

N. B. COOPER.
Wagon-Bodies.

No. 148,351.

Patented March 10, 1874.

Fig. 1.

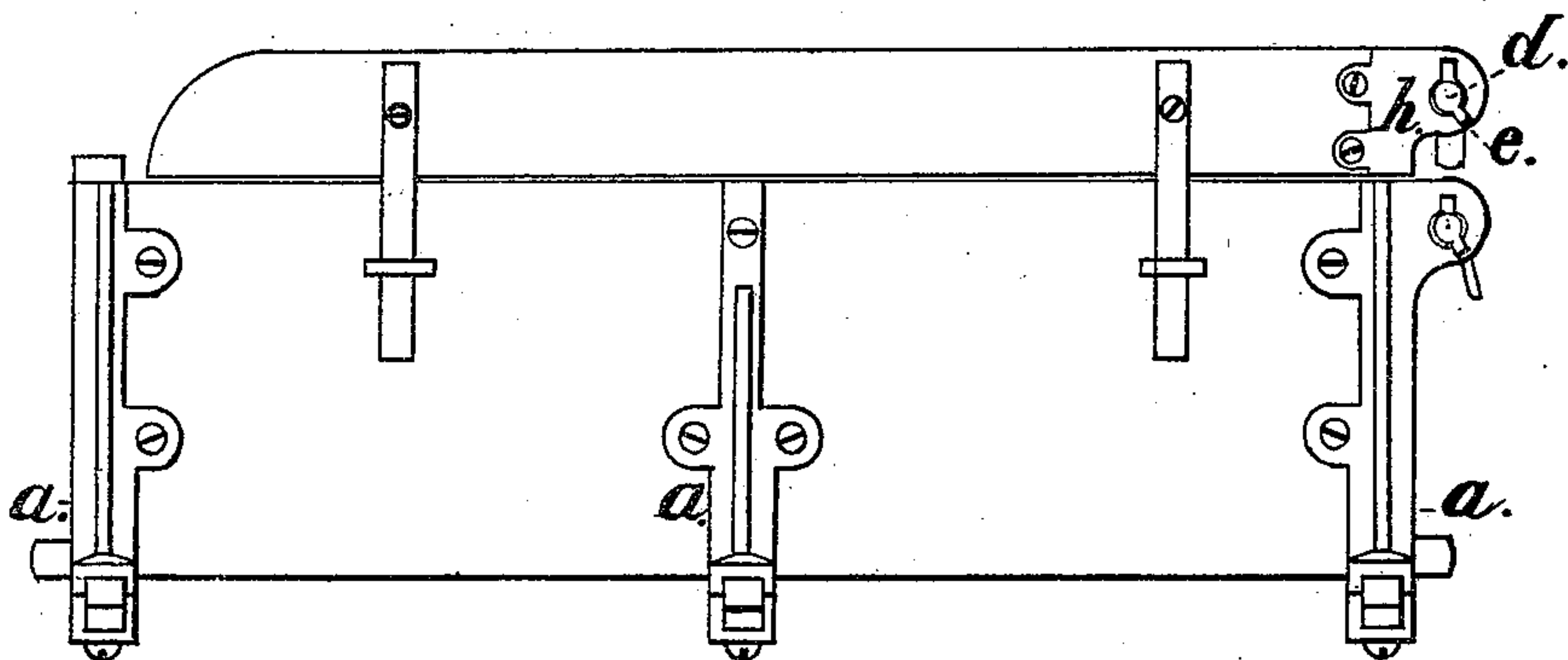


Fig. 2.

