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WAGON.  
APPLICATION FILED JUNE 7, 1912.

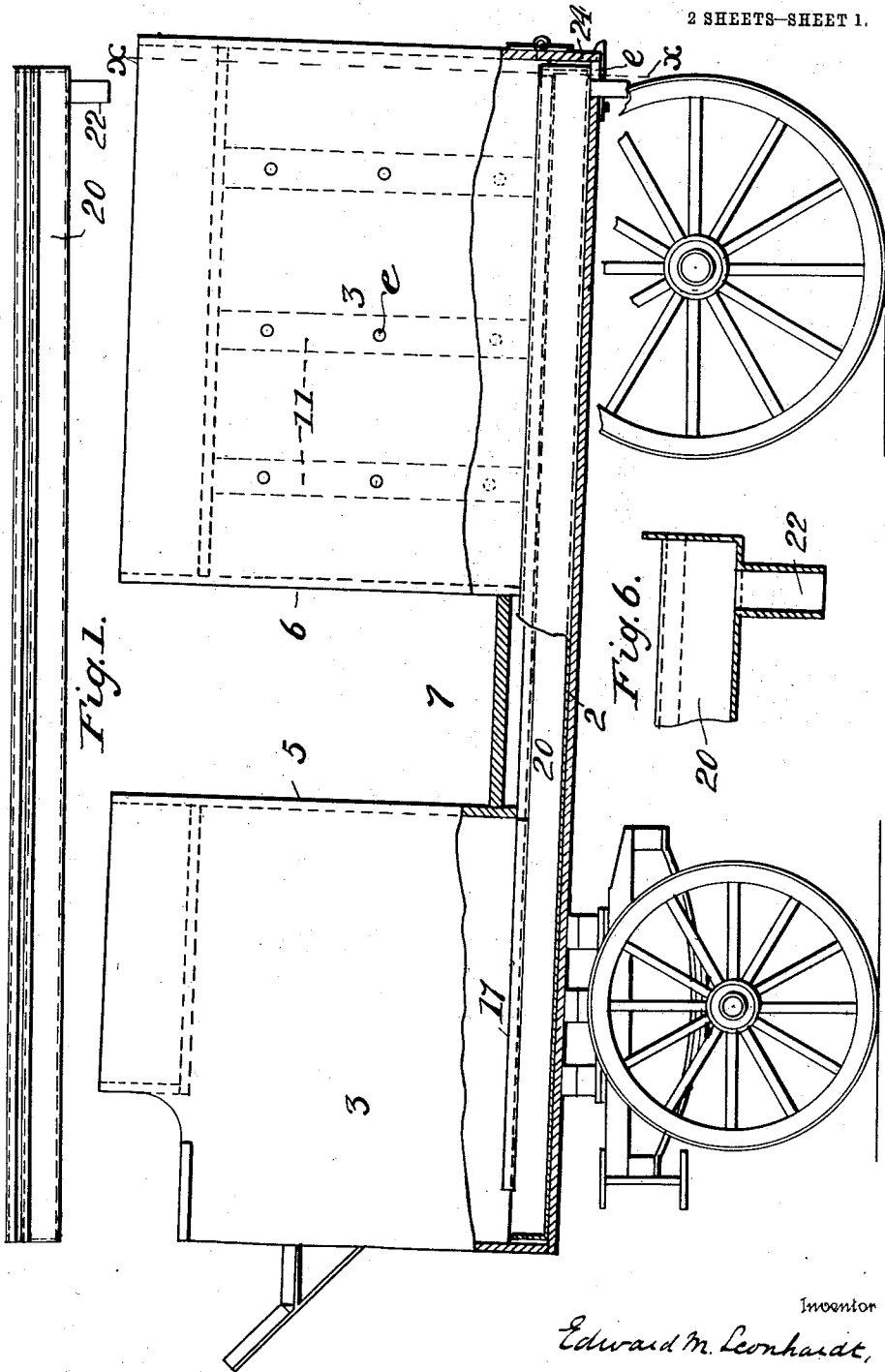
1,055,059.

Patented Mar. 4, 1913.

2 SHEETS—SHEET 1.

Fig. 5.

Fig. 1.



Witnesses

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Julia B. Robinson.

