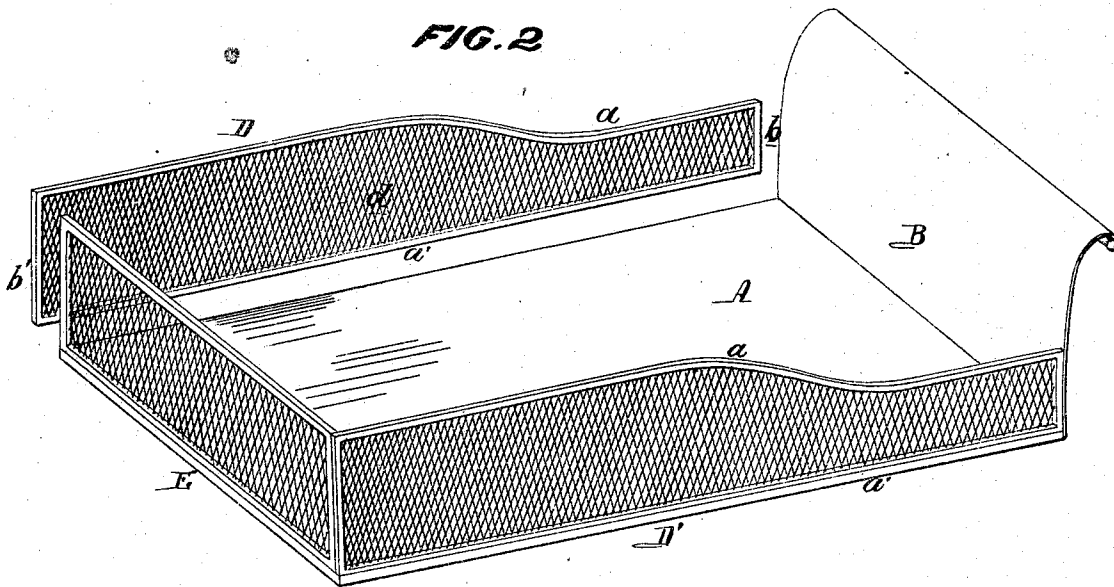
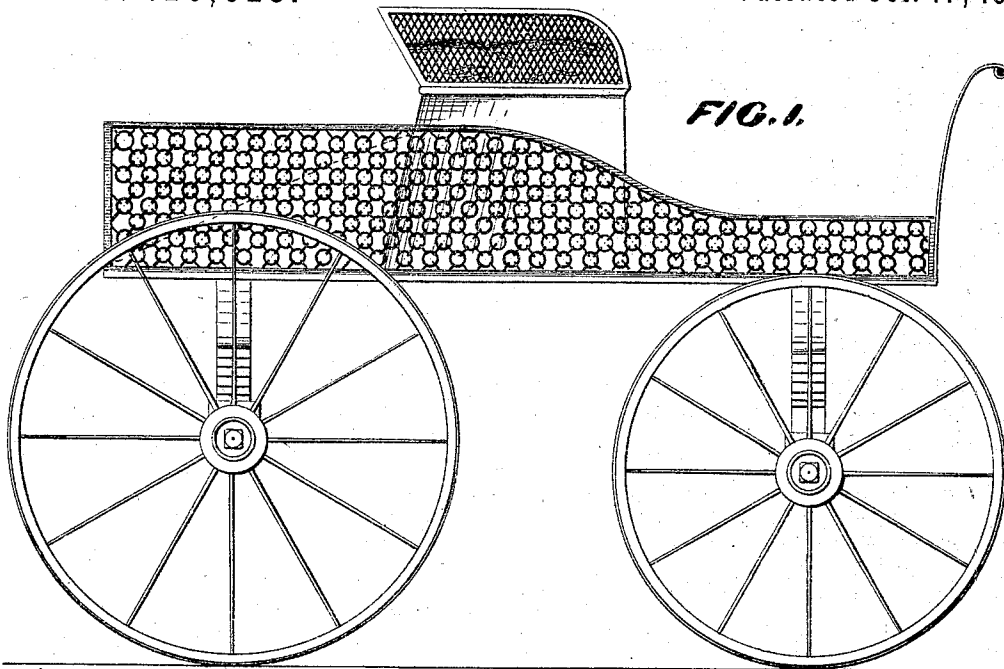


M. C. Boyer,
Invt. in Wagon or Carriage Bodies.

No. 120,025.