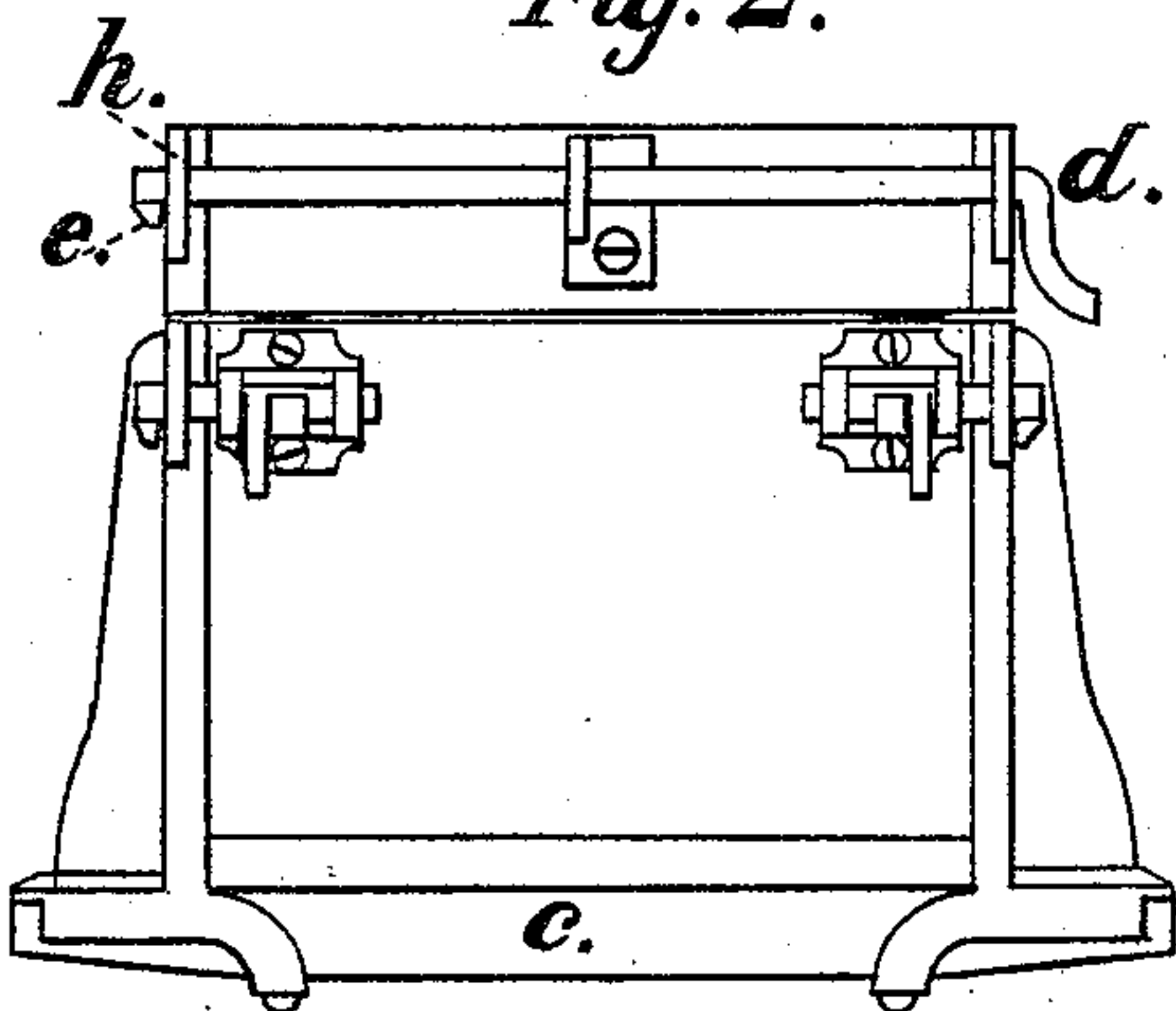
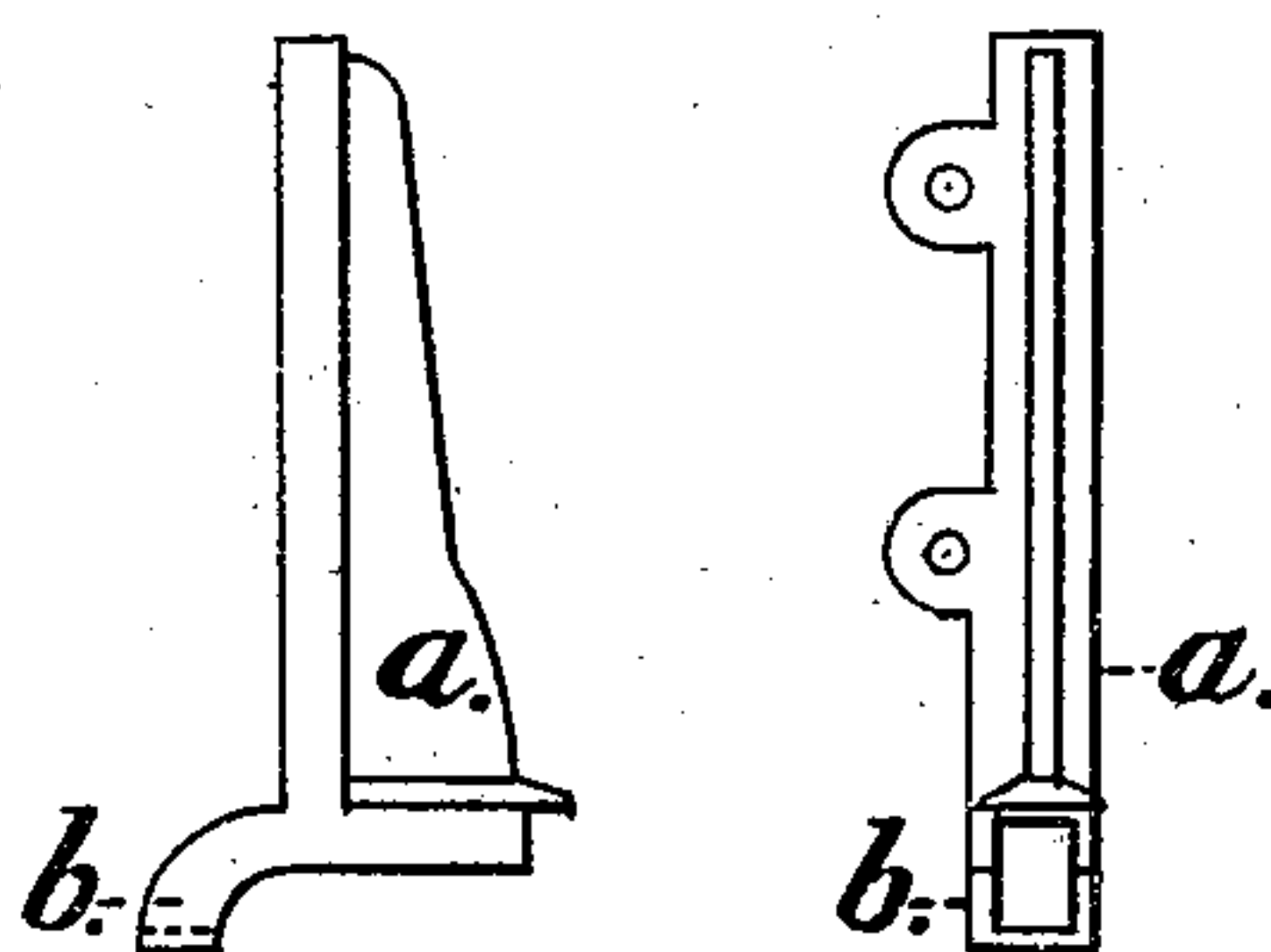


