(No Model.)

L. T. CLASON.

WAGON BODY.

No. 368,754. Patented Aug. 23, 1887.

Fig. 1.

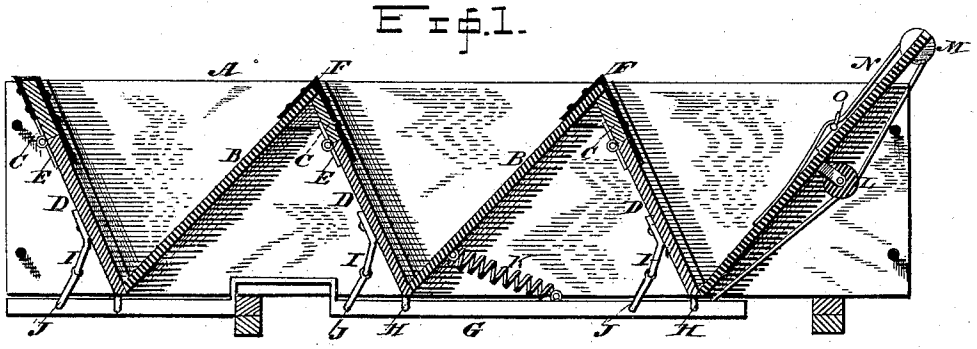


Fig. 2.

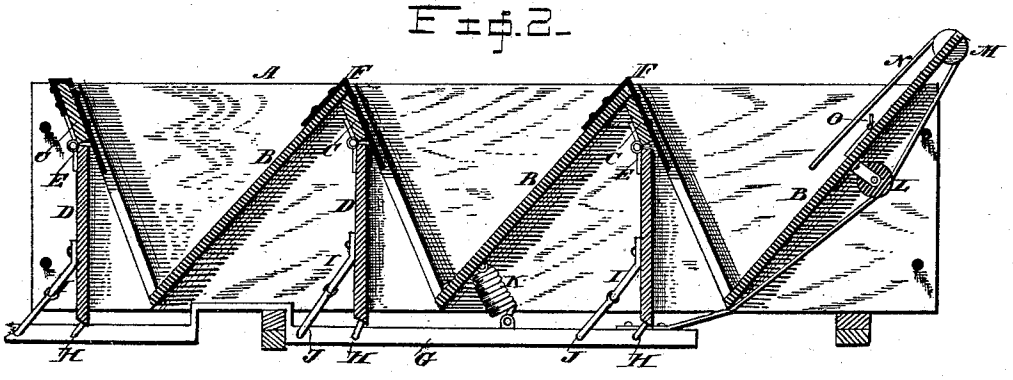
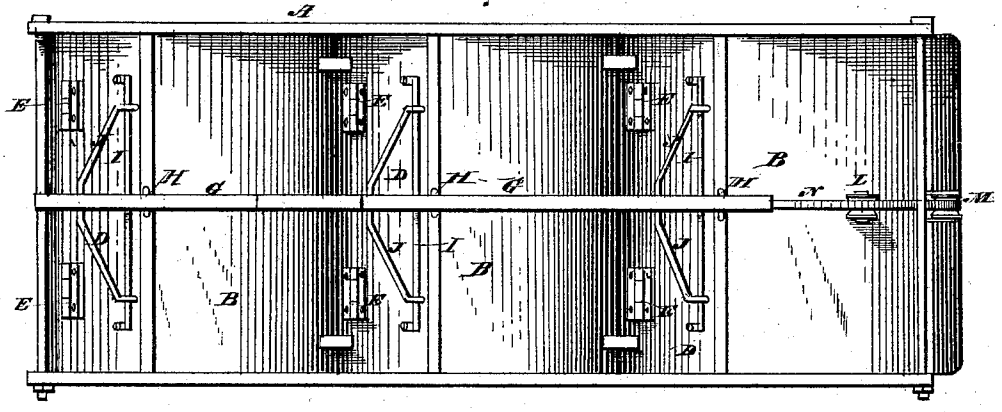


Fig. 3.



WITNESSES

A. D. Seutuiux

P. P. Thompson

INVENTOR

Louis T. Clason.

By Taulmin & Jennes,

his Attorneys.

UNITED STATES PATENT OFFICE.

LOUIS T. CLASON, OF SPRINGFIELD, OHIO.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 368,754, dated August 23, 1887.

Application filed April 9, 1887. Serial No. 234,212. (No model.)

To all whom it may concern:

Be it known that I, LOUIS T. CLASON, a citizen of the United States, residing at Springfield, in the county of Clark and State of Ohio, have invented certain new and useful Improvements in Wagon-Bodies, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to improvements in wagon-bodies, and is designed to form a body by which the quantity of sand or gravel carried in a load can be readily ascertained and as readily dropped or unloaded; and it consists, essentially, of the side-boards, transverse fixed and hinged partitions extending from about the upper edge to the lower edge of the sides, and a connecting-bar, by which the hinged partitions are operated and held to the fixed partitions, so as to close the space between said fixed partitions and carry the load, or open said space and allow the load to drop out, the cubic capacity between the fixed and hinged partitions having an ascertained size, whereby it is known what quantity of material can be carried in said space, as hereinafter pointed out.

