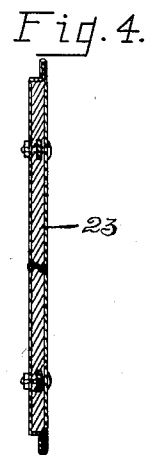
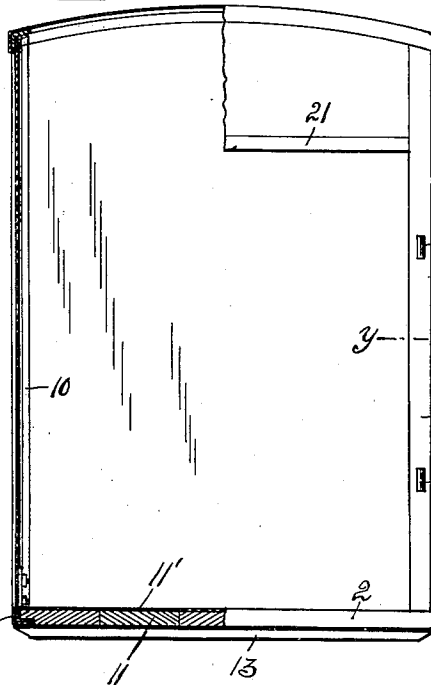
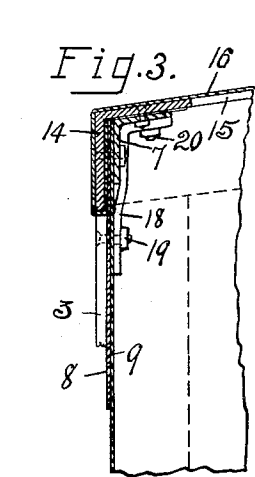


WAGON BODY.

Patented Aug. 24, 1909.

931,719.



Hazel B. Hiett.

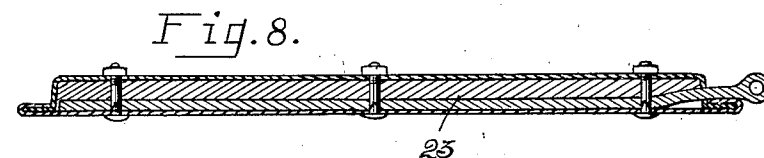
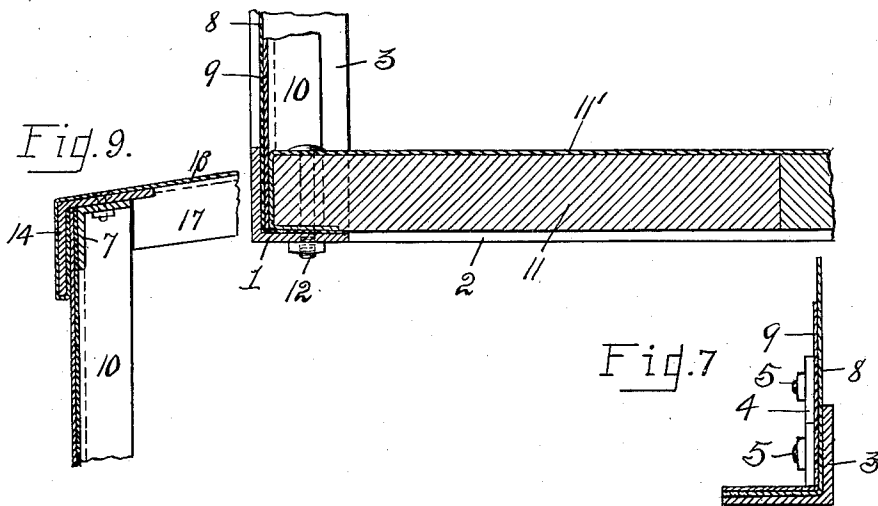
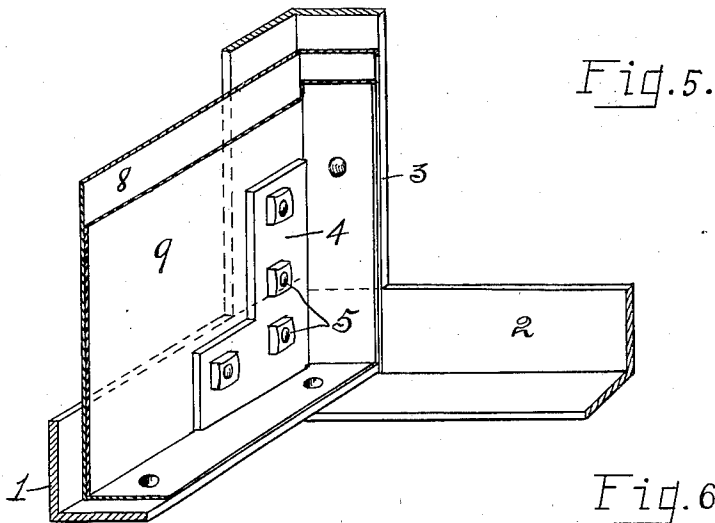
Louise Kneiber.