Fig. 3.



Witnesses;
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NELSON B. COOPER, OF INDIANAPOLIS, INDIANA.

IMPROVEMENT IN WAGON-BODIES.

Specification forming part of Letters Patent No. 148,351, dated March 10, 1874; application filed September 27, 1873.

To all whom it may concern:

Be it known that I, NELSON B. COOPER, of Indianapolis, county of Marion, State of Indiana, have invented an Improvement in Wagon-Bodies, of which the following is a specification:

The object of my invention is to provide a wagon-body constructed partly of wood and partly of cast malleable iron, in such manner that the use of longitudinal sills is dispensed with, and which is stronger, more durable, and less expensive than those heretofore made.

The accompanying drawings illustrate my invention.

Figure 1 is a side elevation of my improved wagon-body. Fig. 2 is an end elevation of the same. Fig. 3 is a side and an end elevation of a cast metallic post or upright, designed to support the sides and ends of a wagon-body.

Like letters refer to the same parts.

My invention consists in the construction and arrangement of the various parts, as hereinafter more fully described.

a is a cast metallic upright, having at its lower end a stirrup or socket, *b*. *c* is a wooden cross-tie. *d* is a rod or bolt, having upon its end a lug, *e*. *h* is an eye-plate for receiving the bolt *d*.

The construction of my device is as follows: A pair of the cast metallic uprights, *a*, are fitted upon the ends of the cross-tie *c*, the ends of the cross-tie passing through the stirrup or loop *b*, and being there fastened, the uprights standing at a suitable distance apart for the width of a wagon-body.

The advantage of this method of construction is, that the loop or stirrup *b*, passing under and around the cross-tie *c*, prevents the top of the upright *a* from being forced outward by a load piled against it.

Two of the frames, each formed by a cross-tie, *c*, and pair of uprights *a*, are now placed at a suitable distance apart for the length of a wagon-body, and boards to form the sides of the body are firmly bolted or screwed to the uprights *a*. One or more of the cross-ties, provided with its pair of uprights, is now placed at a suitable distance between the first

two above mentioned, and the side boards bolted or screwed to these uprights also. Boards are now fastened to the upper sides of the cross-ties, forming a bottom for the body. The rear-end board is now slipped into grooves formed by or in the corner-posts, or in the side boards; or it may be hinged to the bottom, as may be preferred. It is secured in place by the bolt or rod *d*, which may be secured to the rear board in any suitable manner, so that it is free to move endwise. To fasten the rear board, the bolt *d* is pushed outward until the lug *e* passes through the eye-plate *h*, when the bolt *d* is partially revolved, this preventing the lug from returning, and effectually prevents the spreading of the body at the top, and also fastening the end board in position.

The front end may be fastened in the same manner, or may be fastened by bolting to lugs projecting from the upright *a*.

The bolt *d* may be made long enough to extend entirely across the body, as shown in the drawing; or may be short and attached to each end of the end board, as shown in the lower part or body proper.

The eye-plate *h* may also be cast separately or in one piece with the upright *A*.

A wagon-body built in this manner is much stronger than when made in the usual manner, and at the same time less expensive.

I claim as my invention—

1. The cast metallic upright *a*, provided with the socket *b*, in combination with the cross-sill *c* and the side of a wagon-body, substantially as shown and described, for the purpose set forth.

2. A series of frames, each consisting of a wooden cross-tie, *c*, and two cast metallic uprights, *a*, provided with the socket *b*, in combination with the sides of a wagon-body constructed without longitudinal sills, substantially as shown and described.

NELSON B. COOPER.

Witnesses:

H. P. HOOD,
NEWTON A. COOPER.