The invention further consists of a spring secured to the connecting-bar and to some fixed part of the body—as the fixed partitions—for the purpose of more quickly operating the hinged partitions than the weight of the load may operate them.

In the accompanying drawings, forming a part of this specification, and on which like reference-letters indicate corresponding features, Figure 1 represents a longitudinal sectional view of my improved wagon-body, showing the bottom closed; Fig. 2, a like sectional view showing the bottom opened, and Fig. 3 an inverted plan view showing the bottom closed and illustrating the arrangement of the connecting bar and braces.

The letter A designates the side-boards of the body, which may be made each of one or more pieces, and to which are connected any suitable number of fixed or stationary partitions B, placed in an inclined position and in a transverse direction. In the drawings three of these partitions are shown, and are so spaced that the room between each and its associated hinged partition will carry about one-third of a cubic yard of earth or gravel, giving the body the usual capacity in like wagons of one cubic yard per load. Adjacent to the upper edge of each fixed partition B is a transverse strip, C, of suitable width, to which the partitions D are respectively hinged by any approved form of hinge, as at E. A metallic guard-plate, F, is placed over each stationary partition and the adjacent strip C, and extended down far enough to lap over the joint between the said strips and the hinged partitions, the functions of these said plates F being to protect the parts from the wear due to the abrasive action of earth and gravel or other loads, and being to prevent the same from clogging the hinge-joint. It will be observed that the partitions, together with the strips C, occupy the whole height of the side-boards. This enables the box formed between the partitions to contain a comparatively large amount of material, thus giving the wagon-body the quality of measuring the load as well as of easily dumping it. The stationary partitions are longer than the hinged ones, and are at a less angle, the object being to give ample room between the partitions for the load, and yet to prevent the hinged partitions from swinging so low when opened as to cause the connecting-bar to interfere with the running-gear of the vehicle.

The letter G designates the connecting-bar, the same being of wood or iron, preferably the latter, and being flexibly attached to the several hinged partitions, as by staples H. Bars or rods I are also secured to the partitions D, and braces J extended from them to the bar G, so as to prevent the weight of the incumbent load from causing the hinged partitions to sag down at the ends.

To cause the partitions D to open more quickly, especially should the load be somewhat wet and tend to set, I provide a spring, K, and secure it at one end to some fixed part of the body—as to the fixed partitions—and at the other to the connecting-bar, the contracting tendency of the spring normally drawing upon the hinged partitions in an opening direction. The front fixed partition is provided with rollers L and M, over which passes a chain or strap or other flexible device, N, secured to the connecting-bar and adapted to engage with a buckle or other fastening, O,

so as to keep the bottom closed, and also to enable the driver to close it after dumping a load. The connecting-bar, as shown at G', has a bend in it so as to clear the rear axle and its bolster.

It is obvious that various changes may be made in the construction of minor parts of my invention without departing from the essential ideas. As the connecting-bar passes over the rear axle and its bolster, it may be lifted with the body off the running-gear, when it is desired to use the gear without a body.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a wagon-body, the combination, with the side-boards, of fixed inclined partitions, strips secured near the upper edges of said partitions, metallic guard-plates placed over said strips and edges, and hinged inclined partitions connected with the strips under the plates, whereby the edges and the hinge-joint are protected.

2. In a wagon-body, the combination, with the side-boards, the fixed inclined partitions occupying the essential depth of the body, the strips secured near the upper edges of said partitions and inclined in the opposite direction, and metallic guard-plates overlapping the edges of said partitions and strips, of the partitions hinged to the said strips under the guard-plates, the connecting-bar, and the springs connecting it with the fixed partitions, and devices to secure said bar.

3. In a wagon-body, the combination, with fixed inclined partitions and inclined hinged partitions, of a connecting-bar, and a spring connected to it and to a fixed part of the body, acting to quickly move the hinged partitions in an opening direction to allow the load to quickly dump.

4. In a wagon-body, the combination, with the side-boards, the fixed inclined partitions, and the hinged partitions, of less length, and placed, when closed, at a greater angle than the said fixed partitions, the strips, and the metallic guard-plates, of the connecting-bar, the springs, the strap or chain, the rollers, the fastening device of the strap or chain, and the bars connecting the hinged partitions to the connecting-bar.

5. In a wagon-body, the combination, with the side-boards and the fixed and the hinged partitions, of the connecting-bar having a bend therein which extends over the axle and bolster of the running-gear, whereby the body may be lifted off without disconnecting the said bar.

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

LOUIS T. CLASON.

Witnesses:
WILBER COLVIN,
A. A. YEATMAN.