

(No Model.)

I. A. MANCHESTER.
WAGON BODY.

No. 488,081.

Patented Dec. 13, 1892.

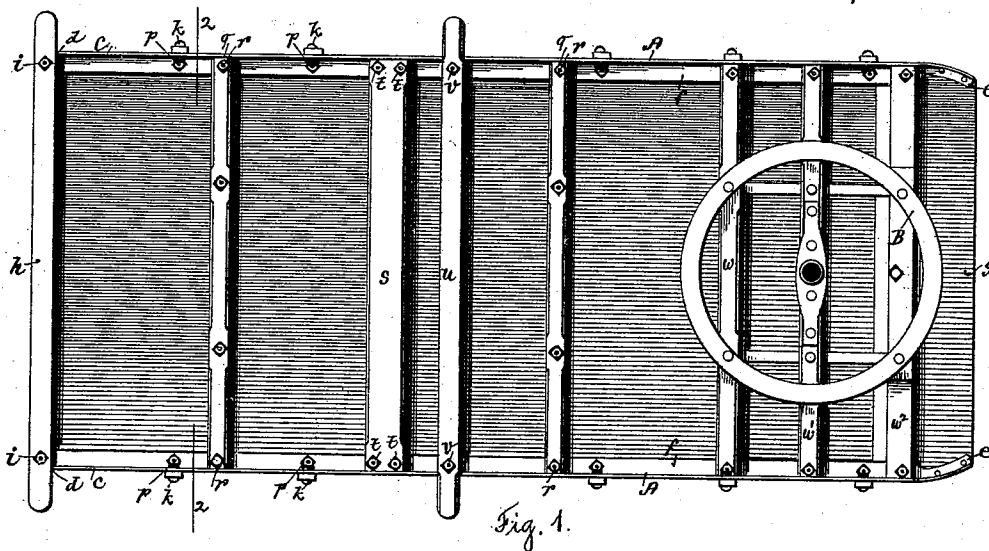
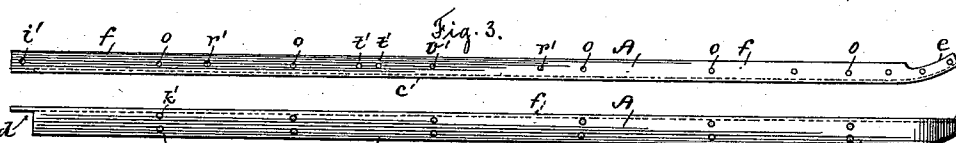
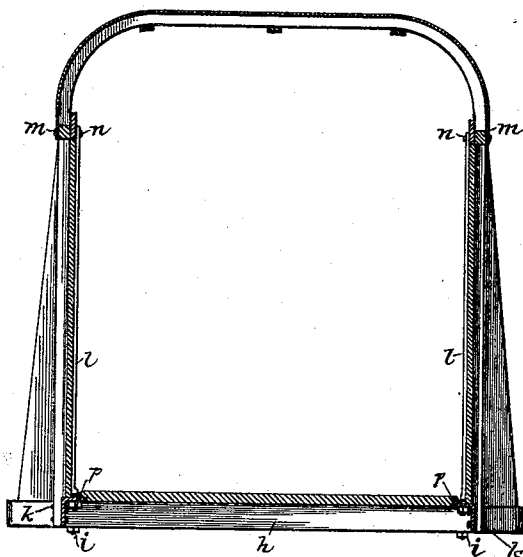


Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

ISAAC A. MANCHESTER, OF FALL RIVER, MASSACHUSETTS.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 488,081, dated December 13, 1892.

Application filed March 8, 1892. Serial No. 424,224. (No model.)

To all whom it may concern:

Be it known that I, ISAAC A. MANCHESTER, a citizen of the United States, and a resident of Fall River, county of Bristol, and State of Massachusetts, have invented a new and useful Improvement in Wagons, of which the following is specification.

My invention has for its object to construct a wagon-body in such a manner that great strength and durability will be secured with increased facility for making repairs; and to this end it consists in the improved construction and arrangement of the longitudinal sills of angle-iron to which the cross bars and braces of the wagon-body are bolted, as hereinafter fully set forth.

Figure 1 represents the under view of a wagon-body constructed according to my improvement. Fig. 2 represents a transverse section of the wagon-body, taken in the line 2 2 of Fig. 1. Fig. 3 represents the top view of the sill of the wagon-body made of angle-iron. Fig. 4 represents the outside elevation of the same.

In the accompanying drawings, A A represents the longitudinal sills of the wagon, the said sills being made of angle-iron and provided with suitable holes to receive the several bolts employed to secure the wooden cross-bars and braces thereto. The vertical flange *c* of the sill A is cut away at the rear end to form a recess *d*, as shown in Fig. 4, and the forward end *e* of the horizontal flange *f* of the sill is reduced in width and bent inward to form a rounding corner and support for the foot-rest *g* in front of the wagon-seat. The tail-bridge *h* is firmly secured in the recess *d* by means of the bolt *i*, which passes through the hole *i'* in the flange *f*, and the side braces *j j* are secured to the downwardly-extending flanges *c* by means of the bolts *k*, which pass through the holes *k'* in the said flanges, the side braces being also supported against outwardly-directed strain by means of the strap-bolts *l*, which may be secured at their upper ends to the longitudinal cap-rail *m* by means of the bolts *n* and to the flange *f* of the sill A by means of the holes *o*, made in the said flange and the nuts *p*. The cross-bars *q q* are secured to the flanges *f* by means of the bolts *r*, passing through the holes *r'*

in the said flanges, and the spring-bar *s* is also secured to the flange *f* by means of the bolts *t*, which pass through the holes *t'* in the said flange. The cross-bar *u*, which serves to support the enlarged central side braces of the wagon-body, is also secured to the flanges *f* by means of the bolts *v v*, which pass through the holes *v'* in the said flange, and the fifth-wheel B is secured to the cross-bars *w w'*, *w²*, which are likewise bolted to the flanges *f* of the opposite sills A A. Every part of the wagon-body is thus made accessible and easily removable for repair, my invention being of great utility in the construction of ice-wagons, in which the parts by necessary exposure to moisture are liable to rot, and when constructed with wooden sills, as heretofore, the rotted parts can only be removed with great difficulty and consequent derangement of the adjacent portions of the wagon-body, thus entailing great expense, whereas in my improvement the required repairs may be readily made without interference with the adjacent parts.

I claim as my invention—

1. A wagon-body having its sills formed of bars of angle-iron, one of the flanges of the said angle-iron being made to extend inwardly and the other downwardly from the corner of the bar, with the cross-bars of the wagon-bottom bolted to the under side of the inwardly-extending flange and with the side braces of the wagon-body bolted to the outer side of the downwardly-extending outer flange, substantially as described.

2. A wagon-body having its sills formed of bars of angle-iron, one of the flanges of the said angle-iron being made to extend inwardly and the other downwardly from the corner and having a recess *d* at the rear end, formed by cutting away the downwardly-extending outer flange, and an inwardly-turned forward end formed with the narrowed inwardly-directed flange to form a support for the foot-rest at the wagon-seat, substantially as described.

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Witnesses:

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