

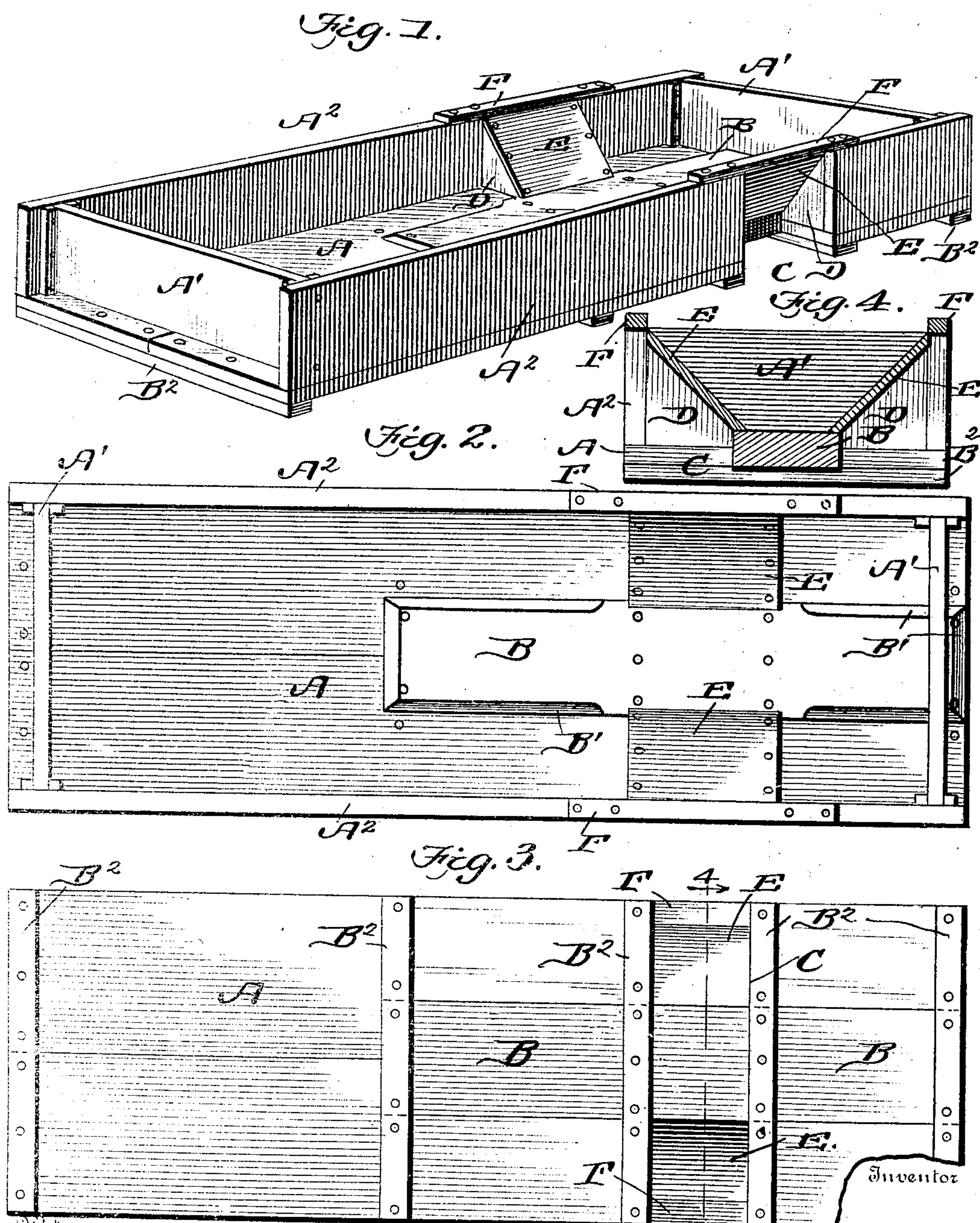
No. 764,782.

PATENTED JULY 12, 1904.

S. I. THOMAS.
WAGON BODY.

APPLICATION FILED DEC. 31, 1903.

NO MODEL.



Witnesses
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UNITED STATES PATENT OFFICE.

STANTON I. THOMAS, OF HARTFORD, MICHIGAN.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 764,782, dated July 12, 1904.

Application filed December 31, 1903. Serial No. 187,331. (No model.)

To all whom it may concern:

Be it known that I, STANTON I. THOMAS, a citizen of the United States, residing at Hartford, in the county of Van Buren and State of Michigan, have invented a new and useful Improvement in Wagon-Bodies, of which the following is a specification.

The object of my invention is a body that can be readily placed on the running-gear of an ordinary wagon and which will be capable of supporting a heavy load and at the same time will not interfere with the turning of the wagon, being provided with a runway adapted to permit a short turn being made.

My invention consists of the novel features of construction and combination of parts hereinafter shown and described, and particularly pointed out in the claims and shown in the accompanying drawings, in which—

Figure 1 is a perspective view of my improved wagon-body. Fig. 2 is a top plan view. Fig. 3 is an inverted plan view. Fig. 4 is a transverse section on the line 4 4 of Fig. 3.

My improved wagon-body comprises the bottom A, ends A', and sides A². The bottom A is longitudinally cut out adjacent the forward end along the axial center of the body portion, and in this cut-out portion is arranged a beam B, which projects upwardly above the plane of the remainder of the bottom portion and has beveled edges and end portions, as shown at B'. Underneath the bottom are arranged cross-beams B², bolted securely to the bottom A and to the beam B. Intermediate the ends of the beam B the bottom A is cut out on each side of the beam B, and the sides of the rack are also cut out vertically at the same point, whereby a runway C is formed for the front wheels of the wagon on which the body may be placed. Adjacent the runway C the side edges of the beam are squared instead of beveled, and triangular-shaped pieces D are arranged on the bottom A on each side of the beam B and on each side of the cut-out portion in the bottom A, these pieces being secured to the bottom and sides of the body and their lower apices bearing against and being braced by the squared edges of the beam B. As will be noted in the drawings, these pieces D are arranged in pairs on each side of the

beam, and the pieces of each pair are connected by a downwardly and inwardly inclined board E, these boards forming the hood or covering of the runway and in connection with the beam B aid in binding the part of the body in advance of the runway to that portion to the rear of the runway. The construction is further strengthened by the horizontal beams or bars F, arranged on the sides A² of the body and secured at their rear ends to that portion of the sides to the rear of the runway and at their forward portions or ends to the side portions in advance of the runway. It will be noted that by this construction the forming of the runway does not weaken the body, as the rack adjacent to the runway is thoroughly braced and the front and rear portions of the body are rigidly and strongly connected.

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

1. A wagon-body comprising side and bottom portions, said side and bottom portions being cut out to form a runway, a longitudinal beam inserted in the bottom portion adjacent the runway and projecting above the normal plane of the bottom, and hoods arranged on each side of the beam over the runway, the sides and covers of said hood bearing against the side edges of the beam.

2. A wagon-body comprising sides and a bottom portion, the said sides and bottom being cut out to form runways on each side of the body, the bottom being longitudinally cut out adjacent its forward end, a beam arranged in said cut-out portion and projecting above the bottom of the body, triangular-shaped pieces arranged on each side of the beam and on each side of the cut-out portion of the bottom, cover-boards arranged on said side pieces, an apex of each side piece bearing against an edge of the beam, and cross-bars connected at their rear ends to the top of the sides to the rear of the runways and at their forward ends to the sides in advance of the runways.

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