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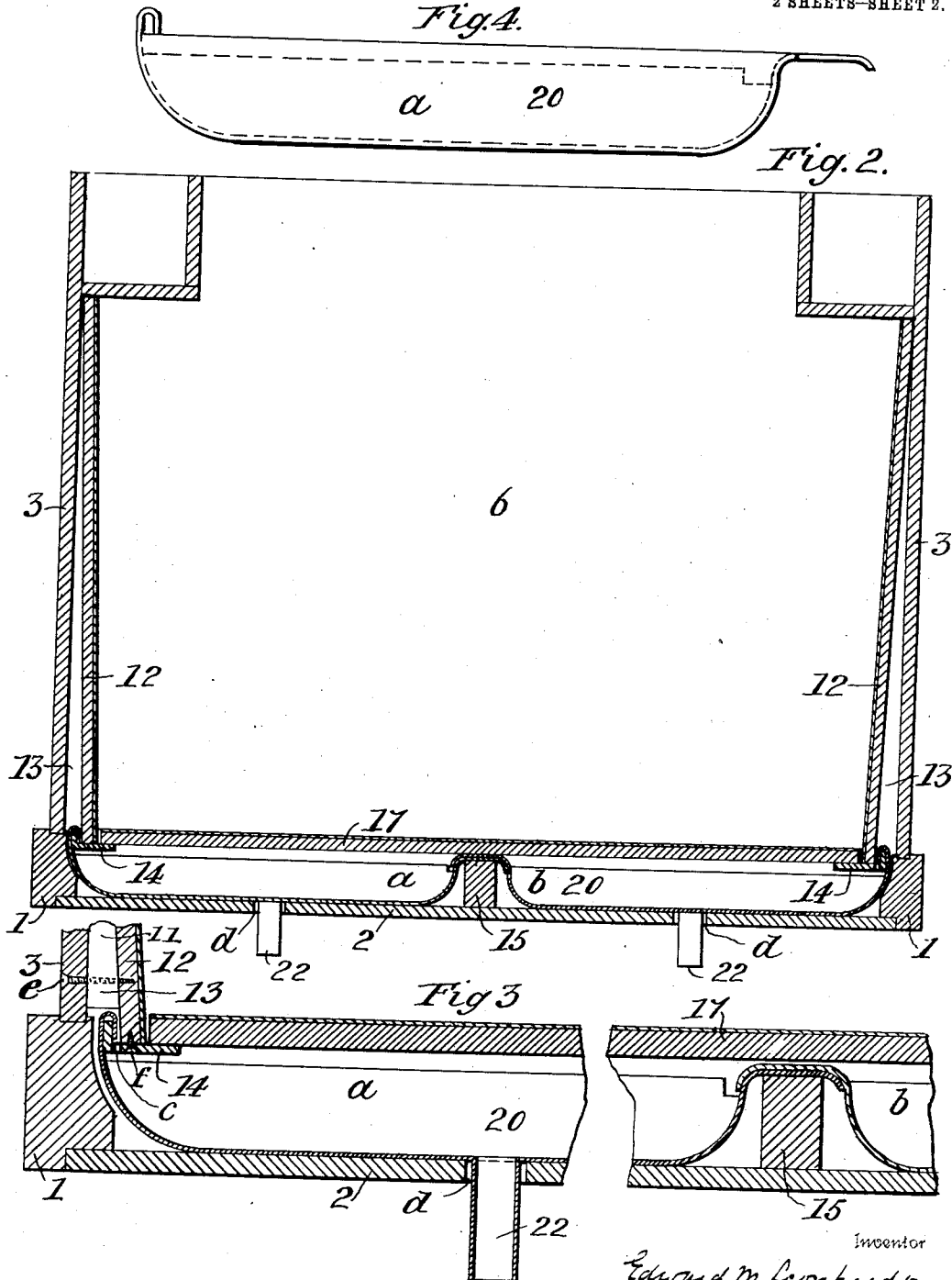
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# UNITED STATES PATENT OFFICE.

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WAGON.

1,055,059.

Specification of Letters Patent.

Patented Mar. 4, 1913.

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*To all whom it may concern:*

Be it known that I, EDWARD M. LEONHARDT, of Baltimore, Maryland, have invented certain improvements in Wagons, of which the following is a specification.

This invention relates to certain improvements in wagons especially adapted for the transportation of ice, ice creams and other materials liable to drip; and the said invention consists in means whereby the drip is caught and conducted to discharges which are so situated that the waste liquid does not come into contact with and injure the running gear of the wagon, as will hereinafter fully appear.

In the further description of the said invention which follows, reference is made to the accompanying drawings, forming a part hereof, and in which:—

Figure 1 is a partly sectional side view of the improved wagon; and Fig. 2 an enlarged cross section of the body of the same, taken on the dotted line  $x-x$ . Fig. 3 is a still further enlarged view of a portion of Fig. 2. Fig. 4 is an exterior end view of a drip pan forming a part of the invention, and which is shown in section in Figs. 2 and 3. Fig. 5 is an exterior side or edge view of the drip pan. Fig. 6 is an enlarged longitudinal section of a part of the drip pan.