Patented Oct. 17, 1871.



WITNESSES { *Wm. B. Harding.*
John Parker

M. C. Boyer
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UNITED STATES PATENT OFFICE.

MICHAEL C. BOYER, OF NORRISTOWN, PENNSYLVANIA.

IMPROVEMENT IN WAGON OR CARRIAGE-BODIES.

Specification forming part of Letters Patent No. 120,025, dated October 17, 1871.

To all whom it may concern:

Be it known that I, MICHAEL C. BOYER, of Norristown, county of Philadelphia, State of Pennsylvania, have invented Improvements in Wagon or Carriage-Bodies, of which the following is a specification:

My invention consists of a wagon or carriage-body, of which light metal girders or frames of the character described hereafter form a part; the object of the invention being the production of a carriage or wagon-body which shall be more rigid and durable than those of ordinary construction, and which shall at the same time present a neat and light appearance.

Figure 1 is a side view of a wagon made in accordance with my invention, and Fig. 2 a perspective view of the body of the wagon.

In Fig. 2, A represents the base of a wagon-body, and B the splash-board, the former being made of wood as usual, and the latter, in the present instance, of any of the materials of which splash-boards have heretofore been made. The opposite sides D and D', however, as well as the end E of the body, consist of light wrought-iron girders. The side D, for instance, consists of a light wrought-iron frame, of which *a* is the top; *a'*, the bottom; and *b* and *b'* are the opposite ends; the frame being preferably made of one continuous bar, and being of the shape shown, or of such other shape as the character of the vehicle to which it is applied and the taste of the constructor may suggest. To this frame is secured a wire-netting, *d*, which may be of the plain character shown in Fig. 2, or any more ornamental wire-work may be secured to the frame. Fig. 1, for instance, illustrates wire of a more ornamental character than is displayed in Fig. 2. A light ornamentally-perforated plate of metal may be stretched across and secured to the frame in place of the wire-work; but I prefer the latter as being more substantial and having a lighter appearance. These girders or frames are preferably secured at the lower edges to the base A of the carriage-body, the front edges of the side frames being attached to the splash-board, and the rear ends to the ends of the rear frame or girder. While

these frames are comparatively light they serve as girders, and constitute, with the base A, a wagon-body of much more rigid and substantial character than those made of wood; at the same time the frames or girders present, when properly painted, japanned, or galvanized, a neat and light appearance. If desired, the splash-board B may be made in the same manner as the side frames.

For the purpose of illustrating my invention I have given in the drawing, as an example, a wagon of very simple character, demanding frames of a plain shape; but it will be understood that frames of any shape may be made to suit the character of and form part of the body of the most stylish vehicle; and these open-work frames or girders may be lined with leather or any attractive fabric.

In some cases opposite side frames or girders only, of the character described, may be united to and form a part of the body of a vehicle; for instance, the side frames may, towards the rear, be curved downward, as shown by dotted lines in Fig. 1, in which case no rear frame will be required; or it may be advisable in some cases to make the rear of the vehicle of other material than the frames; but it is essential in carrying out my invention that side frames of wrought-iron with wire-netting or its equivalent should form a component part of the body of the vehicle, whether the latter be an ordinary cart or the most stylish carriage.

I claim—

A wagon or carriage-body, consisting in part of one or more wrought-iron frames braced by cross-bars, wire-netting, or its equivalent, so as to form a girder or girders, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

MICHAEL C. BOYER.

Witnesses:

WM. A. STEEL,
JOHN K. RUPERTUS.

(31)