

(No Model.)

R. R. RICHARDSON.
MAIL WAGON.

No. 463,453.

Patented Nov. 17, 1891.

Fig: 1.

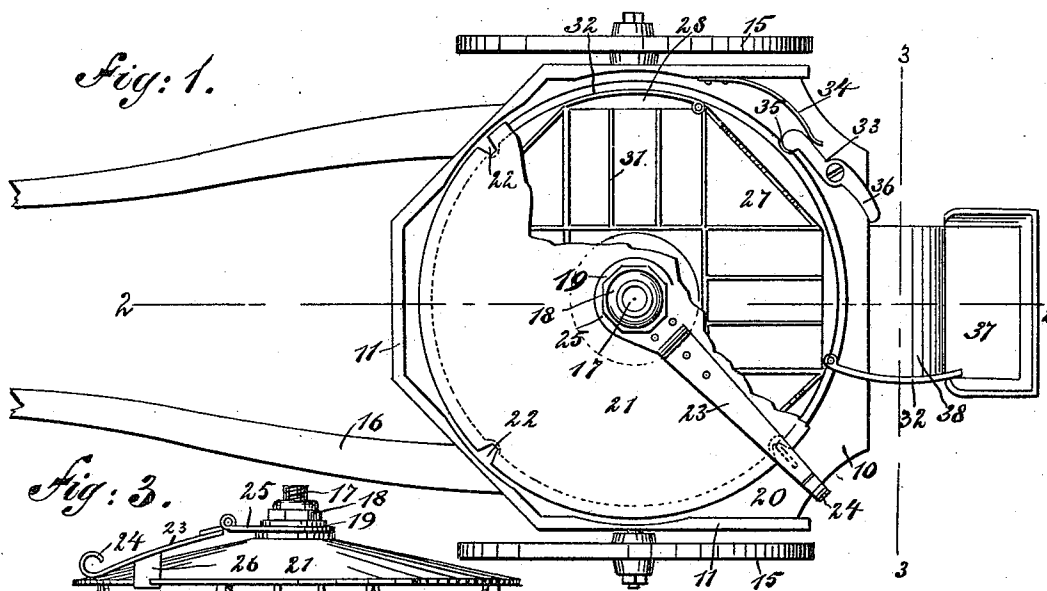


Fig: 3.

