

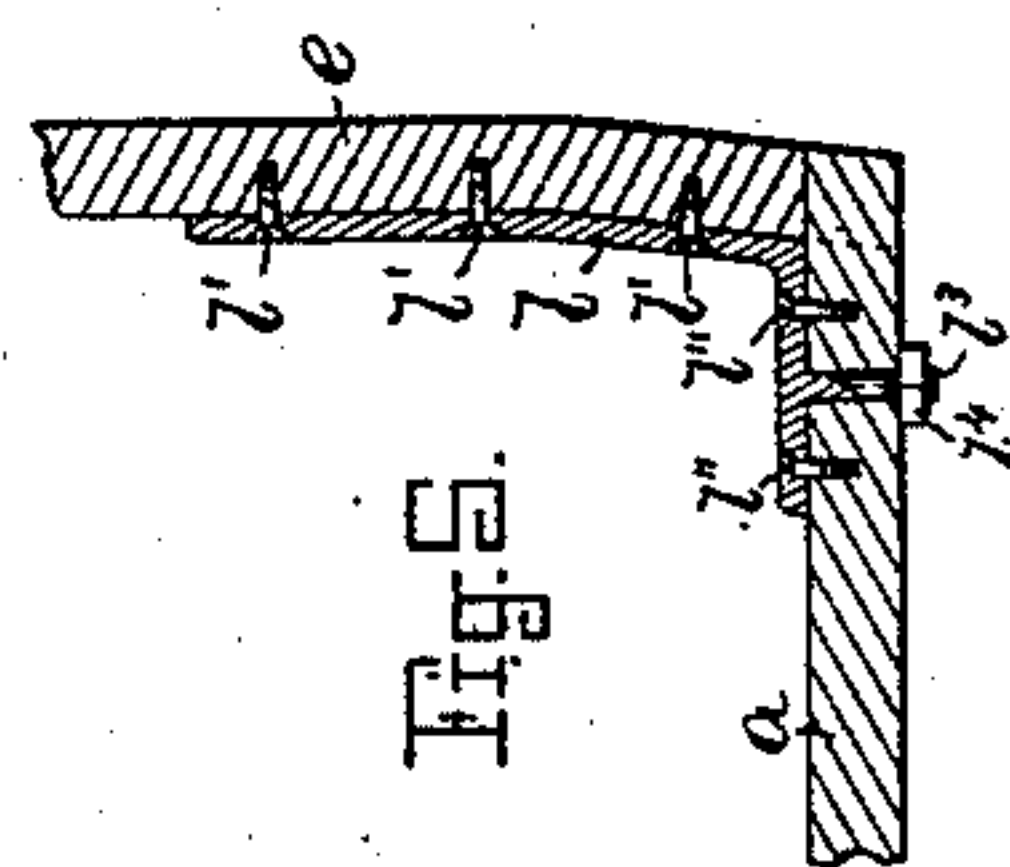
