

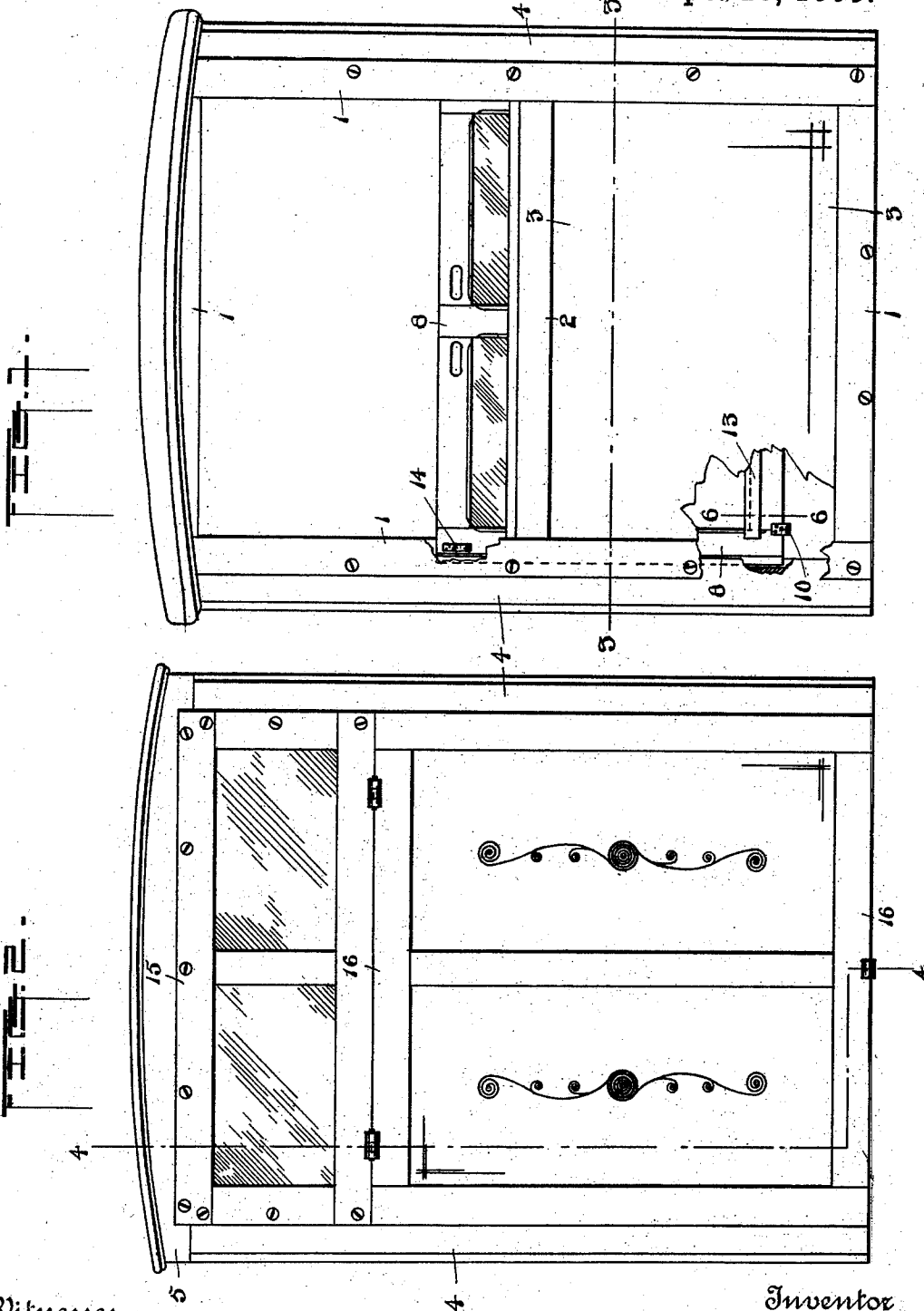
(No Model.)

2 Sheets—Sheet 1.

J. HESSONG.
WAGON BODY.

No. 505,464.

Patented Sept. 26, 1893.



Witnesses
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J. H. Sittman.

