

GERE, TRUMAN, PLATT & CO.,
—MANUFACTURERS OF THE—
CHAMPION WAGON,



OWEGO, TIOGA CO., N. Y.

BRANCH OFFICE: 204, 206, 227 & 229 S. HOWARD ST., BALTIMORE, MD.

For Sale by.....

"A merciful man is merciful to his beast."

THE CHAMPION WAGON

— IS THE —

HORSES' FRIEND.

The Champion differs essentially from the ordinary farm wagon in the construction of its front gear, a stationary axle with malleable iron pivoted arms at either end being used instead of the ordinary axle pivoted at the centre.

By means of this construction many very decided advantages are gained, while no desirable features on the old-fashioned wagon are lost.

When a front wheel of an ordinary wagon strikes an obstruction, say eight or ten inches high, the wheel stops, the wheel on the other end of the axle goes ahead; the pole

flies around and strikes the horse, and the wagon stops. With the Champion Wagon, when the front wheel strikes the same obstacle, the axle being stationary, the impetus of the wagon is not *lost*, as in the other case, but causes the wheel to ride over the obstacle without stopping the wagon or whipping the horses with the pole.

Under no circumstances is there *any whipping of the pole*, and when at work in the roughest places the team will pull together.

With one front wheel in a hole or rut, it can be pulled out more easily than on the ordinary wagon.

The Champion can be turned in one-third less space than other wagons.

When one of the front wheels strikes a tree or post, it is not necessary to back to get around it, but by turning the horses to one side the obstruction can be passed without trouble.

It is the only wagon made where the wheels at the point where they touch the ground always maintain the same position, like the bottoms of the four posts of a bed-

stead. An ordinary wagon on a side-hill, heavily loaded with hay, for instance, is more liable to upset when the front wheels are in position to turn around, as the spread of the front support is narrowed, and it only has three legs instead of four. In this position the front axle passes from under the bolster, leaving it without support, and causing frequent capsizing. On the Champion this is not the case.

The principle on which the Champion is built has been thoroughly tested, wagons having been in use for several years, and there is but one opinion as to their merits.

The front axle and axle arms of the Champion *are stronger* and less liable to break than the front axle of the common wagon of corresponding size. No perceptible strain comes on the centre of the front axle, the weight resting on the malleable iron axle arms.

The timber we use is first class in quality, and thoroughly seasoned. We employ skilled and experienced labor, and we put on the market a complete and carefully finished wagon.

EVERY WAGON FULLY WARRANTED.

SPRINGS

ADD YEARS TO THE LIFE OF A WAGON.

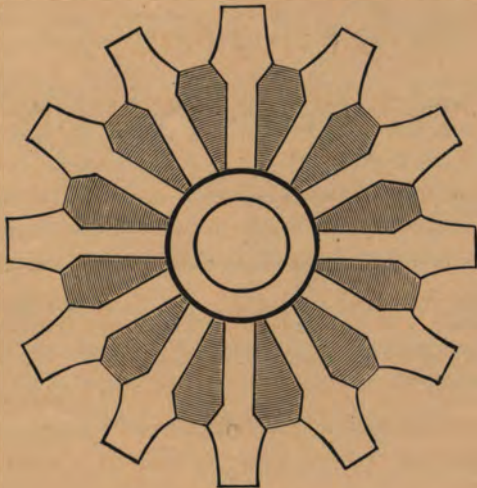
The stationary front axle on the Champion enables us to use springs, and it is the only farm wagon that can successfully use them on both axles.

For years the leading manufacturers have endeavored to accomplish this result, but failed. The peculiar construction of the front axle of the Champion enables us to put springs under both bolsters, without materially raising the body, and the great objection to the bolster stakes chafing the box sides is overcome.

While we do not claim it to be a spring wagon, under each corner of the bed there is an enclosed heavy spiral spring, having about three-fourths of an inch play, that prevents the hard concussion that is so injurious to the life of a wagon.

WHEELS.

We manufacture only the celebrated **TURNBULL** wagon wheel, the only wheel made with positive beveled shoulder spokes, as shown by cut.



WHEELS.

As made by us we believe this wheel to be unrivalled; thousands are in use, giving the most perfect satisfaction.

TO THE TRADE.



In ordering wagons be particular to name sizes wanted, and if wide or narrow track. Wide track is 5 feet, and narrow track is 4 ft. 6 in. from centre to centre of tires.

We do not insure safe carriage or delivery. In case of damage, over-charge, or for delay in transit, the purchaser's recourse is upon the transportation company.

OUR GUARANTEE.

WE WARRANT THE CHAMPION WAGON

to be well made in every particular and of good material, and that the strength of the same is sufficient for all work with fair usage. Should any breakage occur within one year from date of sale, by reason of defective material or workmanship, parts for repairs for the same will be furnished at place of sale, free of charge, or the price of said repairs, as per agent's price list, will be paid in cash, on purchasers producing broken or defective parts as evidence.

Seat Springs are not warranted after leaving agent's hands. They are thoroughly tested before leaving our factory, and must be *tested* by the purchasers to their satisfaction before accepting them.

All claims for repairs must be made within 30 days from the time the breakage occurs.

GERE, TRUMAN, PLATT & CO.

PRICE LIST

— OF —

THE CHAMPION WAGONS,

With Sizes of Wheels, Beds, Tire, Capacity, Etc., free on board of cars at Owego, N. Y.