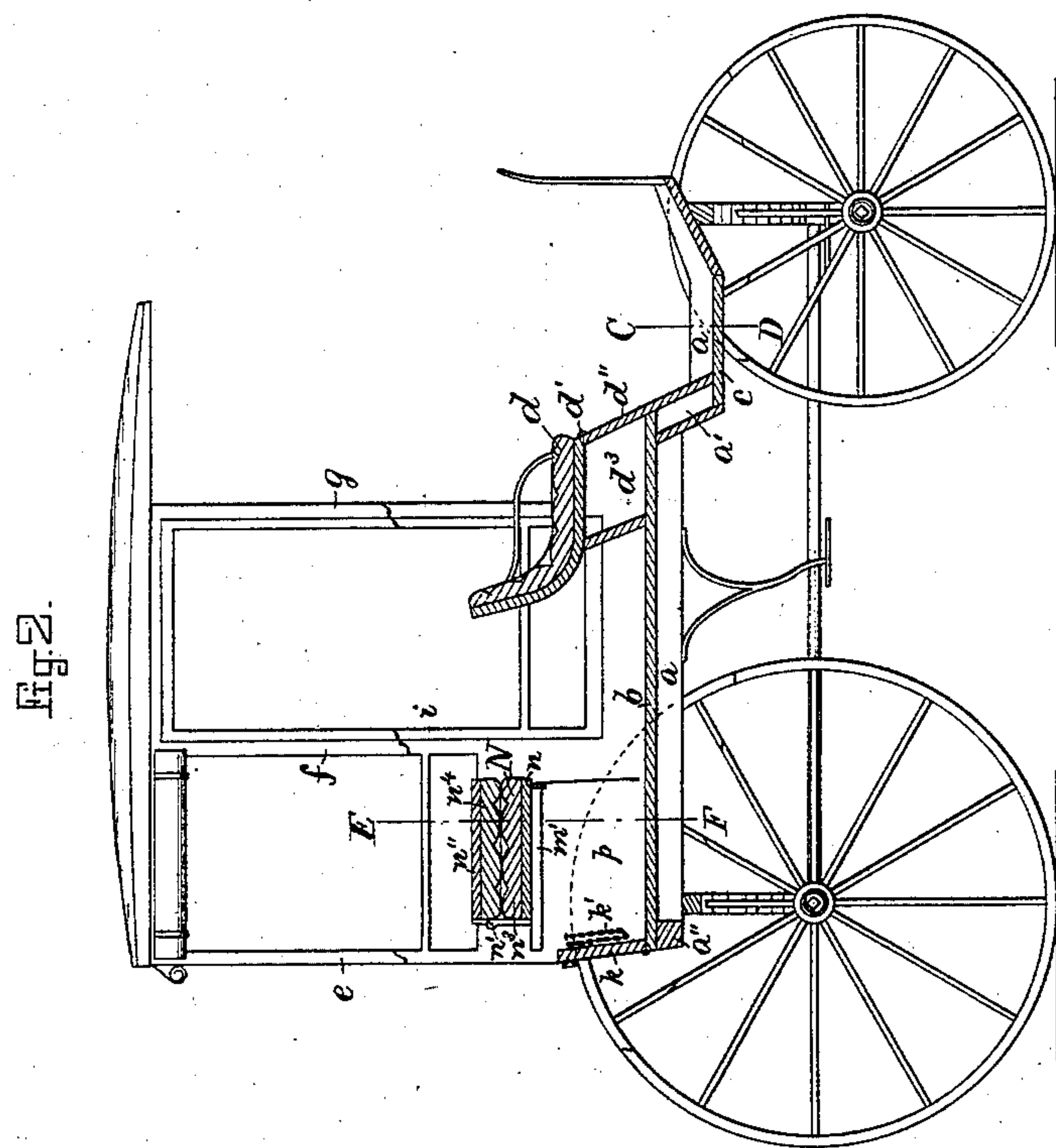
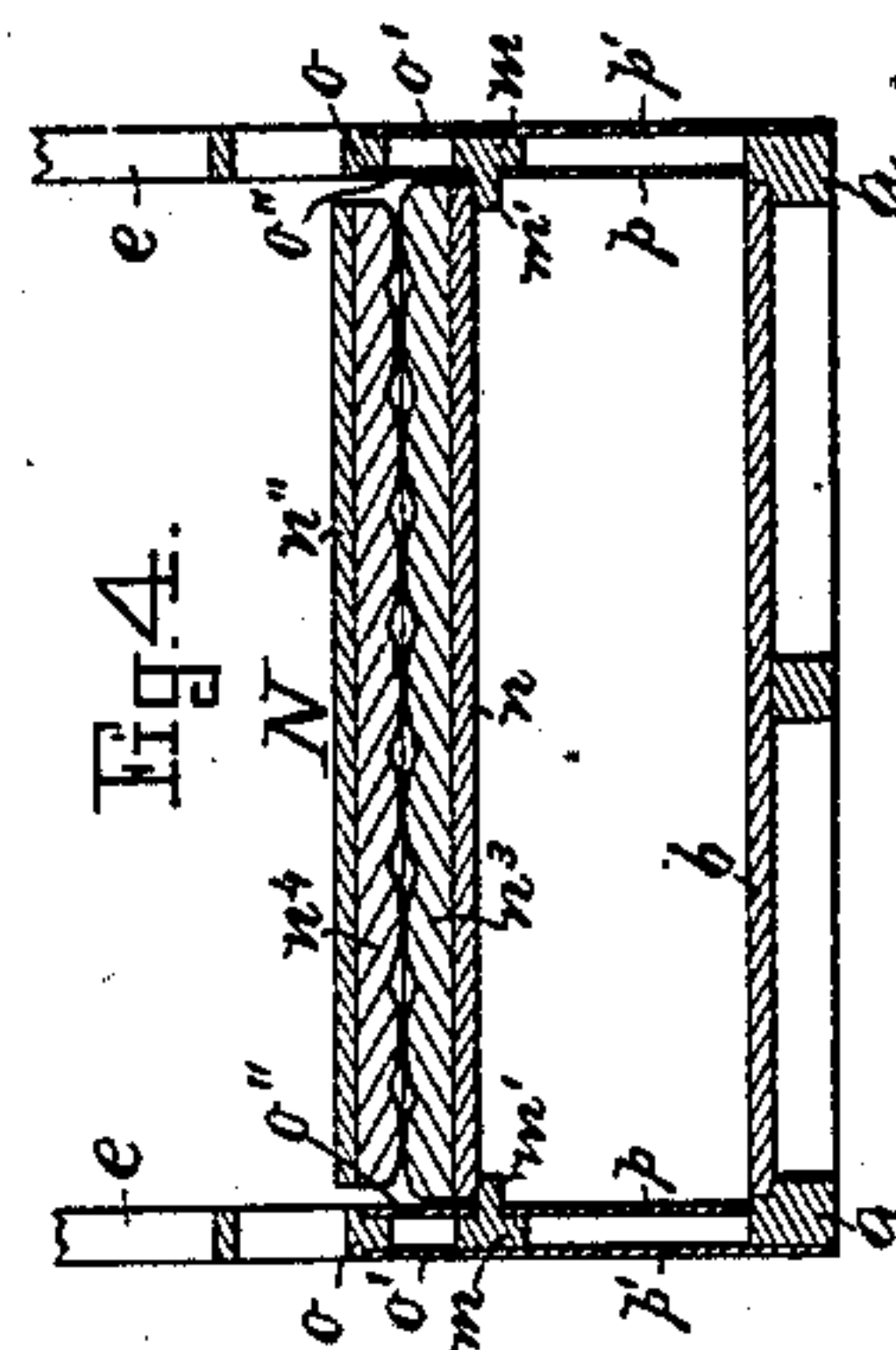
