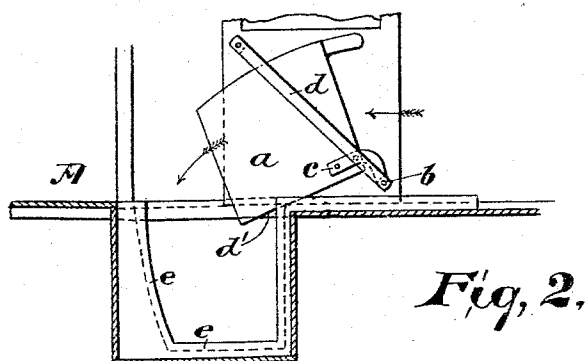
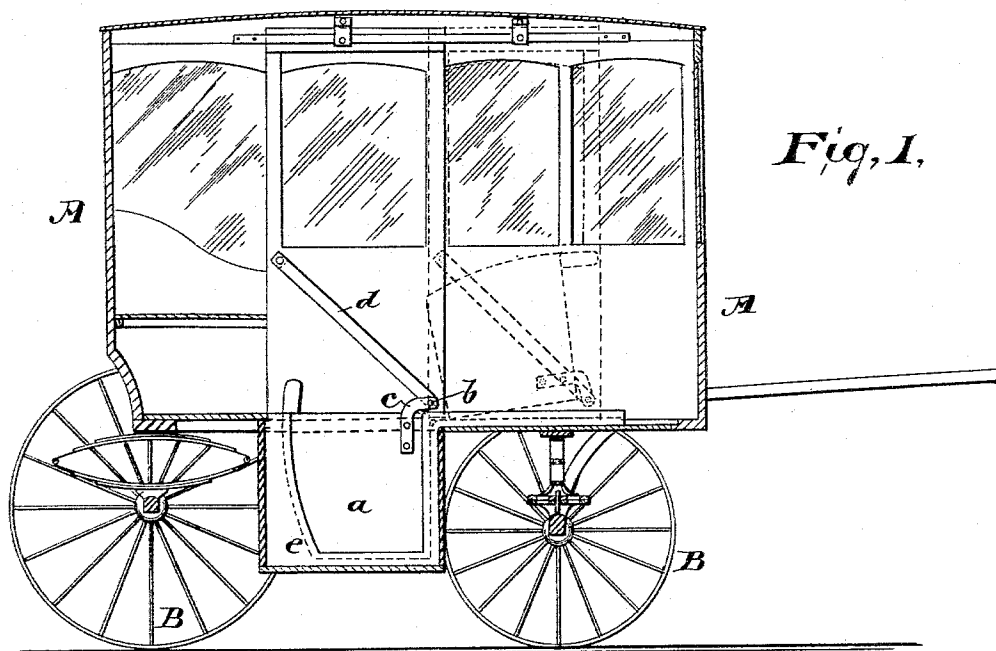


(No Model.)

T. H. WILLIAMS.
MILK WAGON.

No. 533,692.

Patented Feb. 5, 1895.



Witnesses

Inventor

Robert Loellberger
Louis L. Brown.

Thomas H. Williams,

By Drake & Co. Atty's.

UNITED STATES PATENT OFFICE.

THOMAS H. WILLIAMS, OF HILTON, NEW JERSEY.

MILK-WAGON.

SPECIFICATION forming part of Letters Patent No. 533,692, dated February 5, 1895.

Application filed October 17, 1894. Serial No. 526,167. (No model.)

To all whom it may concern:

Be it known that I, THOMAS H. WILLIAMS, a citizen of the United States, residing at Hilton, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Milk Wagons or Carriages; 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

This invention relates to that class of milk, grocers' and bakers' wagons which have a depression at or near the center of the body, and forming a part of the door way at the side; and in which said doors open and close by sliding, as shown.

The object of the invention is to enable that part of the door which closes the depression referred to, to open and close with the door, and to secure other advantages hereinafter referred to.

The invention consists in the improved carriage or carriage body, and in the combination and arrangement of the parts thereof, as herein set forth and finally pointed out in the claims.

Referring to the accompanying drawings, Figure 1 represents a central longitudinal vertical section of a milk wagon embodying my improvements. Fig. 2 is a similar view of a broken off section of the body and door showing the lower portion of the latter, and the manner of opening and closing the same.

In said drawings, A, represents a carriage body, and B, the wheels of the carriage.

In carrying out my invention, the lower section, *a*, of the door is made separately from said door, and is made to swing pivotally thereon, at *b*. To this end it is provided with an elbow, *c*, which is firmly fastened thereto. As the door proper, slides forward, in opening, in suitable

ways prepared therefor above and below on the carriage body, the said lower section will automatically rise upward and work between the lining of the door and a stay or guide rod, *d*, arranged diagonally across the door, and firmly secured thereto at each end, as indicated in the drawings. It will be evident that as the door opens and closes, the edge, *d'*, of the said lower section will swing upon its pivot as the door is opened and closed, riding freely upon the corner of the body frame, formed by the intersection of the side and vertical rails thereof, and that it fits in a housing, *e*, as the door is closed, the depth of which housing is shown by the dotted lines in the drawings. Thus, it will be seen that the occupants and other contents of the carriage body, are effectually protected against the inclemency of the weather and from beating rains and storms.

Having thus described the invention, what I claim as new, and wish to secure by Letters Patent of the United States, is—

1. The combination, in a wagon, having a depression at the doorway; with the door thereof, of a separate lower section pivotally connected with said door at one side thereof and adapted to automatically swing upon said pivot as said door is opened and closed, as described and for the purposes set forth.

2. The combination, in a wagon, having a depression at the doorway; with the door thereof, of a separate lower section pivotally connected with said door at one side thereof and adapted to automatically swing upon said pivot as said door is opened and closed, and a housing in which the edges of said section fit when closed, as described and for the purposes set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 12th day of October, 1894.

THOMAS H. WILLIAMS.

Witnesses:

OLIVER DRAKE,
LOUISE L. BROWNE.