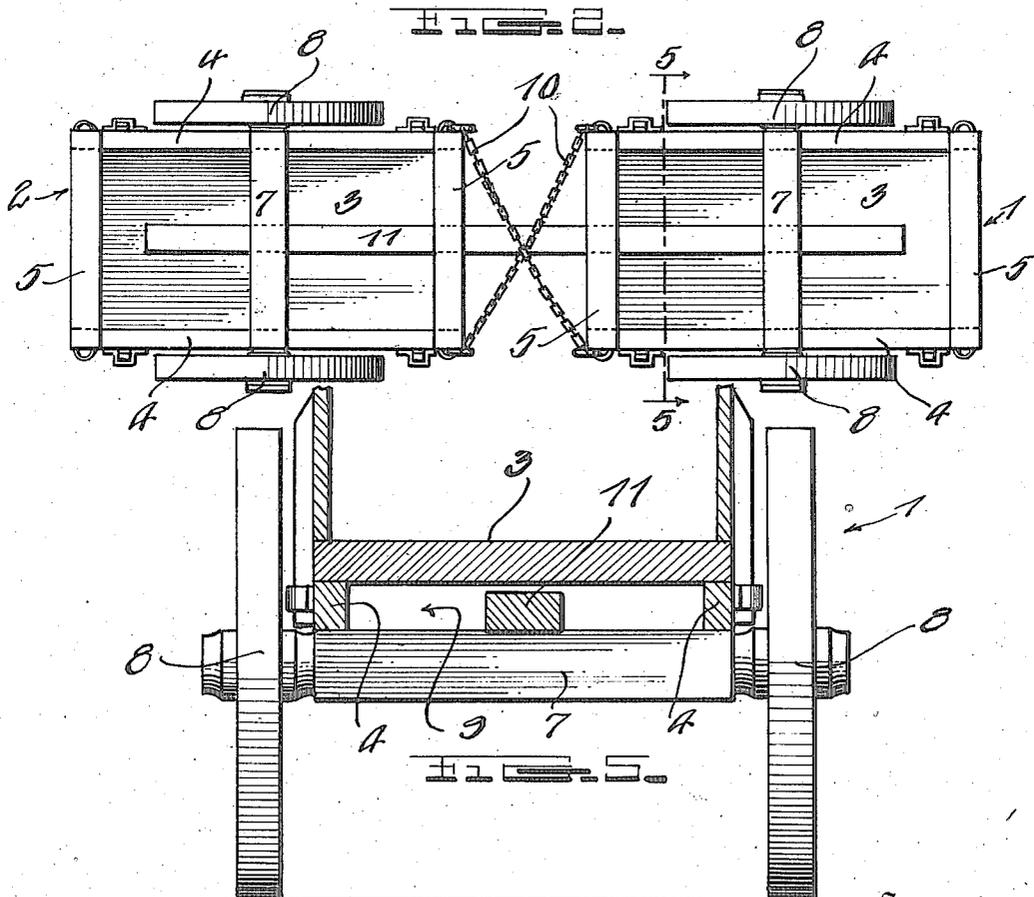
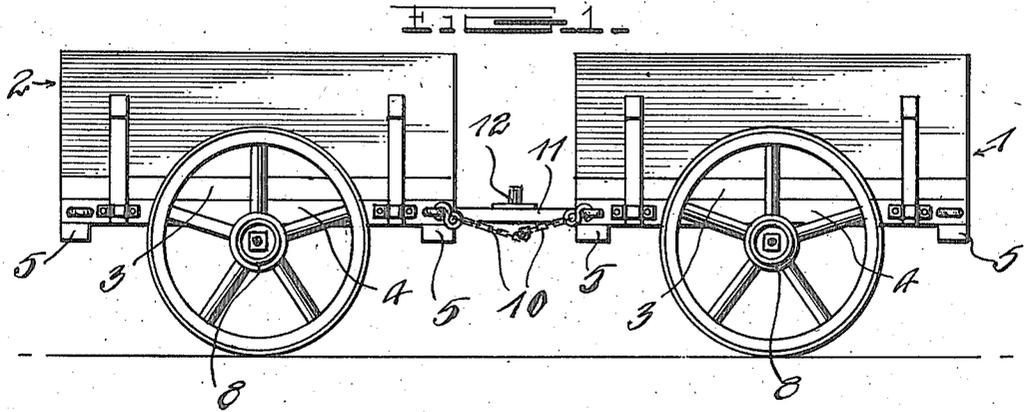


1,234,068.

W. P. NEGUS.  
COMPOSITE ROAD WAGON.  
APPLICATION FILED NOV. 13, 1916.

Patented July 17, 1917.

