F. H. WILLIAMS.

WAGON BODY.

APPLICATION FILED MAR. 3, 1916.

1,269,667.

Patented June 18, 1918.

2 SHEETS—SHEET 1.

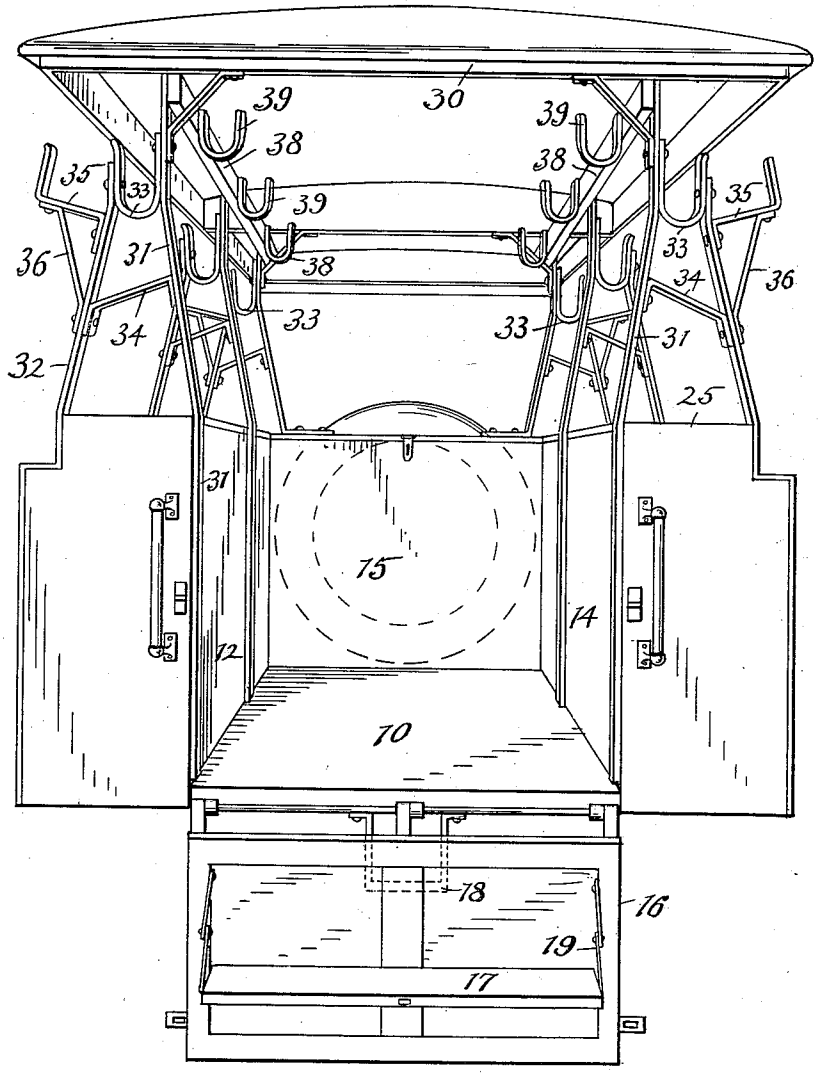


Fig. 1.

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2 SHEETS—SHEET 2.

Fig. 2.

