

P. A. ELLIS.
VEHICLE BODY.

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1,053,795.

Patented Feb. 18, 1913.

Fig. 1.

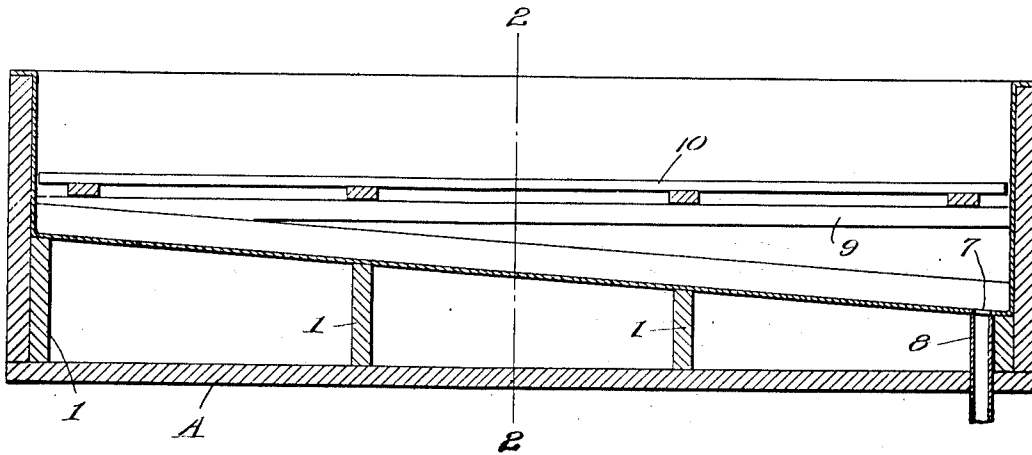
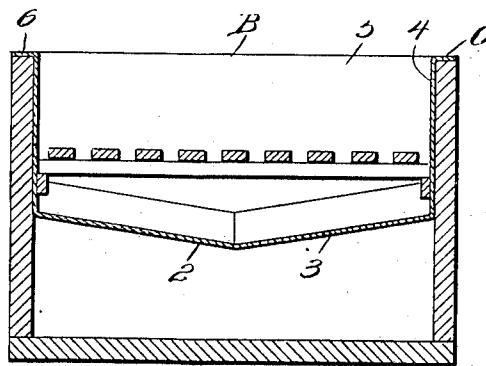


Fig. 2.



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VEHICLE-BODY.

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To all whom it may concern:

Be it known that I, PRESTON A. ELLIS, a citizen of the United States, residing at Celina, in the county of Mercer and State of Ohio, have invented new and useful Improvements in Vehicle-Bodies, of which the following is a specification.

This invention relates to vehicle bodies of that type in which ice or goods packed in ice can be carried, and while the invention is especially useful in this connection, it can be employed whenever ice is to be used.

The invention has for its primary object to provide a drainage means for vehicle bodies and the like, so that the dripping water resulting from the melting of the ice will not drop on the running gear but can be collected and discharged through a suitable drainage outlet.

With such and other objects in view, as will appear as the description proceeds, the invention comprises the various novel features of construction and arrangement of parts which will be more fully described hereinafter and set forth with particularity in the claim appended hereto.

In the accompanying drawing, which illustrates one embodiment of the invention, Figure 1 is a longitudinal section of the vehicle or drainage box. Fig. 2 is a transverse section thereof on line 2—2, Fig. 1.

Similar reference characters are employed to designate corresponding parts throughout the views.

Referring to the drawing, A designates the body or box which may be of any suitable size and depth, and in the bottom thereof are arranged transverse supports 1 suitably spaced apart and each having its top edge sloping inwardly to the center from the ends so as to form a V-shaped recess or seat 2. The supports 1 gradually diminish in height from one end of the box to the other. Bearing on these supports is the bottom 3 of a sheet metal trough-like structure B which has side and end walls 4 and 5, so as to line the corresponding walls of the box, there being a marginal flange 6 extending around the structure B so as to rest on the top of the walls of the box or body A. The bottom 3 is straight in a longitudinal direction but slopes from one end of the box to the other, and the bottom also slopes from the sides inwardly toward the center, so that a gutter is formed to cause the water to

drain to the center from the sides and then flow down the bottom 3 to the lowest point where a drainage opening 7 is provided, and at this opening a pipe 8 may be arranged for permitting the water to drain off.

In the structure B are horizontal side rails or bars 9 which support a false bottom or grating 10 on which the ice can be supported or articles such as ice cream cans packed with ice and salt. The drippings from the ice and salt pass through the grating 10 and are collected on the sloping bottom 3 and flow down the latter to the drainage opening.

With a construction as described, there is no danger of salt water running on the running gears of the wagon or dripping on the floor where the box is mounted.

The body or box may be provided with a suitable cover to keep off the hot rays of the sun or the heated air.

From the foregoing description, taken in connection with the accompanying drawing, the advantages of the construction and of the method of operation will be readily apparent to those skilled in the art to which the invention appertains, and while I have described the principle of operation of the invention, together with the device which I consider to be the best embodiment thereof, I desire to have it understood that the device shown is merely illustrative, and that such changes may be made when desired as are within the scope of the claim appended hereto.

Having thus described the invention, what I claim as new, is:—

A wagon body comprising side and end walls and a bottom, spaced transverse supports arranged throughout the entire length of said body and resting upon the bottom thereof, said supports having their top edges sloping inwardly from the ends, the supports being of successively decreasing height from one end of the body to the other, a trough-like structure consisting of a V-shaped sloping bottom resting on the upper edges of said supports and having side and end walls bearing throughout their lengths and heights against the corresponding inner walls of the body, said side and end walls terminating in a marginal flange adapted to rest upon the top of the side and end walls of said body, said trough being free of fixed connection with the body, a

spout depending from the lower end of said
trough-like structure and passing through
an opening in the bottom of said body, bars
arranged longitudinally of the side walls of
5 said body, and a false bottom comprising
horizontal and transverse strips resting
upon said bars, whereby when in operative
position the trough-like structure together
with the false bottom therein may be readily

lifted as an entirety from the wagon body 10
to permit normal uses of the latter.

In testimony whereof I affix my signature
in presence of two witnesses.

PRESTON A. ELLIS.

Witnesses:

H. E. LININGER,
WM. J. SHORT.
