(No Model.)

2 Sheets—Sheet 1.

J. T. BURDICK.

WAGON.

No. 346,398. Patented July 27, 1886.

Fig. 1.

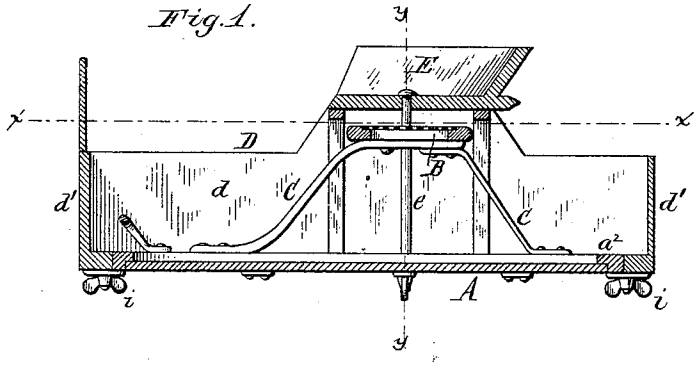


Fig. 2.

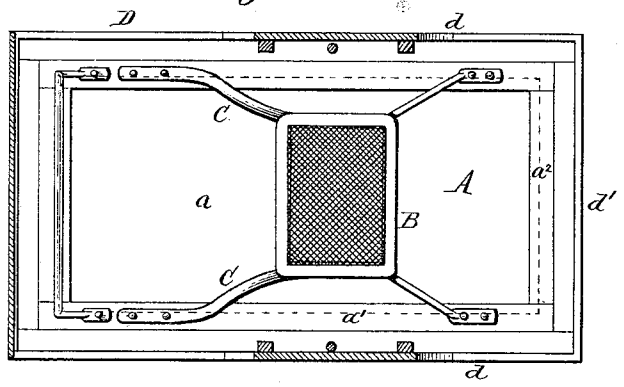
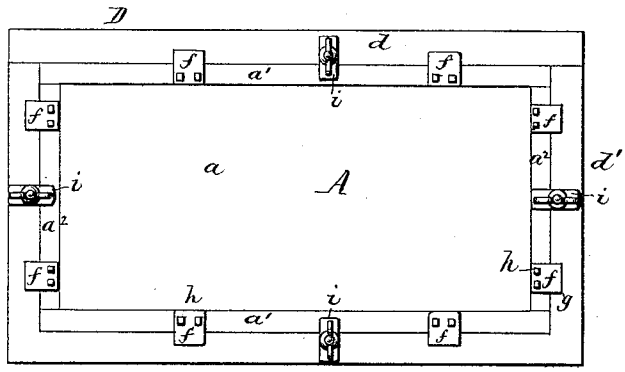


Fig. 3.



Witnesses.
Theodore L. Popp.
Geo. J. Buchheit Jr.

Jas. T. Burdick Inventor.
By Wilhelm & Bonner.
Attorneys.

N. PETERS. Photo-Lithographer, Washington, D. C.

(No Model.)

2 Sheets—Sheet 2.

J. T. BURDICK.

WAGON.

No. 346,398. Patented July 27, 1886.

Fig. 4.

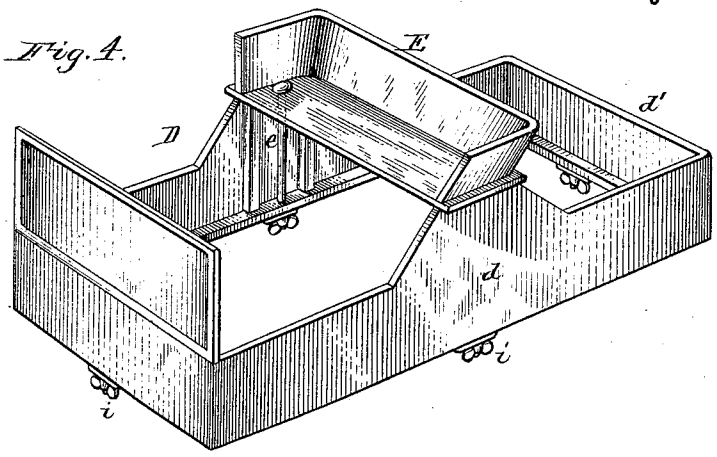


Fig. 5.

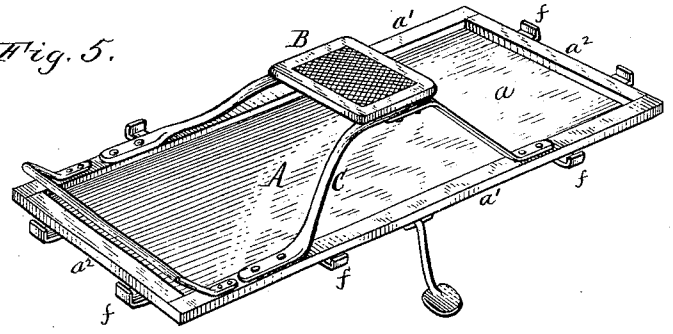


Fig. 6.

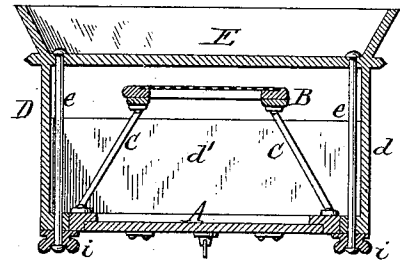


Fig. 8.