2 SHEETS—SHEET 1.



Inventor

Witness

*George W. Ciannetta*

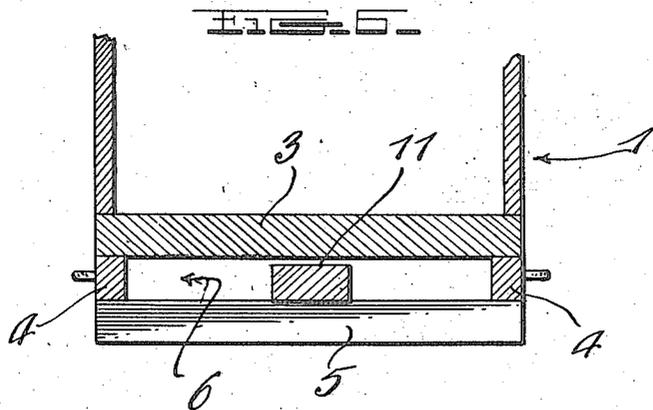
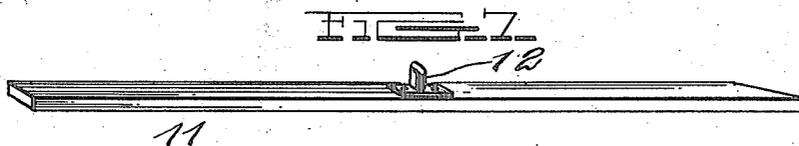
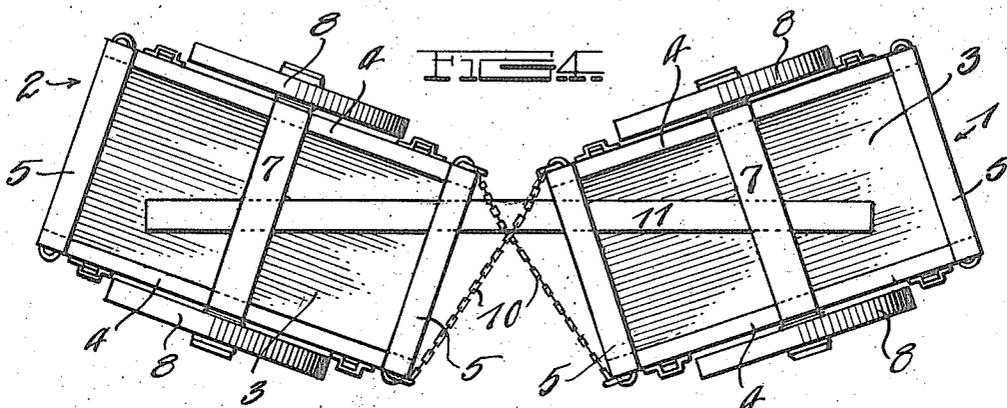
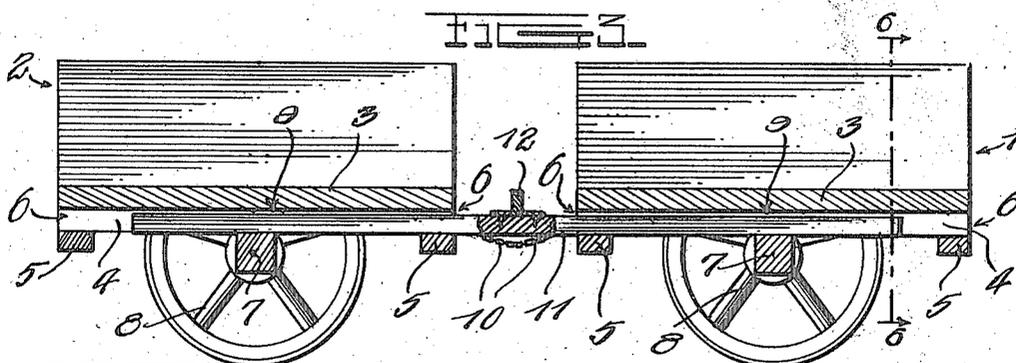
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 2 SHEETS—SHEET 2.



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Attorney

# UNITED STATES PATENT OFFICE.

WILLIAM P. NEGUS, OF GOWER TOWNSHIP, CEDAR COUNTY, IOWA.

## COMPOSITE ROAD-WAGON.

1,234,068.

Specification of Letters Patent.

Patented July 17, 1917.

Application filed November 13, 1916. Serial No. 131,076.

To all whom it may concern:

Be it known that I, WILLIAM P. NEGUS, a citizen of the United States, residing at Gower township, in the county of Cedar and State of Iowa, have invented certain new and useful Improvements in Composite Road-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.