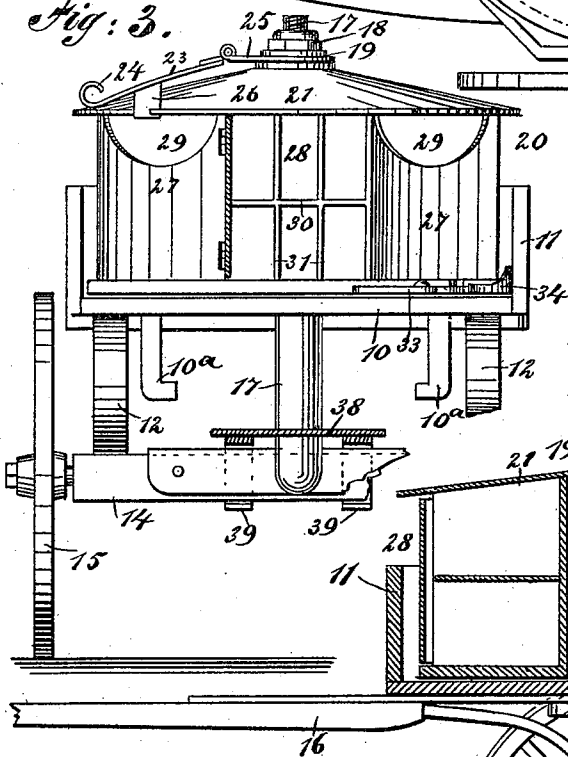
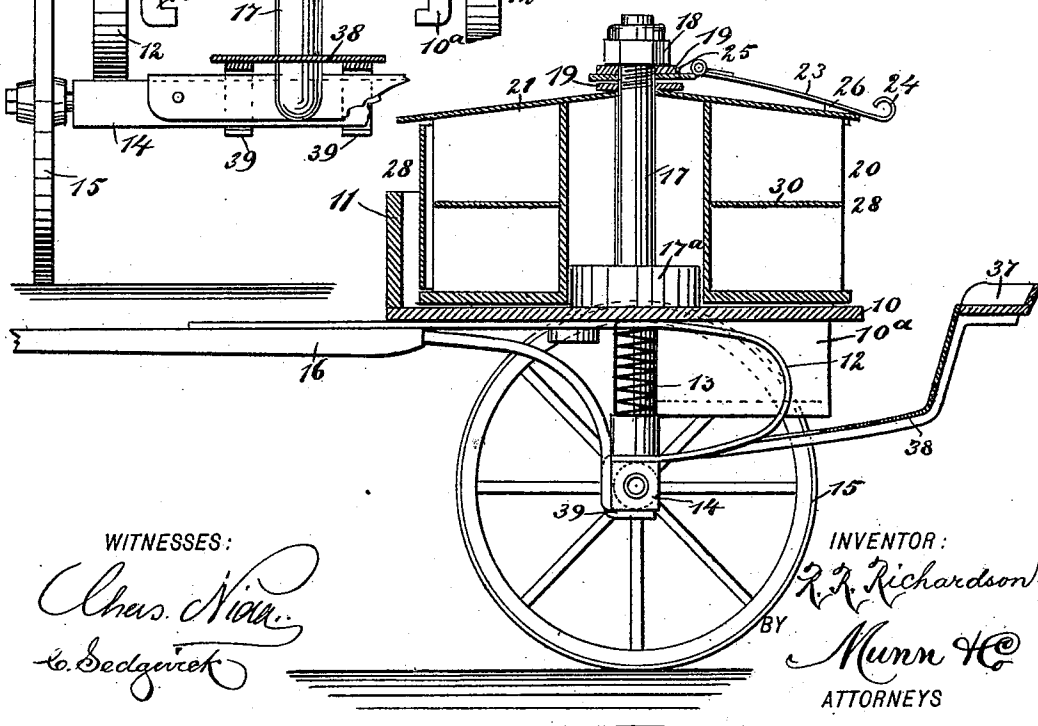


Fig: 2.



WITNESSES:

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ROBERT R. RICHARDSON, OF PORTLAND, OREGON.

MAIL-WAGON.

SPECIFICATION forming part of Letters Patent No. 463,453, dated November 17, 1891.

Application filed July 15, 1891. Serial No. 399,626. (No model.)

To all whom it may concern:

Be it known that I, ROBERT R. RICHARDSON, of Portland, in the county of Multnomah and State of Oregon, have invented a new and Improved Mail-Wagon, of which the following is a full, clear, and exact description.

My invention relates to improvements in mail-wagons; and the object of my invention is to produce a simple and convenient wagon which is especially adapted to carrying assorted mail, which may be operated so as to bring the various mail-compartments within easy reach, and which may also be used for distributing any light articles.

To this end my invention consists in certain features of construction and combinations of parts, which will be hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a broken plan view, partly in section, of the wagon. Fig. 2 is a vertical longitudinal section on the line 2 2 in Fig. 1; and Fig. 3 is a rear elevation, partly in section on the line 3 3 in Fig. 1.