M. C. Bauer,
By Owen & Owen,
His attys.

M. C. BAUER.
WAGON BODY.
APPLICATION FILED JUNE 6, 1908.

931,719.

Patented Aug. 24, 1909.
2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

MITCHELL C. BAUER, OF TOLEDO, OHIO.

WAGON-BODY.

931,719.

Specification of Letters Patent.

Patented Aug. 24, 1909.

Application filed June 6, 1908. Serial No. 437,071.

To all whom it may concern:

Be it known that I, MITCHELL C. BAUER, a citizen of the United States, and a resident of Toledo, in the county of Lucas and State of Ohio, have invented a certain new and useful Wagon-Body; 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to wagons, and particularly to wagon bodies of the closed delivery wagon type; and it has for its object the provision of a simple and highly efficient metallic wagon body of this class, which is light, cheap and durable in its construction, and capable of being easily and quickly set-up or taken apart, and which is provided with simple means for preventing it from having a rattling or metallic sound when running, thus enhancing its practicability and commercial value.

The construction and arrangement of the parts of the invention are fully described in the following specification, and illustrated in the accompanying drawings, in which,—

Figure 1 is a vertical longitudinal section of the body comprising my invention with a portion of the flooring thereof removed. Fig. 2 is a rear end elevation thereof with a portion in section and the doors at such end removed. Fig. 3 is an enlarged section on the line *ww* in Fig. 1. Fig. 4 is a vertical section of one of the doors. Fig. 5 is an enlarged perspective of a lower corner portion of the body. Fig. 6 is an enlarged section of a portion of the floor and one side of the body as on a line *x'x'* in Fig. 1. Fig. 7 is an enlarged section on the line *yy* in Fig. 2. Fig. 8 is an enlarged transverse section of one of the doors, and Fig. 9 is an enlarged section on the line *y'y'* in Fig. 1.

Referring to the drawings, 1 designates a length of angle-iron, one of which is disposed at each side of the body frame to form the side floor beams thereof. These beams correspond in length to that of the floor and each has one flange turned inwardly to provide a floor support and one flange turned up as shown. The side beams 1 rest at their ends on the inturned flanges of the angle-

iron end-beams 2, 2 to which they are bolted or otherwise suitably secured. The rear corner uprights of the frame also comprise angle-iron strips 3, which have their flanges resting at their lower ends on the edges of the upturned flanges of the side beams 1 and rear beams 2 at their meeting ends, as is made clear in Fig. 5, and are preferably secured to said beams by binding plates or straps 4 and bolts 5 as shown or other suitable means. The front uprights 6 of the frame are set back a short distance from the front edge of the front end beam 2 to provide the customary foot extension and are preferably formed of angle-iron as in uprights. The uprights are connected at their upper ends by the top side angle-iron strips 7, each of which has one flange turned down and the other inward, as best shown in Fig. 3. The frame sides are covered with sheet metal 8, which has its end edges preferably riveted to the inner sides of the forwardly and rearwardly projecting flanges of the uprights 3 and 6, respectively, and its lower edge riveted within the angles of the side-beams 1 and bent to conform to the angles thereof, while the upper edges of the sheets are secured to the outer sides of the respective top strips 7.

In order to deaden the metallic sound which would otherwise be very annoying when the vehicle is running and would in fact prohibit the use of metallic bodies of this class, the sides and ends, and top if desired, where sheet metal is used, are lined with a suitable fibrous material 9, preferably asbestos, which is securely glued to the metal in a suitable manner. This lining serves also to exclude the heat of the sun from the interior of the body.

After the sheet metal and lining have been secured in place, the sides are reinforced by a plurality of interior ribs 10, preferably of angle-iron, which are riveted or otherwise suitably secured to the sheet-metal and lining and at their upper ends to the top side beams 7.

The floor of the body is composed of boards 11 which are suitably secured together and preferably covered by sheet metal 11', the side and end edges of which metal fold over and under the contiguous edges of the flooring as shown. The flooring as thus formed is adapted to rest at its side

and end edges on the top of the inturned flanges of the respective side and end beams 1 and 2 of the frame to which it is secured by a plurality of bolts 12, as shown in Fig. 6. It is thus apparent that the floor may be readily and easily removed by simply removing the bolts 12 for such purpose. The bottom of the frame is strengthened by transversely connecting the side beams 1, 1 thereof by angle-iron strips 13, which are disposed beneath the flooring, as shown.