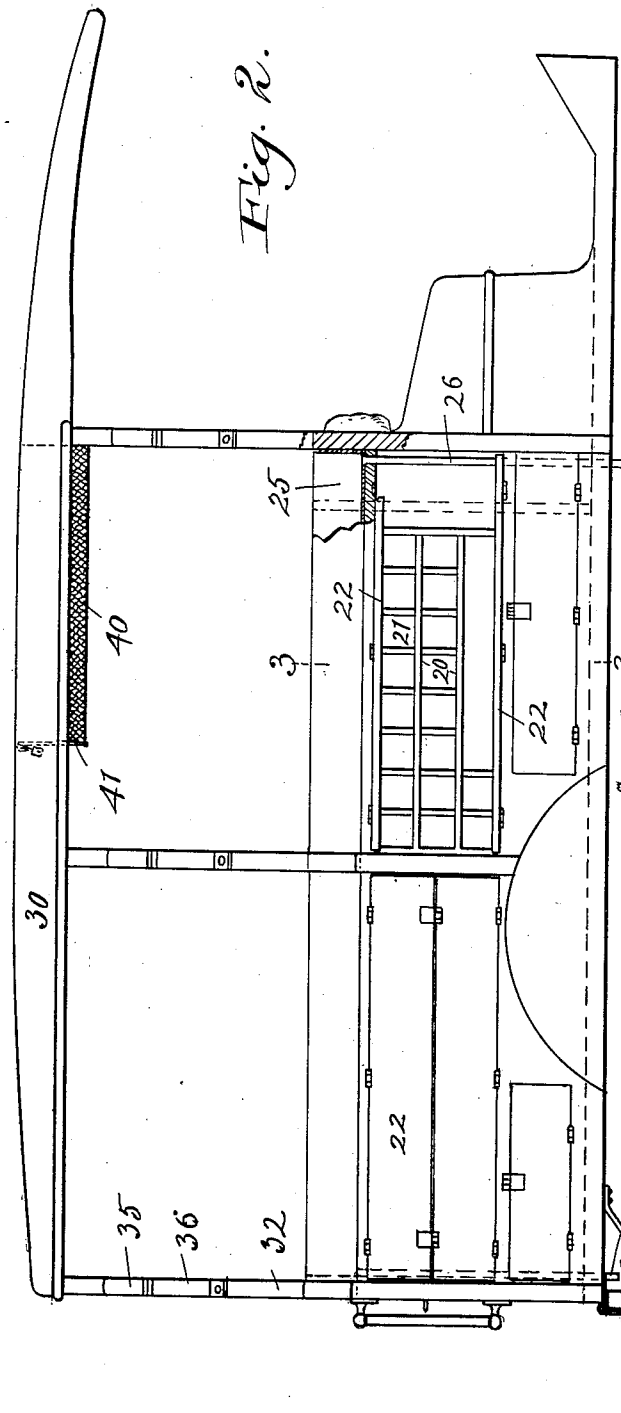
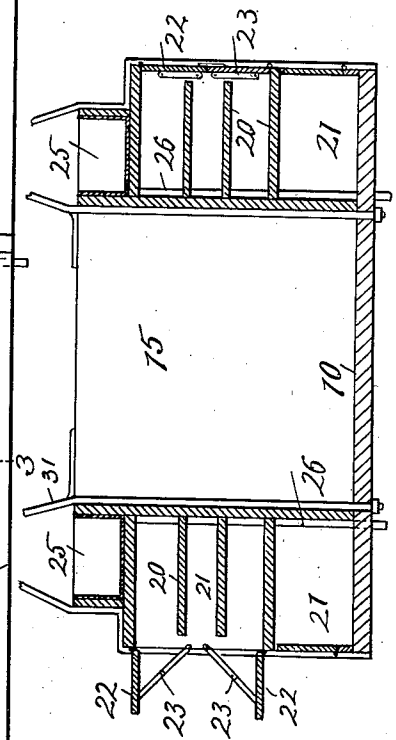


Fig. 3.



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UNITED STATES PATENT OFFICE.

FRED H. WILLIAMS, OF CLEVELAND, OHIO, ASSIGNOR, BY MESNE ASSIGNMENTS, TO THE WHITE MOTOR COMPANY, OF CLEVELAND, OHIO, A CORPORATION OF OHIO.

WAGON-BODY.

1,269,667. Specification of Letters Patent. Patented June 18, 1918.

Application filed March 3, 1916. Serial No. 81,849.

To all whom it may concern:

Be it known that I, FRED H. WILLIAMS, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented a certain new and useful Improvement in Wagon-Bodies, of which the following is a full, clear, and exact description.

This invention is an improved wagon body especially contrived for the use of a construction gang engaged in the erection of poles and the stringing of wires for telephone, telegraph, electric light, and other service.

The object is to provide a body especially suitable for carrying the men, material, tools, and other equipment required.

The invention consists in the construction and combination of parts shown in the drawings and hereinafter described and pointed out definitely in the appended claims.

In the drawings, Figure 1 is a perspective rear view of the wagon body; Fig. 2 is a side elevation thereof, and Fig. 3 is a transverse section in the plane of line 3—3 on Fig. 2.

The body as shown is intended to be secured upon the chassis of a motor truck; but obviously it may be secured on the running gear of a horse drawn vehicle.