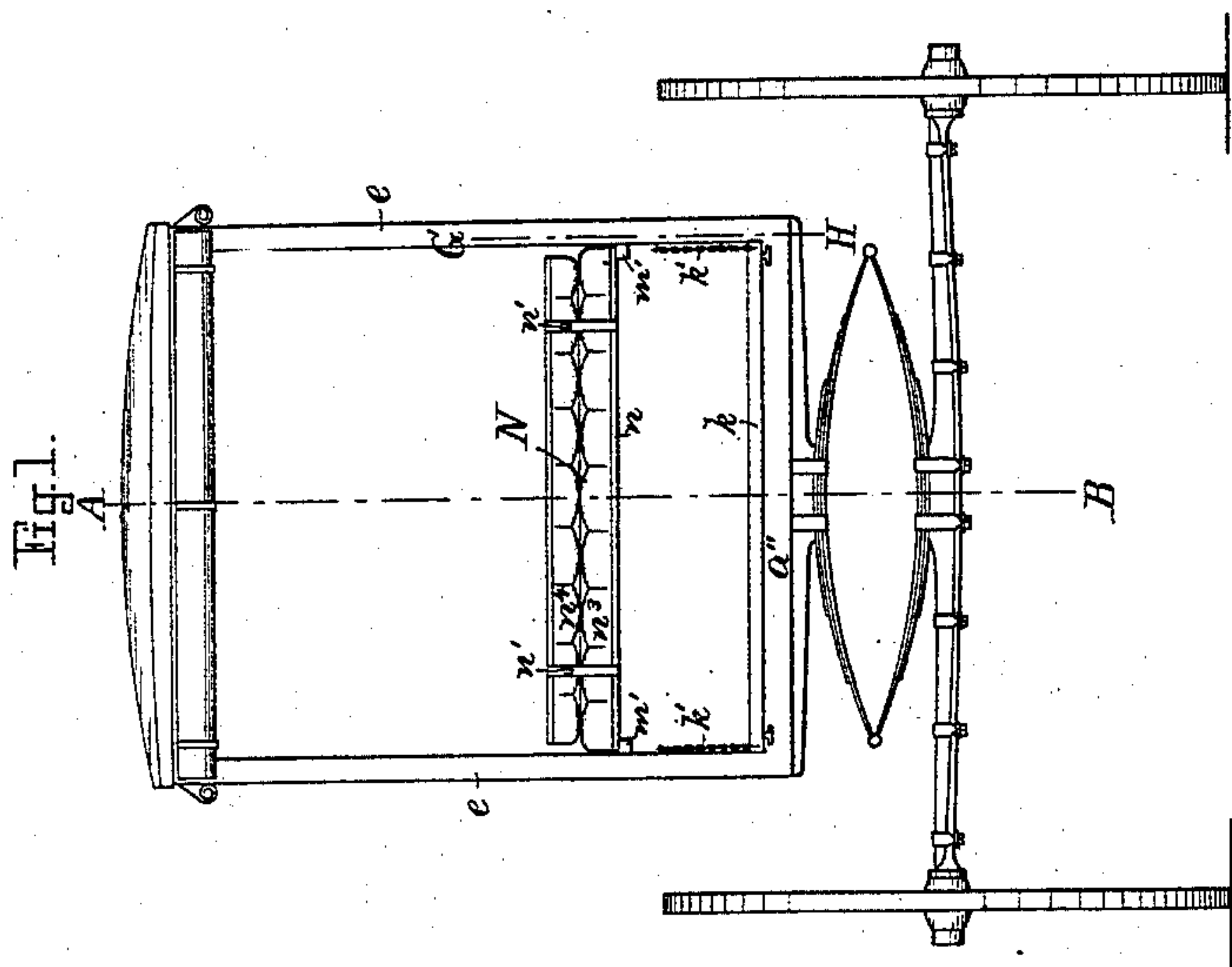
- (No Model.)