The top or roof frame of the body consists of the side beams 14, and the transverse end strips 15, both preferably of angle-iron, which are suitably joined at their meeting ends, and each has a flange turned inward and a flange turned down to adapt the frame to fit over and embrace the outer upper edges of the body sides. The top frame has a covering 16, preferably of sheet-metal, secured thereto, and this is reinforced intermediate the end-strips 15 by the transverse strips 17, which have their ends terminating short of the side-strips 14 to adapt them to project down between the top strips 7 of the body sides, as shown in Fig. 9. The top when placed on the body sides is removably secured thereto by straps 18, which are disposed within the body at the corners thereof and are secured at their lower ends to the corner uprights 3, 6 by bolts 19 and have their upper ends fitted within the angle of the side strips 7 and secured to the inturned flanges of the side strips 7 and side strips 14 of the top by bolts 20, as shown in Fig. 3.

The rear end of the body is shown as being provided with a door opening, the bottom and sides of which are formed by the rear end-beam 2 and uprights 3, while the top is shown as being formed by a transverse angle-iron strip 21, which connects at its ends to the uprights 3. The space between the strip 21 and body top is closed by sheeting 22 as in the case of the sides. Fitted within the door opening is a door 23, which is hinged to the body, as at 24 and is constructed of sheet metal having a wood core, as shown, or it may be of any other suitable construction.

In the assembling of the body the beams 1 and 2 are first connected to form the floor frame, and the two sides, each comprising the uprights 3, 6, top horizontal strip 7, sheet metal and lining 8 and 9, and reinforcing vertical ribs or strips 10, are then secured to the respective sides of the floor frame by the straps 4 and bolts 5. The lower edge of the side covering 8—9 and ends of the ribs 10 project down within the angle of the side beams 1 and are secured to the vertical flanges thereof by bolts 10' passing through the ribs and said flanges, as shown in Fig. 1. The sides being secured to the bottom frame the top is then placed over the top edges of said sides and secured thereto by the straps

18 and bolts 19, as shown, thus rigidly connecting the upper ends of the two sides together. The floor may now be placed in the body and removably secured to the bottom frame by bolts 12.

It is thus apparent that I have provided a metal wagon body which is simple, strong and light in its construction, capable of being easily and quickly taken apart or assembled, and which is as quiet when the vehicle is running as the ordinary wood or wood and canvas body.

I wish it understood that I do not desire to be restricted to the exact details of construction, arrangement of the parts, or forms or kinds of material shown, and described, as obvious modifications will occur to persons skilled in the art.

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

1. In a wagon-body, a bottom-frame comprising connected side and end beams of angle-iron each having an upturned and an inturned flange, sides secured to the sides of the bottom-frame, a top removably secured to and connecting the upper edges of the sides, said top having an edge frame of angle-iron adapted to embrace the upper edges of the sides, and a floor removably resting on the inturned flanges of the bottom frame.

2. A wagon-body, comprising a rectangular bottom-frame of angle-iron having an upturned and an inturned flange, sides each comprising corner uprights of angle-iron adapted to rest on the top edge of the upturned flange of the bottom frame, a top-piece connecting the corner uprights and a covering for the frame formed by the corner uprights and top-piece, straps attached to and removably securing the corner uprights to the bottom-frame, a canopy removably secured to the top edges of the sides, and a floor in the bottom frame.

3. A wagon-body comprising a rectangular bottom frame, sides secured to the frame, a top provided with an angle-iron edge having a down-turned and an inturned flange, the down-turned flange being adapted to embrace the upper edges of the sides, and straps attached to the sides and top to removably secure the same together.

4. A wagon-body comprising a rectangular bottom-frame of angle-iron having an upturned and an inturned flange, sides each comprising corner uprights of angle-iron adapted to rest on the top edge of the upturned flange of the bottom frame, a top piece connecting the corner uprights and a covering for the frame formed by the corner uprights and top piece, straps attached to and removably securing the corner uprights to the bottom-frame, a top having a marginal frame of angle-iron, one flange of which is

turned down and the other inward, said top
being adapted to rest on the sides with the
downturned flange of its marginal frame em-
bracing the upper edges thereof, straps re-
movably uniting the top to the sides, and a
5 floor removably mounted in the bottom-
frame, substantially as described.

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

MITCHELL C. BAUER.

Witnesses:

C. W. OWEN,
HAZEL B. HIETT.