Inventor
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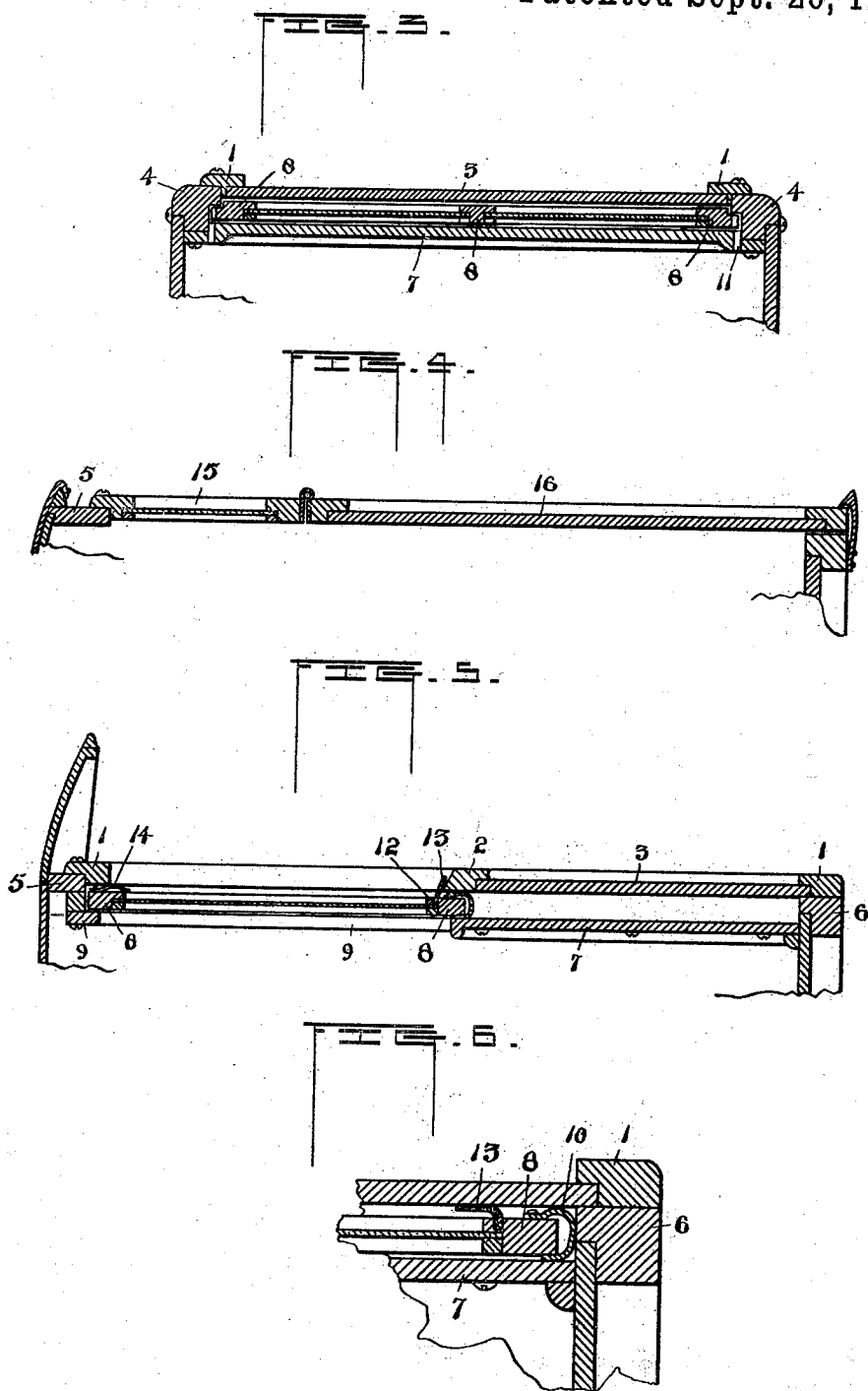
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UNITED STATES PATENT OFFICE.

JAMES HESSONG, OF CHILLICOTHE, OHIO.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 505,464, dated September 26, 1893.

Application filed November 28, 1892. Serial No. 453,333. (No model.)

To all whom it may concern:

Be it known that I, JAMES HESSONG, a resident of Chillicothe, in the county of Ross and State of Ohio, have invented certain new and useful Improvements in Wagon-Bodies; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

The invention relates to knock down wagon bodies which are inclosed at the sides and covered, such as set forth in patent granted to me June 30, 1891, No. 455,044.

It has for its object to provide for the manufacture of such bodies detachable with ends having windows, doors and other adjuncts, in sections which can be packed in a close compass, during the process of making, painting and finishing, and in which the ends, sides, bottoms and tops can be readily screwed or bolted together as hereinafter described, and adapted to be subsequently detached with ease and without marring or defacing the fine finish of the wagon body for the purpose of securely packing the same in small compass for storage and transportation and which will afterward permit the ends and other sections of the bodies to be reassembled and screwed and bolted together without marring or defacing the finish.

