(No Model.) 2 Sheets—Sheet 1.

J. HESSONG.

WAGON BODY.

No. 455,044. Patented June 30, 1891.

FIG. 1.

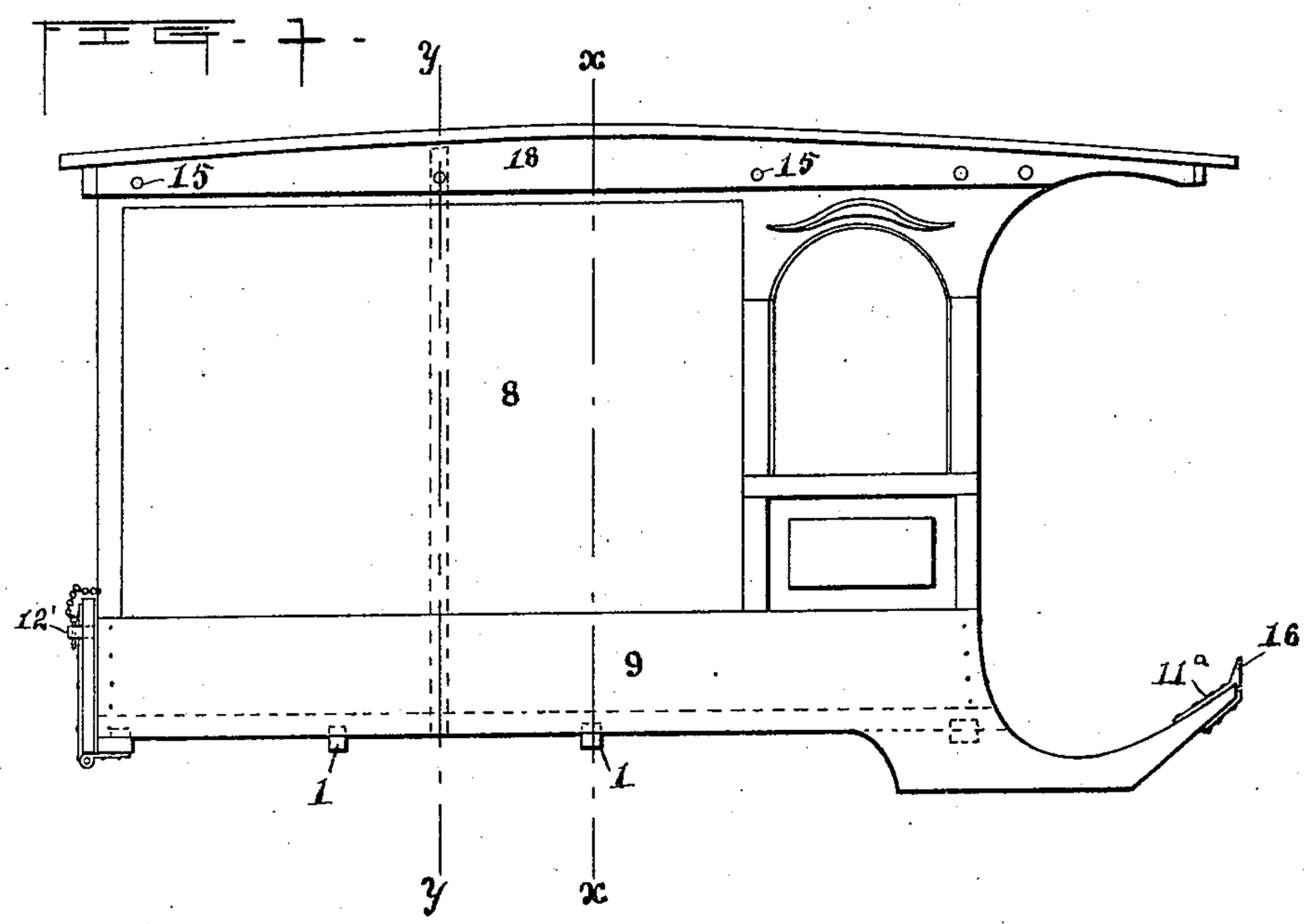
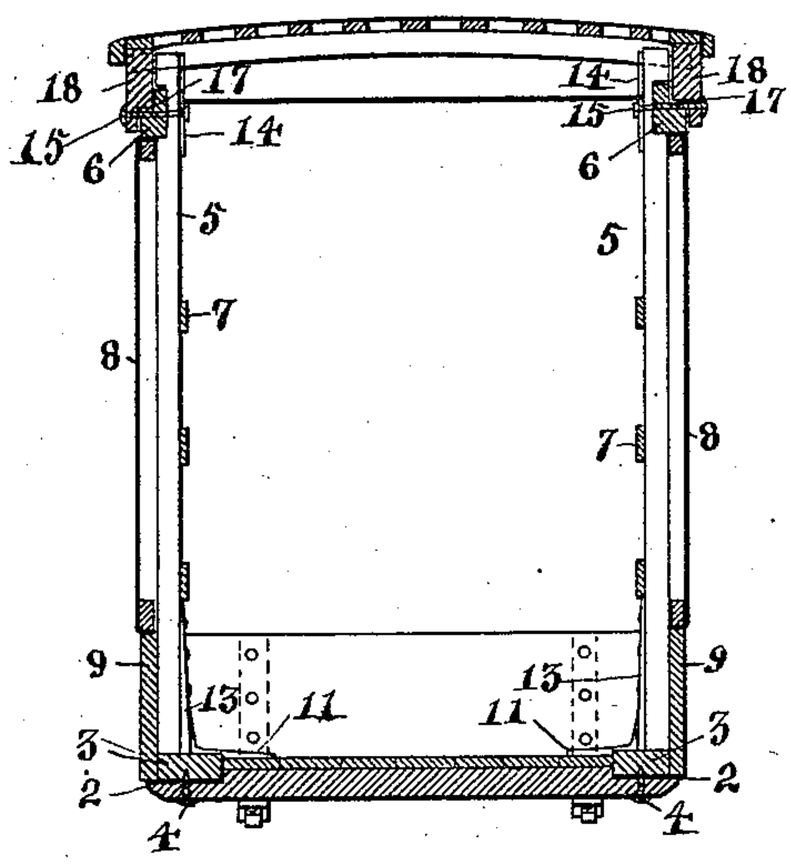


