

UNITED STATES PATENT OFFICE.

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WAGON.

1,050,973.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, FREDERICK MEYER, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented new and useful Improvements in Wagons, of which the following is a specification.

This invention relates to a wagon frame and more particularly to a frame for wagons which are used for delivering ice cream from a factory to customers. Wagons of this character are designed to carry the tubs containing the cans of ice cream and also a quantity of extra ice and salt for finally packing the ice cream just before delivering the same to a customer. During this operation the brine formed by the mixture of the melted ice and salt is unavoidably scattered over the bottom of the wagon but is prevented from dripping on the running gear of the wagon and corroding the same by means of a drip pan or lining which is arranged between the bottom of the body or frame and the running gear and which catches the brine.

In the construction of ice cream wagons heretofore in use the side sills were constructed mainly of wood which caused the same to rapidly become water logged and spring out of shape. These wagons are usually provided on opposite sides with openings or entrances for the ingress or egress of the driver and for loading and unloading the wagon. Owing to these openings the sills of the wagon at these places are weakened and often give way when constructed in the usual manner. As heretofore constructed the running gear of the wagon was difficult to repair without cutting the drip pan which rendered the latter forever after leaky and unsatisfactory, inasmuch as it is practically impossible to avoid leakage in the pan after the same has once cut and repaired.

The object of this invention is to provide a frame for the bodies of wagons for transporting ice cream and similar goods which is not liable to become water logged and sprung, in which the side sills will not give way at the side openings of the body, and in which repairs of the running gear can be effected without cutting the drip pan or lining.

In the accompanying drawings: Figure 1 is a fragmentary vertical longitudinal section of an ice cream wagon embodying my

invention. Fig. 2 is a vertical transverse section in line 2-2, Fig. 1. Fig. 3 is a fragmentary vertical transverse section in line 3-3, Fig. 1. Fig. 4 is a perspective view of the frame of the wagon body.

Similar letters of reference indicate corresponding parts throughout the several views.

That part of the running gear of the wagon which is shown in Fig. 1 of the drawings comprises front bolsters A, a fifth wheel B supporting the front bolsters, a front spring C supporting the fifth wheel, rear bolsters D, and rear springs E supporting the rear bolsters. The frame of my improved body is arranged above this running gear and comprises two longitudinal side sills F, F and front and rear cross or end sills G, G'. Each of the side sills comprises inner and outer parallel angle irons f, f' said inner angle iron having its lower flange arranged horizontally and its upper flange arranged vertically at the outer edge of the lower flange, and said outer angle iron having its lower flange arranged horizontally and in line with the lower flange of the inner angle iron while its upper flange projects upwardly from the inner edge of the companion lower flange. Between the upper flanges of the angle irons of each side sill is arranged a filling consisting preferably of blocks H of wood against opposite sides of which the upper flanges of the angle irons f, f' are secured by means of bolts I, as shown in Figs. 2 and 4. The opposing ends of the several filling blocks are separated by intervening spaces which receive the lower ends of upright stakes J to which the side boards i and bars i' of the wagon box are secured. The lower end of each stake is preferably secured to the upper flanges of the angle irons of the companion side sill by bolts j passing transversely through said stake and upper flanges, as shown in Fig. 3.

The front and rear cross sills are connected with the front and rear ends of the side sills in any suitable manner, but preferably by stopping the ends of the inner angle irons short of the outer angle irons of the side sills and engaging the ends of the cross sills against the upper flanges of the outer angle irons and the inner sides of the cross sills against the ends of the inner angle irons.

In the space between the side and cross

sills is arranged the removable grating rack upon which the barrels, tubs and boxes containing the ice cream, salt and ice are supported and also the drip pan or tray which catches the brine dripping through the rack. The bottom K of said pan rests on a plurality of transverse slats L which latter in turn rest at their ends on top of the horizontal flanges of the inner angle irons of the side sills and are held in place relatively to each other by means of longitudinal stays U secured to the under sides of the slats. The transverse front and rear walls of the pan engage with the inner sides of the front and rear cross sills and the longitudinal walls of the pan engage with the inner sides of the upper flanges of the inner angle irons f and are secured to the side sills by longitudinal cleats M engaging with the inner sides of the pan side walls and bolts m passing through said walls and cleats and through the adjacent upright angle iron flanges, filling blocks and stakes, as shown in Fig. 2. The rack comprises a plurality of transverse slats or bars N which rest loosely at their ends on the cleats M and which are held in place relatively to each other by means of longitudinal stays n secured to the underside of the rack slats.

The brine which trickles down from the barrels, tubs or boxes containing the ice, salt and cream, drops through the rack and into the pan and is discharged downwardly from the latter in rear of the running gear of the wagon by a delivery spout o connected with the rear part of the bottom of the pan, as shown in Fig. 1.

Inasmuch as the main parts of the side sills are constructed of angle iron the frame of the wagon is not liable to become water logged and springing out of shape of the frame is thereby avoided.

The side walls of the body are usually provided with side openings or entrances, as shown at P Fig. 1 which tends to weaken the body when constructed in the manner heretofore known. My improved construction of side sills, however, strengthens this part of the body and prevents the same from

cracking, breaking down, giving way or bending at the entrances and thereby not only prolonging the life of the wagon but also reducing the cost of repairs and presenting a slightly appearance.

The sills of the body rest on the bolsters of the running gear and the horizontal flanges of the outer angle irons f¹ are connected by bolts f² with the bolsters A, D. This permits of detaching the entire body from the running gear by simply removing the bolts f², whereby repairs of any part of the running gear can be effected without cutting any part of the drip pan or lining as has been necessary in the constructions heretofore in use.

I claim as my invention:

1. A wagon having a frame provided with side sills and cross sills, each of the side sills comprising inner and outer angle irons and a filling between the angle irons, the inner angle iron having a horizontal lower flange and an upper flange projecting upwardly from the outer edge of the lower flange and said outer angle iron having a horizontal lower flange and an upper flange projecting upwardly from the inner edge of the outer horizontal flange.

2. A wagon having a frame provided with side sills and cross sills, each of the side sills comprising inner and outer angle irons, the inner angle iron having a horizontal lower flange and an upper flange projecting upwardly from the outer edge of the lower flange and said outer angle iron having a horizontal lower flange and an upper flange projecting upwardly from the inner edge of the outer horizontal flange, filling blocks arranged between the upright flange of both angle irons and separated from each other by intervening spaces, and upright stakes arranged at their lower ends in said spaces.

Witness my hand this 8th day of November, 1910.

FREDERICK MEYER.

Witnesses:

THEODORE L. POPP,
ANNA HEIGIS.