This invention relates generally to wagon trains, and more particularly to certain new and useful improvements in composite road wagons used in connection with the same.

The principal object of the invention is to provide a road wagon composed of two wagon bodies having means for connecting their adjacent ends so that one will follow in the path of the other, and each provided with a two-wheeled axle, with an improved means for preventing accidental dumping of such wagon bodies while they are coupled together.

Another object of the invention is to generally improve upon devices of this character by the provision of a device which will be of simple, strong, durable and inexpensive construction, efficient and reliable in operation, and well adapted to the purpose for which it is designed.

With these and other objects in view, the invention consists of certain novel features of construction, and the combination and arrangement of parts as will be hereinafter fully described and claimed.

In the accompanying drawings, forming part of the application, and in which similar reference characters designate like parts throughout the several views, wherein—

Figure 1 is a side elevation of a wagon constructed in accordance with this invention;

Fig. 2 is a bottom plan view of the same, showing the two bodies of which it is composed arranged in longitudinal alinement with each other;

Fig. 3 is a central longitudinal sectional view through the wagon;

Fig. 4 is a bottom plan view of the wagon, showing the two bodies in their angular positions when the wagon is passing around a curve;

Fig. 5 is a transverse sectional view through one of the bodies taken on the plane indicated by the line 5—5 of Fig. 2;

Fig. 6 is a similar view taken on the plane indicated by the line 6—6 of Fig. 3; and

Fig. 7 is a perspective view of the bar used to prevent the wagon bodies from dumping when the same are connected together.

Referring more particularly to the drawings, the numerals 1 and 2 represent a pair of wagon bodies which, when connected as will be presently described, comprise this improved road wagon. Each of the bodies 1 and 2 have platforms 3 upon which the material to be carried by the same is placed and depending from the platforms 3 and extending longitudinally along the side edges of the same, are side bars 4. Secured in any convenient manner to the lower edges of the side bars 4 at the ends thereof, are transverse bars 5, which as will be clearly seen, are spaced a short distance from the lower side of the platform to provide transversely elongated guides 6, the purpose of which will be hereinafter described.

Extending transversely of the bodies 1 and 2 beneath the platforms 3 and secured to the side bars 4 midway of their ends, are axles 7 carrying a pair of wheels 8. As shown, these axles are also spaced a slight distance below the plane of the lower edges of the platforms 3 to provide additional transversely elongated guides 9, the purpose of which will also be hereinafter described.

These wagon bodies 1 and 2 are arranged in longitudinal alinement with each other and connected together at their adjacent ends by crossed chains or other flexible elements 10, the latter being only connected to the bodies at their ends, so that when the forwardmost body makes a turn in the road, the rearmost body will follow in the path of the same and turn at the same point.

In order to prevent the wagon bodies from dumping, owing to their two-wheel structure, a bar 11 is arranged beneath the platforms 3, and extending through the guides 9 of each body and the guides 6 at their adjacent ends. The thickness of the bar 11 is such that there can be no up and down movement of the same with respect to either of the wagon bodies. The bar 11 is provided midway of its ends with a stop 12 which is adapted to be disposed intermediate of the adjacent ends of the wagon bodies 1 and 2 when the same are coupled together. The purpose of this stop is to

allow a slight longitudinal movement of the bar 11, but to prevent it from becoming disengaged from the guides while the wagon bodies are connected. It is here to be noted 5 that the only movement which the bar 11 has, except for this slight longitudinal movement, is a transverse movement in the guide. Thus, accidental dumping of the wagon bodies while coupled together, is 10 prevented.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the device will be readily understood without a 15 more extended explanation.

It is also to be understood that as various changes in proportion, and in the minor details of construction may be resorted to without departing from the spirit of the invention, I do not wish to be limited to the 20 construction herein shown and described other than as set forth in the appended claim.

I claim:—

A composite road wagon comprising in 25 combination, two wagon bodies having means for connecting their adjacent ends together so that one will follow in the path of the other, and each provided with a two-wheeled axle, transversely elongated guides 30 arranged upon said wagon bodies, a floating bar arranged longitudinally with respect to the latter and extending through said guides, and a stop carried by said bar and disposed at a point intermediate of the adjacent ends 35 of said wagon bodies and forming the sole means for preventing said bar from becoming disengaged from said guides while said wagon bodies are connected together.

In testimony whereof I have hereunto set 40 my hand in the presence of two subscribing witnesses.

WILLIAM P. NEGUS.

Witnesses:

FLOYD H. MAXSON,  
MRS. N. S. FINEFIELD.