The wagon is provided with a flat body portion 10, and extending around the front and sides of the body is a vertical flange 11, which affords protection for the turret, which is mounted upon the body, and the body is supported by leaf-springs 12 and spiral springs 13 on an axle 14, which is mounted in wheels 15, the axle being also provided with shafts 16, which are secured to the body as well as to the axle, and which afford means of hauling the wagon; but a pole may be substituted for the shafts, if desired. A post 17 is mounted on the upper side of the axle 14 and extends vertically through the wagon-body and is threaded at its upper end, which threaded end is provided with nuts 18 and with washers 19, the latter resting upon the top of a turret 20, which is mounted upon the wagon-body and revolves around the center post, the turret being guided by a large collar 17^a on the center of the body and near the center of the post 17. The turret 20 is provided with a roof 21, which is preferably slightly inclined, and the turret is of a generally-circular shape with slightly-flattened

sides. The roof 21 is provided at its edge with notches 22, said notches being arranged at regular intervals, and these notches enable the turret to be easily revolved by engaging a latch on the lever 23. This lever is provided at its free end with a suitable handle 24, which projects beyond the edge of the turret-roof, and the opposite end of the lever is hinged to a plate 25, which is held to turn on the post 17 between the washers 19. On the under side of the lever 23 and at a point adjacent to the edge of the roof 21 is a latch 26, which when the lever is pushed along the roof will drop into one of the notches 22 and enable the turret to be turned. It will thus be seen that by grasping the lever and causing the latch to engage a notch the turret may be turned a convenient distance and the lever may then be raised and turned back to engage another notch, so as to continue the revolution of the turret.

The turret is divided into alternating series of compartments 27 and 28, the compartments 27 being adapted to hold newspapers and having openings 29 through their outer walls, as best shown in Fig. 3. The compartments 28 are subdivided by a horizontal partition 30 and vertical partitions 31, so as to form a series of pigeon-holes adapted to receive assorted letters, and other small articles may be also conveniently stowed away in these pigeon-holes. The compartments 28 are each provided with a door 32, and, if desired, the door may be provided with a lock.

When the wagon is used, the turret is revolved so as to bring the compartments one by one opposite the rear of the body 10, where the mail-matter may be easily inserted or removed, and to hold the turret in place while the mail-matter is being distributed a dog 33 is provided, which dog is pivoted on one side of the body 10 near the rear end and is pressed by a spring 34, so as to engage notches 35 in the bottom of the turret, and the rear end of the dog is projected beyond its pivot to form a handle 36, and by pushing upon the handle the dog may be released, so as to permit the turret to turn easily.

A seat 37 is arranged in the rear of the wagon, and is supported by a spring-brace 38, which extends forward beneath the wagon-

body and terminates in clips 39, which are secured to the axle, and above the brace 38 and on each side is a depending flange 10^a, these flanges being arranged opposite each other, and a foot-board or other similar article may be secured between the flanges, so as to form a convenient support for the feet or for any desired articles. The flanges also serve as mud-guards.

10 To operate the wagon the turret is revolved in the manner described, so as to bring the segmental compartments 27 and 28 successively to the rear of the wagon, and the newspapers are placed in the compartments 27 and 15 the letters in the compartments 28, from which they may be easily removed when desired.

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

20 1. A mail-wagon comprising a body mounted on wheels and provided with a fixed vertical flange extending around its sides and front, the revoluble turret mounted on the body within said flange and provided with a 25 series of compartments, and a ratchet mechanism for holding the turret in a fixed position, substantially as described.

2. A mail-wagon comprising a body mounted on wheels and a revoluble turret mounted 30 upon the body, said turret having a series of

compartments therein, of which a portion are provided with openings through their outer walls and the remaining portions are provided with pigeon-holes and with swinging doors, substantially as described. 35

3. A mail-wagon comprising a body mounted on wheels and a revoluble turret mounted upon the body and provided with a series of compartments, having suitable doors, substantially as described. 40

4. The combination, with the wagon-body having a center post extending vertically through it, of the turret held to revolve on the center post and a jointed lever pivoted to the top portion of the center post and adapted to engage the upper edge of the turret, substantially as described. 45

5. The combination, with the wagon-body having a vertical center post, and the revoluble turret divided into compartments and having notches in the edge of its roof, of a jointed lever pivoted to the upper edge of the center post and provided with a latch to engage the notches of the turret, substantially as described. 50

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