The invention consists in the construction hereinafter described and particularly pointed out in the claims.

In the accompanying drawings Figure 1 is a front elevation of the wagon body. Fig. 2 is a rear elevation of the wagon body. Fig. 3 is a section on line 3—3 Fig. 1. Fig. 4 is a section on line 4—4 Fig. 2. Fig. 5 is a section on line 5—5 Fig. 1. Fig. 6 is a section on line 6—6 Fig. 1.

Numerals 1 denotes the side and end bars of the main part of the removable front of a wagon body divided preferably near the center by a cross bar 2 above which is a window opening.

3 denotes a panel filling the frame below the cross bar. The side and top bars 1 are chamfered as shown to fit the posts 4 and top bar 5 of the body. The lower cross bar of the detachable frame fits between said posts 4 and against the front face of the sill 6 which is set back from the front face of the side

posts 4. The frame is secured by screws to the wagon body frame as indicated.

7 denotes a detachable panel secured by screws or bolts to the inside of posts 4 so as to leave a pocket between itself and the front panel adapted to receive a window sash 8. This sash is fitted to run in ways formed by rabbeting the posts.

Above the panel 7 detachable strips 9 are screwed or bolted to the posts to inclose the window sash ways.

10 denotes springs attached to the bottom of the sash and curving about its bottom rail in manner substantially as shown and adapted to prevent the rattling of the sash either in its lowered position between the panels or when raised to close the window.

11 denotes supplementary holes formed on the inside of the detachable frame and of panel 7 to receive the screws which ordinarily hold the frame and panel to the wagon body frame, when these parts are detached and packed for storage or transportation. At such time the glazed window sash can be fastened between the detachable frame having panel 3 and the panel 7 the holes 11 being suitably situated opposite the fastening screws of said panel and frame respectively, so that they can be entered therein and made to securely fasten the parts together.

In some cases the side edges of the sash will be notched for the passage of these screws in the operation just described. They will in such case prevent the displacement of the sash. It is obvious that the springs will in this situation tend to prevent the jarring of the window sash. In some cases I contemplate rabbeting the lower sash rail at 12 and securing in the recess thus formed a rubber strip or flap 13 adapted when the sash is raised to overlap the inclined edge of the cross bar 2 in manner to shed water. In such case the sash will be arranged to be lifted a little above its normal position when desired for the purpose of permitting the rubber flap to be pulled inwardly so that it may be carried down into the pocket by the descending sash. The ways that receive the sash may if desired be made of sufficient width to allow a little play of the foot of the sash against holding springs 14 which however are of sufficient strength to keep the sash against the posts 4 except when pur-

posely compressed to permit it together with the flap, to descend between the panels. At the rear end of the body is a sash 15 removably secured by screws or the like to the rear posts and cross beam of the body. To the bottom rail of this sash is hinged a door 16.

Either or both ends can be removed and the body used without them as circumstances require and when the front end is in place the sash can be lowered or not as preferred and it is held from jarring or rattling by the springs in whichever situation it is employed. The rubber flap, if it be used, prevents rain from driving in between the sash and panel 3 and it also packs or cushions the foot of the sash when it is lowered in the pocket.

The improvements are applicable to wagons of various kinds having closed bodies.

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

1. An inclosed wagon body having a detachable end consisting of the frame and panel and the movable sash having its lower outer edge rabbeted and a flexible flap secured in said edge and adapted to overhang the cross bar substantially as set forth.

2. The detachable wagon body end consisting of the paneled frame, the inner panel and the sash, said frame and panel being provided on the inner sides with screw holes situated to receive the fastening screws extending through the usual holes in the frame and

panel, when the latter are detached from the body and the parts are suitably assembled for package or transportation, substantially as set forth.

3. In a knock down wagon body the posts 4 rabbeted to receive a sash, said sash, the detachable paneled frame secured by screws to the posts, the detachable inner panel secured in like manner to said posts on their inside and the detachable strips secured to the posts above the inner panel to complete the ways of the sash, substantially as set forth.

4. An inclosed wagon body having a detachable top, floor, sides and ends, the front end consisting of the frame 1 and panel 3 said end having the separate detachable panel 7 forming a pocket with the panel first named, and the movable sash, substantially as set forth.

5. An inclosed wagon body having its top, floor, sides and ends detachably secured together by screws or bolts and the detachable posts 4 rabbeted to receive the sides and ends all substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JAMES HESSONG.

Witnesses:

F. W. WHEELER,
D. W. LAWRENCE.