E. C. SAWYER.

WAGON BODY.

No. 308,806.

Patented Dec. 2, 1884.



Witnesses

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# UNITED STATES PATENT OFFICE.

ELBRIDGE C. SAWYER, OF BEVERLY, MASSACHUSETTS.

## WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 308,806, dated December 2, 1884.

Application filed June 23, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, ELBRIDGE C. SAWYER, a citizen of the United States, residing at Beverly, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Wagons; and I do hereby declare that the same are fully described in the following specification and illustrated in the accompanying drawings.

10 This invention relates to improvements in wagons, and is particularly adapted for use as a depot-wagon for the purpose of conveying passengers and luggage, and it is carried out as follows, reference being had to the accom-  
15 panying drawings, where—

Figure 1 represents a rear view of the improved wagon. Fig. 2 represents a longitudinal section on the line A B. (Shown in Fig. 1.) Fig. 3 represents a cross-section on the line C  
20 D, (shown in Fig. 2,) illustrating the manner of securing front bottom board to the longitudinal sills. Fig. 4 represents a cross-section on the line E F, (shown in Fig. 2,) illustrating the manner of securing the main bottom board  
25 to the longitudinal sills; and Fig. 5 represents a sectional view on the line G H in Fig. 1, showing the manner of attaching and securing the back post to the end of the sills, as will hereinafter be more fully shown and de-  
30 scribed.

Similar letters refer to similar parts wherever they occur on the different parts of the drawings.

35 This invention is particularly designed for use as a depot-wagon to convey passengers and luggage, and on such a wagon it is desirable that the main floor or bottom board should be without any obstruction from side to side of the wagon, so as to permit the greatest amount  
40 of luggage to be conveyed in proportion to the interior width of the wagon. It is also desirable that the back posts, rising from the sills, should not be connected by any back rail, and thus leave an open and unobstructed  
45 space behind for the free loading and removal of luggage into and from the wagon. The back rail being removed from the rear posts of the wagon, it is essential that the said rear posts should be firmly secured to the longitudinal  
50 sills, and this is also one feature of my invention. To the rear cross-sill is hinged a tail-board provided with fastening-chains or

equivalent device, such tail-board being adapted, when folded outward, to serve as a support for trunks or other luggage, as usual. 55

In this improved depot-wagon I use a folding and detachable rear seat resting loosely on guides or supports projecting on the inside of the main body of the wagon, so that said rear seat may be moved forward and back on  
60 its supports or removed altogether from such supports, if desired to utilize the main body of the wagon for the conveyance of luggage or other articles. The running-gear, with its wheels, axle, and springs, is as usual, and I  
65 wish to state that such parts form no subject-matter of my present invention, which latter relates particularly to the body part of the wagon, as above set forth.