Size of Skein.	Height of Wheels.		Length of Beds Outside		Width of Beds.		Height.		Size of Tire.	Carrying Capacity.	Weight.	PRICE.
	Front.	Hind.	Narrow Track.	Wide Track	Narrow Track.	Wide Track.	Lower Side.	Top Side.				
2½	3 ft. 6 in.	4 ft. 2 in.	9½ ft.	9½ ft.	3 ft. 2 in.	3 ft. 6 in.	10 in.	6	1⅜ x 1⅞	1500	800 (about.)	\$70 00
2¾	3 ft. 8 in.	4 ft. 5 in.	10½ ft.	10 ft.	3 ft. 2 in.	3 ft. 6 in.	11 in.	8	1½ x 1½	2200	850	73 00
3	3 ft. 8 in.	4 ft. 5 in.	11 ft.	10½ ft.	3 ft. 2 in.	3 ft. 6 in.	12 in.	9	1½ x 1½	3000	925	75 00
3¼	3 ft. 8 in.	4 ft. 5 in.	11 ft.	10½ ft.	3 ft. 2 in.	3 ft. 6 in.	12 in.	9	1½ x 1⅞	4000	1000	80 00
3½	3 ft. 8 in.	4 ft. 5 in.	11½ ft.	11 ft.	3 ft. 2 in.	3 ft. 6 in.	14 in.	9	1¾ x 1⅞	5000	1080	85 00

The foregoing prices are for complete wagons, which include Spring Seat, Neck Yoke, Double and Single Trees and Wrench.

Shafts for one horse furnished in place of pole, whiffletrees, etc., at an additional cost of \$2.00.

Add \$5.00 per inch for width of tire wanted over the regular size, and \$2.00 for each $\frac{1}{8}$ inch added to regular thickness.

Truck wheels 3 ft. 4 in. and 3 ft. 8 in. furnished when desired.

Brake extra, \$5.00.

Boot boxes \$2.00 extra. For boxes longer than above add to price of wagon \$2.00 for each additional foot. Patent End Gate extra, \$1.00.

Drop or hinged end gate extra, \$2.00.

TWELVE REASONS WHY FARMERS SHOULD BUY THE CHAMPION WAGON.

TEST THEM ONE BY ONE AND BE CONVINCED.

1st. The pole never strikes the horse, no matter how violently one of the front wheels may strike an obstruction.

2nd. When one of the front wheels strikes an obstruction, it does not stop, but keeps its course, and the impetus of the loaded wagon is not lost. It will pass over obstacles that would stop the ordinary wagon short, and perhaps knock down a horse by the whipping of the pole.

3rd. It will turn in a smaller space than other wagons.

4th. The load rests on the four corners, close to the wheels, instead of in the middle of the axles, thus increasing the strength of the wagon and evenly distributing the weight of the load.

5th. It has springs under both bolsters.

6th. It is not as liable to upset as other wagons. This feature makes it particularly desirable as a hay wagon.

7th. It is twenty-five per cent. stronger than other wagons of the same size. This is obtained by taking the strain off the middle of the axles, and by the great strength of the front axle arms, which are malleable iron instead of cast. The front axle being stationary, also admits of bracing and strengthening the running gear.

8th. The wheels are made with slope-shouldered spokes, which greatly increase their strength.

9th. It possesses great advantage over the ordinary wagon in case of a balky horse or mule being used, as the true horse can pull the wagon straight ahead, which will frequently bring the false horse down to his work, after once getting the wagon started.

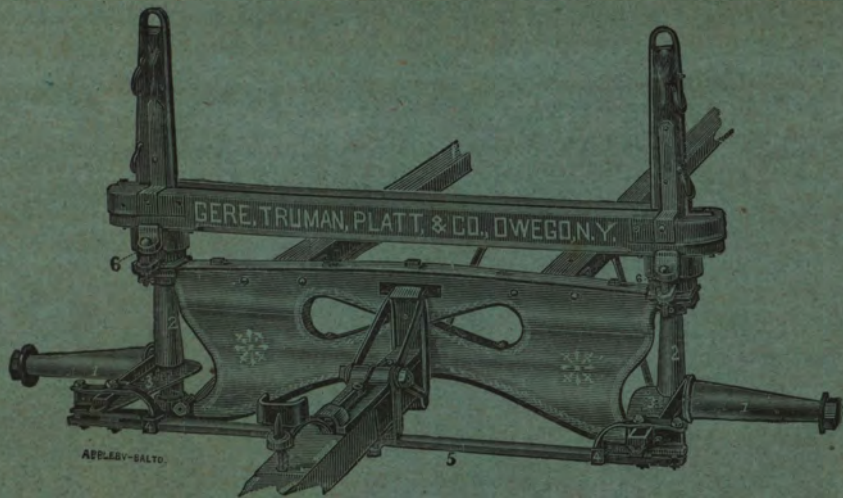
10th. On the ordinary wagon, if one of the front wheels goes into a hole, the rock bolster lets the greater part of the weight of the load rock over on to the wheel that is in the hole, thus increasing the difficulty of getting it out. On the "Champion" there is little or no additional weight thrown on to the wheel in the hole.

11th. When one of the front wheels of the old-fashioned wagon gets in a hole, the horse on that side has to do all the pulling to get it out. But with the "Champion" both horses do equally efficient work, and the horse farthest from the hole can pull it out (if strong enough), even though the other one should not pull at all.

12th. It is the strongest, best-made and best-finished wagon in the market. It is no experiment, and its great success has induced the present manufacturers to go into it on a still larger scale; and we think any farmer wanting a wagon will buy the "Champion" if he sees it.

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OWEGO, TIOGA COUNTY, N. Y.



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OWEGO, N.Y.



THE HORSES FRIEND

Wm. C. Bullis, N.Y.