FIG. 2.



Witnesses
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Alfred Wood

Inventor
James Hessong
by
Benj. R. Catlin. Attorney

(No Model.) 2 Sheets—Sheet 2.

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WAGON BODY.

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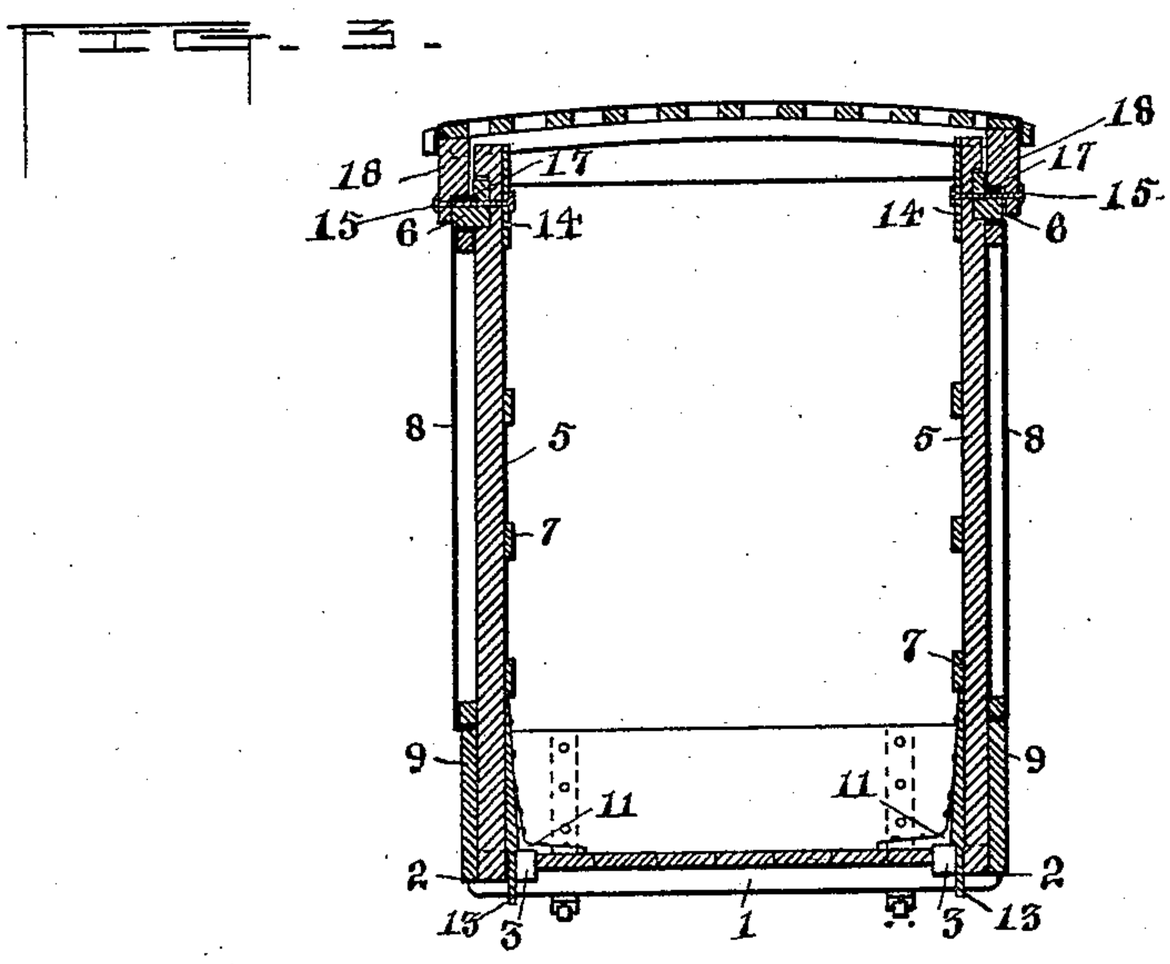