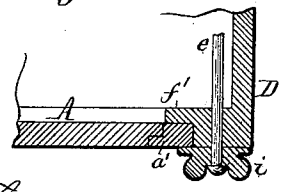
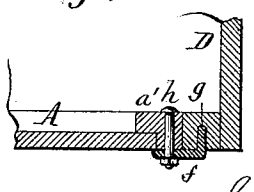


Fig. 7.



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By Wilhelm Bonner.
Attorneys.

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

JAMES T. BURDICK, OF FRIENDSHIP, NEW YORK.

WAGON.

SPECIFICATION forming part of Letters Patent No. 346,398, dated July 27, 1886.

Application filed May 3, 1886. Serial No. 200,906. (No model.)

To all whom it may concern:

Be it known that I, JAMES T. BURDICK, of Friendship, in the county of Allegany and State of New York, have invented a new and useful Improvement in Wagons, of which the following is a specification.

This invention relates more particularly to an improvement in that class of wagons which are known as "road-wagons," and used for speeding or fast driving. These wagons are generally constructed as light as possible, and are not suitable for ordinary driving purposes.

The object of my invention is to construct a wagon which can be readily converted or changed to a speed or road wagon for fast driving, or to an ordinary wagon or buggy for ordinary driving purposes; and my invention consists, to these ends, of the improvement in the construction of the wagon, which will be hereinafter fully set forth, and pointed out in the claims.

In the accompanying drawings, consisting of two sheets, Figure 1 represents a vertical longitudinal section of my improved wagon, the running-gear and springs not being shown. Fig. 2 represents a horizontal section in line *x x*, Fig. 1. Fig. 3 is a bottom plan view of the wagon, showing the manner of fastening the removable body or box to the stationary frame of the wagon. Fig. 4 represents a perspective view of the removable body. Fig. 5 represents a perspective view of the stationary frame of the wagon. Fig. 6 is a vertical cross-section in line *y y*, Fig. 1. Fig. 7 is a fragmentary sectional view, on an enlarged scale, illustrating the means whereby the body is supported upon the stationary frame of the wagon. Fig. 8 is a similar view showing a modification of my improvement.

Like letters of reference refer to like parts in the several figures.

A represents the stationary frame of the wagon, which is secured to the running-gear in any suitable manner, and composed of a rectangular bottom board, *a*, and side and end pieces, *a' a²*. The frame A is provided with a short or single seat, B, which is supported by brackets C, secured to the side pieces, *a'*.

D represents the removable box or body, which is formed of side and end pieces, *d d'*, in the usual manner, and provided with the usual seat, E.

e represents vertical bolts or rods which secure the seat E to the body D, and also serve to strengthen the sides of the body D.

The body D is constructed with an open bottom, and is placed over the stationary frame A of the wagon, the board *a* of the frame A forming the bottom of the body D.

f represents upwardly-projecting ears or hooks secured to the under side of the side and end pieces of the frame A, and entering recesses or openings *g*, formed in the under side of the body D, whereby the latter is supported on the stationary frame A. The supporting hooks or ears *f* are secured to the frame A by bolts or rivets *h*, and consist, preferably, of flat bars of malleable iron, having their ends bent upwardly, as clearly shown in Fig. 7.

Instead of the hooks *f*, if desired, the under side of the sills of the body D may be constructed with an inwardly-projecting rim or flange, *f'*, which rests upon the frame or bottom A, as shown in Fig. 8.

i represents pivoted hooks or turn-buttons secured to the under sides of the side and end pieces of the body D, and engaging under the stationary frame A, whereby the body D is securely attached to the frame A.

When the body or box D is secured to the frame A, the seat E of the body D extends over the seat B, which is attached to the frame, thereby concealing the seat B from view, and forming an ordinary square or piano-box buggy which can be used for ordinary driving purposes.

When the wagon is desired for use as a road-wagon for fast driving, the buttons *i* are turned in the proper direction to release the box D, and the box is then removed from the stationary frame A of the wagon.

My improvement is very simple and convenient, and enables the wagon to be readily changed from a road-wagon to an ordinary buggy, and dispenses with the necessity of keeping two separate wagons. My improvement is equally applicable to road-wagons already in use, and can be applied at comparatively small cost.

Constructing the body or box D separate and removable from the frame A enables the body D to be painted much easier and with less labor than when the body is permanently fastened to the frame.

I claim as my invention—

1. In a wagon, the combination, with the stationary frame or bottom board, A, provided with a seat, B, of the box or body D, detachably secured to the bottom board or frame, A, substantially as set forth.

2. The combination, with the stationary frame A, provided with a seat, B, of the body or box D, provided with a seat, E, and detachably secured to the frame A, substantially as set forth.

3. The combination, with the frame A, provided with ears or supports *f*, of the removable box D, provided with recesses or openings engaging over said ears or supports, substantially as set forth.

4. The combination, with the frame A, provided with ears or projections *f*, of the body D, supported by said ears or projections, and means, substantially as described, whereby the box D is removably secured to the frame A, substantially as set forth.

5. The combination, with the frame A, provided with ears or supports *f*, of the removable box D, having recesses or openings engaging over said supports, and turn-buttons *i*, substantially as set forth.

Witness my hand this 19th day of April, 1886.

JAMES T. BURDICK.

Witnesses:
S. M. NORTON,
W. A. HART.