Referring now to the drawings, 1, 1 are the longitudinal sills of the wagon, and 2 is the bottom.

3, 3 are the outer sides or panels of the bodies 5 and 6 which are separated by the passage-way 7.

12, 12 are the inner panels of the sides of the bodies and they are removed sufficiently from the outer panels to produce the air spaces 13, and supported from the outer panels 3 by the vertical wedge-shaped stanchions 11 shown in Figs. 1, 2, and 3, and the screws  $e$ . As the bodies 5 and 6 are for the purpose of holding in most cases, ice and salt mixed, in which are packed buckets containing ice cream, I line the inner panels with tar paper and cover the paper with galvanized sheet iron.

14, 14 are flanged or angle bars which are elevated above the bottom 2, and supported in any suitable manner adjacent to the inner sides of the sills 1. In Fig. 3 one of the said angle bars is shown as held to the adjoining inner panel by screws one of which is denoted by  $f$ .

15 is a stringer placed centrally between the sills 1, and extending the full length of the wagon; and 17, 17 are removable floors for the bodies 5 and 6, which extend transversely of the same, and are supported at the ends by the angle bars 14. These floors are not intended to be water tight, and they admit of water passing from the bodies of the wagon to a drip pan 20 which will now be described. The said drip pan is formed in two parts or sections,  $a$  and  $b$ ; and where they meet at the central longitudinal line of the wagon, they are flanged and overlap each other and bear on the stringer 15. The edge of the flange of the section  $b$  of the drip pan, and which is the upper one, is turned down so that water splashing about in the pan will not get beneath the same and pass to the bottom 2; and the upper surface of the said flange is practically in contact with the removable floors 17 of the bodies, and thereby centrally support them. The front and rear ends of the drip pan can be turned up vertically or inclined as may be desired; and its lateral edges are preferably curved, and extend upward and are inwardly flanged so as to hook loosely over the vertical portion of the angle bars 14, as best shown in Figs. 2 and 3. By this construction, water in the pan dashing against its sides, follows the inner surface of the flanges and falls to the horizontal parts of the angle bars which are provided with holes  $c$  through which it again reaches the pan.

From the above description it will be seen that no water from the bodies 5 and 6 can reach the bottom 2 of the wagon and cause its decay.

In order that the water which collects in the drip pan 20 may be discharged therefrom clear of the running gear of the wagon, the pan is provided with drain spouts 22 which are preferably placed near the rear end of the wagon as shown in Fig. 1; and in order that the water will be rapidly discharged, the pan 20 is inclined downwardly toward the rear end of the wagon.

To cleanse the floors 17 and the drip pan 20, the former are first lifted out, after which the pan is drawn out from the rear end of the wagon; and to admit of its withdrawal, the openings  $d$  through which the spouts 22 project, extend to the extreme end

of the body as at *e*, and are exposed upon the hinged door 24 being raised.

I claim as my invention:—

1. In a wagon adapted for the purpose described, a bottom for the wagon, and flanged bars which extend longitudinally of the wagon and are elevated above the bottom, combined with a removable drip pan the lateral edges of which are inwardly flanged and hooked over the said flanged bars, substantially as specified.
2. In a wagon adapted for the purpose described, a bottom for the wagon, and flanged bars which extend longitudinally of the wagon and are elevated above the bottom, combined with a removable drip pan in two sections the adjoining edges of which sections overlap each other, and the lateral edges of the complete pan inwardly flanged and hooked over the said flanged bars, substantially as specified.
3. In a wagon for the purpose described, a bottom for the wagon, bodies having removable floors which are elevated above the bottom, combined with flanged bars extending longitudinally of the wagon and raised above its bottom, and a removable drip pan on the bottom with inwardly flanged lateral edges which are hooked over the flanged bars, substantially as specified.

4. In a wagon adapted for the purpose described, a pair of sills, a bottom secured to the sills, a pair of flanged bars which are elevated above the bottom and extend longitudinally of the wagon, and a central, longitudinally extending stringer on the bottom, combined with a drip pan in two sections, the meeting edges of which overlap and rest upon the stringer and the lateral edges of the complete pan inwardly flanged and hooked over the said flanged bars, substantially as specified.

5. In a wagon for the purpose described, a pair of suitably supported flanged bars, combined with a removable drip pan, the lateral edges of which are inwardly flanged and hooked over the vertical flanges of the said bars, substantially as specified.

6. In a wagon for the purpose described, a pair of longitudinally extending sills, and suitably supported bars which are adjacent to the sills, combined with a drip pan having its lateral edges flanged and hooked over the said bars, substantially as specified.

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Witnesses:

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