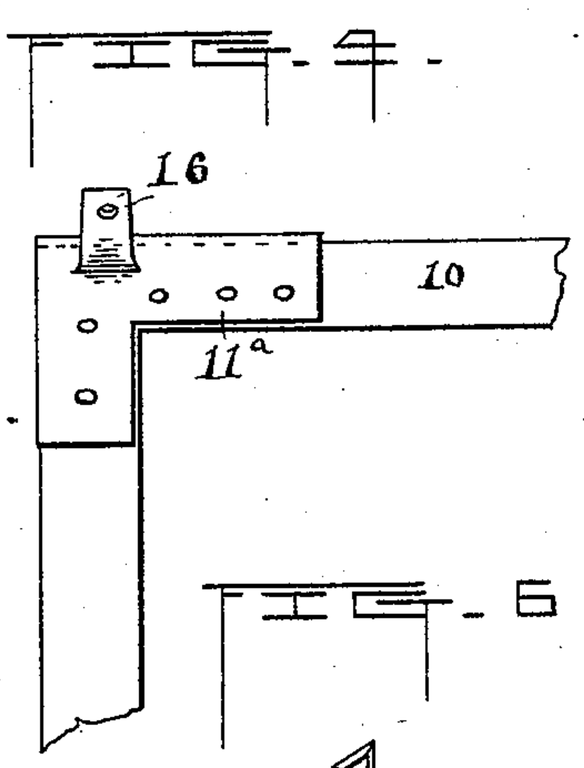

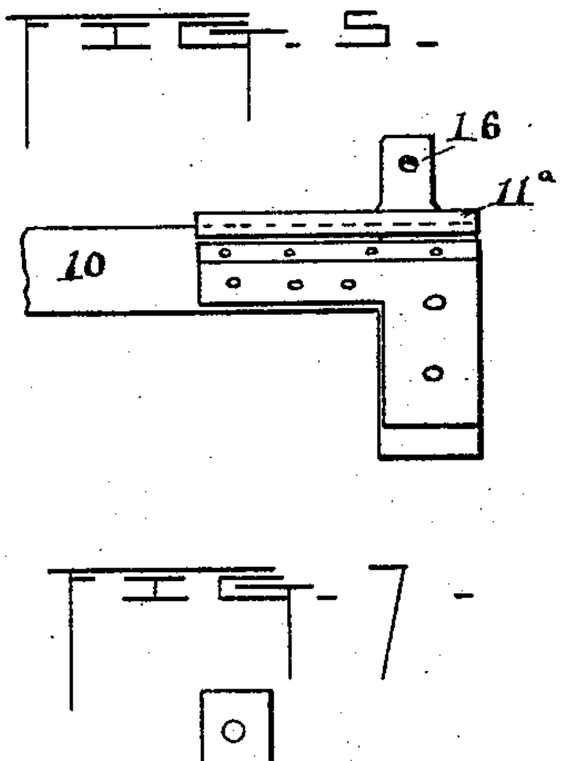

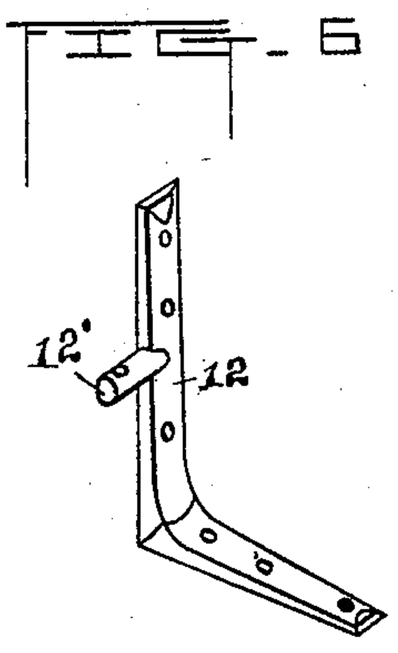

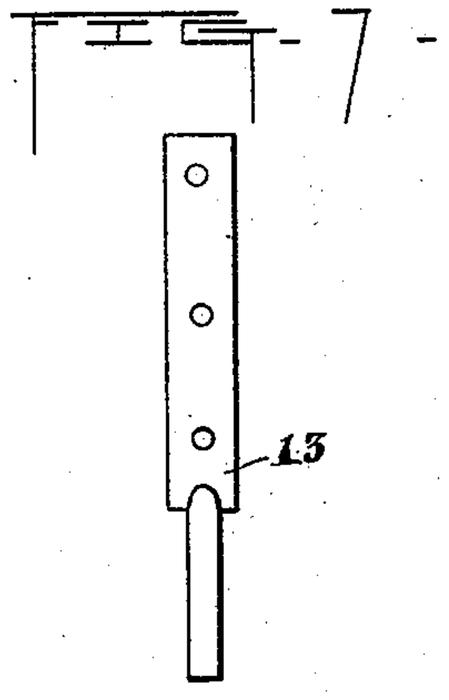

Witnesses
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UNITED STATES PATENT OFFICE.

JAMES HESSONG, OF CHILLICOTHE, OHIO.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 455,044, dated June 30, 1891.

Application filed November 7, 1890. Serial No. 370,594. (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 object of my invention is to provide a wagon-body which can be conveniently taken apart, either for storage or transportation, and as easily put together again without the necessity of defacing or marring the same, even though highly finished; and the invention consists in the construction hereinafter described and particularly pointed out.

In the accompanying drawings, Figure 1 is a side elevation; Fig. 2, a transverse section on the line *x x* of Fig. 1; Fig. 3, a similar section on line *y y* of Fig. 1. Figs. 4, 5, 6, and 7 are views of details.

My wagon-body, is composed of separable floor, side, and top sections. The floor-section is conveniently made by securing suitable boards upon cross-bars 1 1, which latter are made also to receive and support the sides, being by preference suitably cut away at their ends, as at 2 2, to form seats for the sills 3 3. Detachable fastenings—such as screw-bolts—to hold the cross-bars of the floor to the sills are denoted by 4 4. The front cross-piece is preferably connected with the sills by tenons.