*a a* represent the longitudinal sills for the  
70 body of the wagon, each of such sills having an offset at *a'*, as usual.

*a''* is the cross-sill, uniting the rear ends of the longitudinal sills *a a*, as shown.

*b* is the floor or bottom board of the main  
75 portion of the wagon, and such main bottom board is secured in any suitable manner to the top of sills *a a* or in rabbets at the upper side of such sills, so as to provide an even and un-  
80 obstructed floor-surface from inside to inside of such main portion of the wagon, as above described, and as shown in Fig. 4.

*c* is the bottom board or floor in the front of the wagon, such bottom board being secured to the under side of the sills *a a* or in rabbets  
85 at the under side thereof, the sills *a a* projecting above board *c*, as shown in Figs. 2 and 3.

*d* is the driver's seat, as usual, hinged at *d'* to the stationary board *d''*, that forms the front of the box *d''*, as usual, and I do not claim  
90 such hinged front seat as my invention.

*e e* represent the rear posts, *f f* the middle posts, and *g g* represent the front posts, uniting the sills *a a* with the top *h*, as shown.

*i* is the door, hinged to the post *f*, one on  
95 each side of the carriage, as usual.

*k* is the tail-board, hinged at its lower edge to the rear cross sill, *a''*, and provided with supporting-chains *k'* or equivalent means, as usual. 100

It will be observed by reference to Figs. 1 and 2 that I dispense with a back rail to unite the rear posts, *e e*, as is usually the case in wagons or carryalls of this kind, and to ena-



ble me to dispense with such a back rail and to obtain a free and unobstructed space from side to side and from top to bottom of such rear posts, *e e*, I secure their lower ends to the sills *a a* by means of metal knees *l l* and screws *l' l''*, passing through holes in such metal knees and screwed into the post and its sill *a*, respectively.

In one piece with the foot of each knee *l*, I prefer to forge the bolt *l'*, passing through sill *a* and secured to it by means of nut *l''*, as shown in Fig. 5.

Between the rear post, *e*, and middle post, *f*, on each side of the carriage or wagon, extends a horizontal bar, *m*, having an inwardly-projecting lip or ledge, *m'*, as shown in Figs. 1 and 4, such ledges or lips *m' m'* serving as rests for the bottom *n* of the detachable rear seat, *N*, such seat being made as usual, and composed of bottom *n*, to which is hinged, by means of metal hinges *n' n'*, the back board, *n''*.

*n<sup>3</sup>* and *n<sup>4</sup>* are the cushions, secured, respectively, to the boards *n* and *n''*. Thus it will be seen that the folding detachable seat *N* may be adjusted, as required, forward and back on the supporting guides or ledges *m' m'*, according to the amount of luggage that is carried, or removed altogether and packed away if the rear part of the wagon is not occupied by passengers.

Above the bar *m*, between the side posts, *e f*, on each side of the carriage or wagon, is a side rail, *o*, secured to said posts, and having outer and inner panels, *o'* and *o''*, between it and the bar *m*, as shown in Fig. 4, so as to obtain even surfaces and proper finish on the

in and out side of the body of the wagon. In a similar manner I finish the space inclosed between the bar *m*, sill *a*, and lower portions of the posts *e* and *f* on each side of the wagon with inner and outer panels, *p p'*, as shown in Fig. 4, so as to obtain even surfaces on the in and out side of the rear portion of the wagon sides.

Having thus fully described the nature and construction of my invention, I wish to secure by Letters Patent and claim—

1. In a wagon, the side sills, *a a*, and body bottom board, *b*, secured in rabbets formed in the upper portion of the sills *a a*, and front bottom board, *c*, secured in rabbets formed in the under portion of the said sills, substantially as described.

2. In a wagon, sills *a a* and rear posts, *e e*, said posts and sills being secured together by means of knees *l*, having bolt *l'*, formed in one piece therewith, substantially as described.

3. In a wagon, the bottom board, *b*, secured to upper sides of sills *a a*, combined with bars *m m*, having inwardly-projecting ledges *m' m'*, and the in and out side panels, *p p'*, as and for the purpose set forth.

4. In a wagon, the posts *e* and *f*, united by means of bar *m* and top rail, *o*, in combination with in and out side panels, *o' o''*, as and for the purpose set forth and described.

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

ELBRIDGE C. SAWYER.

Witnesses:

ALBAN ANDRÉN,  
HENRY HASKELL.