



# UNITED STATES PATENT OFFICE.

CHESLEY JARNAGIN, OF BEAN'S STATION, TENNESSEE.

## IMPROVEMENT IN WAGONS.

Specification forming part of Letters Patent No. 133,034, dated November 12, 1872.

*To all whom it may concern:*

Be it known that I, CHESLEY JARNAGIN, of Bean's Station, in the county of Grainger and State of Tennessee, have invented a Farm, Lumber, and Buggy Wagon, of which the following is a specification:

The invention consists in a peculiar mode of arranging the seat so that it will be out of the way of any load that may be carried, and so that the driver may never be inconvenienced by the load, and thereby incapacitated from a faithful attention to his business.

In the drawing, Figure 1 is a side elevation with parts broken out. Fig. 2 is a top view with body removed.

A represents the running gear of a wagon, and B a front bolster-frame. The latter consists of the cross-bars C C C, longitudinal bars D D, platform E, foot-rest F, and connected standards G G. On tie-rods *g g* of these standards rests the seat H, which is thus arranged so as conveniently to allow of the use of a hay-rack or stone-body. In the seat is formed a hole, *h*, in the foot-rest one or more holes, *f*, and beneath the seat a plate or board, J, perforated at several points, so that an umbrella, I, may be used by the driver. By this construction the umbrella may be placed in different positions, according to the direction of the rain, hail, or snow, according to whether it is desired to protect the driver alone or also a companion, and according to whether it is spread or closed. K is the brake-bar, having a brake, *k*, at each end, which is brought into frictional contact with the periphery of each hind wheel at the proper times. L L are two vertical guide-rods, between which is placed the reach. On the bottom of rear-hounds M M are fastened two parallel keepers, N N, in which is supported the brake-bar, so that it can be slid back and forward. To the middle of this brake-bar is attached, by a connection, *m*, the lever O, which is connected by a pitman, *o*, with a hand-lever rock-shaft, P. By

this construction and arrangement the brake is entirely out of the way of lumber or other load which may be placed upon the wagon. Q is the rear bolster of wagon, provided with standards R R, having loops *r* on the outside, while S S are auxiliary standards, which fit into said loops and serve to increase the height to which lumber may be piled in the wagon. T represents a stone-body, formed of two longitudinal timbers, *t t*, and held together by cross-bars *t<sup>1</sup> t<sup>1</sup>* and bottom strips *t<sup>2</sup> t<sup>2</sup> t<sup>2</sup>*, while *t<sup>3</sup>* is the plank bottom. The timbers *t t* have in front, beyond the body, projections which overreach the platform E and rest thereon. The body is also provided, on the bottom, with pendent guides *t<sup>4</sup> t<sup>4</sup>*, which fit on either side of rear bolster and prevent it from slipping backward. The body T is also provided with a series of loops, *t<sup>5</sup>*, arranged on the sides, front, and rear. U V are side and end boards, having projecting side-bars *u v*, which fit into the loops *t<sup>5</sup>*, and thus augment the carrying capacity of the body.

This general construction admirably adapts the same running-gear to serve as a buggy or lumber wagon, and to receive a stone-body or hay-rack.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The stone-body T, having longitudinal timbers *t t* that project over, rest upon, and are held by the platform E, and pendent guides *t<sup>4</sup> t<sup>4</sup>*, which embrace the rear bolster, as described.

2. The combination, in a wagon, of the bolster-frame C D, with platform E, foot-rest F, standards G G, and seat H, as and for the purpose set forth.

C. JARNAGIN.

Witnesses:

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