The side sections consist mainly of the sills 3 3, posts 5 5, top bars 6 6, and intermediate bars 7. 8 8 denote coverings for the sides, and 9 9 exterior foot-boards. These and the sills are extended forward to aid in forming the bracket front and at their forward ends are connected by a cross-bar 10.

11 11 indicate solid angle-irons detachably secured to the sills and to the cross-piece to form strong joints.

The connection between the side and bottom sections may be further strengthened by angle-irons 12 12, detachably secured at the feet of the end posts both to the posts and cross-pieces.

Metal pins fast on the posts and adapted to enter suitable holes in the sills are denoted by 13, and 14 14 indicate metal plates secured to the inside of their posts at their top at the point where the top bars of the sides are let into the posts. These plates strengthen the posts at this point and afford means of providing suitable support for the bolts which secure the top and sides together. To adapt the sections for this purpose, the bars 6 are cut away or recessed on their exterior, as indicated at 17, the vertical part of the bar at this point being in the same plane as the top of the post, so that their exterior faces are coincident. The side bars 18 of the lattice-work top are also cut away or grooved out on their inner surfaces, so as to shut down over the top bars of the sides, as shown.

15 15 are screw-bolts or like removable fastenings, which are passed through both bars and the post and secured in place by thumb-nuts or otherwise. These or like fastenings may be applied elsewhere than opposite to the posts.

It is obvious that a removable hinged end-board can be applied to the body above described, and also that the corner-irons 11ª, (see Figs. 4 and 5,) having perforated projections 16, may be made to receive a detachable dash-board.

The angle-iron 12 (see Fig. 6) is provided with a perforated projection 12′, which is adapted to pass through a hole in the hinged end-board, a pin being used to secure the end-board in its closed position. The projection 12′ is formed with the angle-iron and is firmly held at all times in its proper position.

To take apart a body thus constructed, it is only necessary to remove the fastenings 4, 11, and 15, whereupon the several sections can be readily separated and stored in comparatively small compass, which is a very desirable feature, especially in the transportation of wagons by rail, or in case it is desired to store one or more wagons in a compact manner. The fastenings can be of ordinary character, easily removed or applied by the use of simple tools, or they may be made capable of being manipulated by hand, if desired. The nuts or other removable parts of the fastenings, if such parts are used, will be by preference applied on the inside of the body or under the same, so that an accidental marring through carelessness would not be conspicuous.

It will of course be understood that while I have illustrated a practical way of forming a "knockdown" body, many of the details can be varied by mechanical skill without a substantial departure from the improvement. Thus, for example, it is not essential that the sills be a constituent or fixed part of the sides, nor that the cross-bars be notched, nor that the side bars of the top and of the sides be recessed; but such constructions are preferred.

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

1. The combination, in a wagon-body, of the floor, sides, the sections having posts provided with strengthening-plates, and top sections, the floor and sides being detachably connected, and the side bars of the top and sides being made to overlap and secured by transverse fastenings, which also pass through the posts of the side sections, substantially as set forth.

2. The combination, in a wagon-body, of the floor, sides, the sections having posts provided with strengthening-plates, and top sections, the floor and sides being detachably connected, and the side bars of the top and sides being made to overlap and secured by transverse fastenings, which also pass through the posts of the side sections and the plates, the top bars being inserted in recesses in the posts opposite said plates, substantially as set forth.

3. In a wagon-body, the combination of the separable floor and side sections and the angle-irons detachably secured to the side posts and to the transverse floor-sills, one of said irons having a perforated projection 12′, and the hinged end board having a perforation to receive the projection, and a pin to secure the end board in closed position, substantially as set forth.

4. In a wagon-body, the side pieces of the bracket front continuous and integral with the detachable sides of the body, and the cross-bar secured detachably thereon and provided with angle-irons on each side of the joints of the bar and side pieces and detachably secured together, one of said irons being provided with a perforated projection suitable for the attachment of a dash-board, 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,
W. D. EVANS.