The body includes a floor 10, two sides 12 and 14, the front end 15, and the tail board 16; the latter is hinged along its lower edge to the rear end of the floor so that it may swing down to the position shown in Figs. 1 and 2. Fixed to the under side of the floor at the rear edge thereof is a U-shaped loop 18, which, when the tail board is up, as shown by full lines in Fig. 2, is a convenience for enabling the men to climb into the wagon body. When, however, the tail board is swung down, it comes in contact with this step, preferably before it reaches the vertical position, and this engagement between the depending tail board and step limits the forward swing of the tail board. Hinged to the inner face of the tail board is a step 17; and the toggle links 19 which are pivotally connected together are likewise pivoted to the side of this step and to the tail board. These links permit this step to be folded back into contact with the tail board 16 and likewise they permit said step to be swung out into the position shown in the drawing, which is a horizontal position when the tail board is down; and these links will hold said step in that position.

Each of the two sides 12 and 14 is built in the form of a box or cabinet, which contains numerous shelves 20 and pockets 21, the openings to which are through the outer wall of the box-like side. The openings through which these shelves and pockets are made accessible are closed by doors 22 hinged on horizontal axes; and associated with each door is a device, as for example, the toggle links 23, for holding the door in the open horizontal position. In some cases each opening through the outer wall of the cabinet-like side is closed by two of these doors, one hinged to its upper edge and one to its lower edge. When they are open as shown in Fig. 3 the lower of these doors serves as a shelf, while the upper one serves as a water-shed or as a shelf, as required.

On the top of each of these cabinet-like sides is an open top box 25 which is preferably metal lined; and a drain pipe 26 extends from each of these boxes down through the bottom of the body. When a construction gang has been working in rain or snow, the tools, material, and other paraphernalia which have gotten wet, may be temporarily put into these boxes and allowed to drain before being put away in the boxes or on the shelves in the cabinet-like sides where they belong, in fact, some of the tools, such as shovels, axes, crowbars, and the like, may be permanently carried in these boxes.

The body is provided with a top 30 secured to and supported by a plurality of upright stanchions. Preferably there are three of these stanchions on each side of the body, and preferably also they are alike in construction. Each stanchion consists of a strap iron 31 secured to the inner face of the side and extending up therefrom a suitable distance, its upper end being connected with the longitudinal top beam 38. Another upright 32 is fixed to the outer face of the box-like side and extends upward, although not as far as the upright 31. These two uprights 31 and 32 are connected near the top of the latter by a U-shaped brace 33. Also they are connected by an inclined brace 34.

Preferably also there is secured to the outer face of the outer upright 32 a Z-shaped bracket 35, and preferably this is braced by a brace 36 connected to it and to the upright 32.

The construction gangs carry numerous poles, rods, ladders, and bars of various sorts. The poles and things of that sort may be put in the pockets formed by the several braces 34, or the several U-shaped braces 33, or they may be placed in the pockets formed between the uprights 32 and the brace 36, or in the open pockets formed between the upright 32 and the bracket 35. Ladders may be conveniently hung on the several brackets 35.

A plurality of hooks 39 are fixed to the two longitudinal top beams 38, and these may be utilized for suspending ropes, cables, and things of that sort.

At 40 there is shown a basket preferably of wire in which insulated wire may be kept and is so positioned that the wire is out of the way. The basket is secured at the top portion of the cover between the top beams 38. The basket has a gate 41 which is hinged and may be swung down to afford access to the interior of the basket.

Having described my invention, I claim:

1. The combination of a wagon box, of a plurality of alined stanchions secured to and projecting upward from each side,—each stanchion comprising an outer member, an inner member which extends above the outer member, and an open U-shaped brace extended between and secured to said two members adjacent the upper end of the outer member.

2. The combination of a wagon box, a plurality of stanchions secured to each side, each stanchion comprising an inner member, an outer member, braces connecting them, and a bracket secured to and extending outward from the outer member and having an upwardly extended outer end.

3. The combination of a wagon box, a plurality of stanchions secured to each side thereof, each stanchion comprising an outer member, an inner member which extends above the outer member, braces extending between and secured to said members, and a top secured to the upper ends of the inner members of the several stanchions.

In testimony whereof, I hereunto affix my signature.

FRED. H. WILLIAMS.