

No. 759,364.

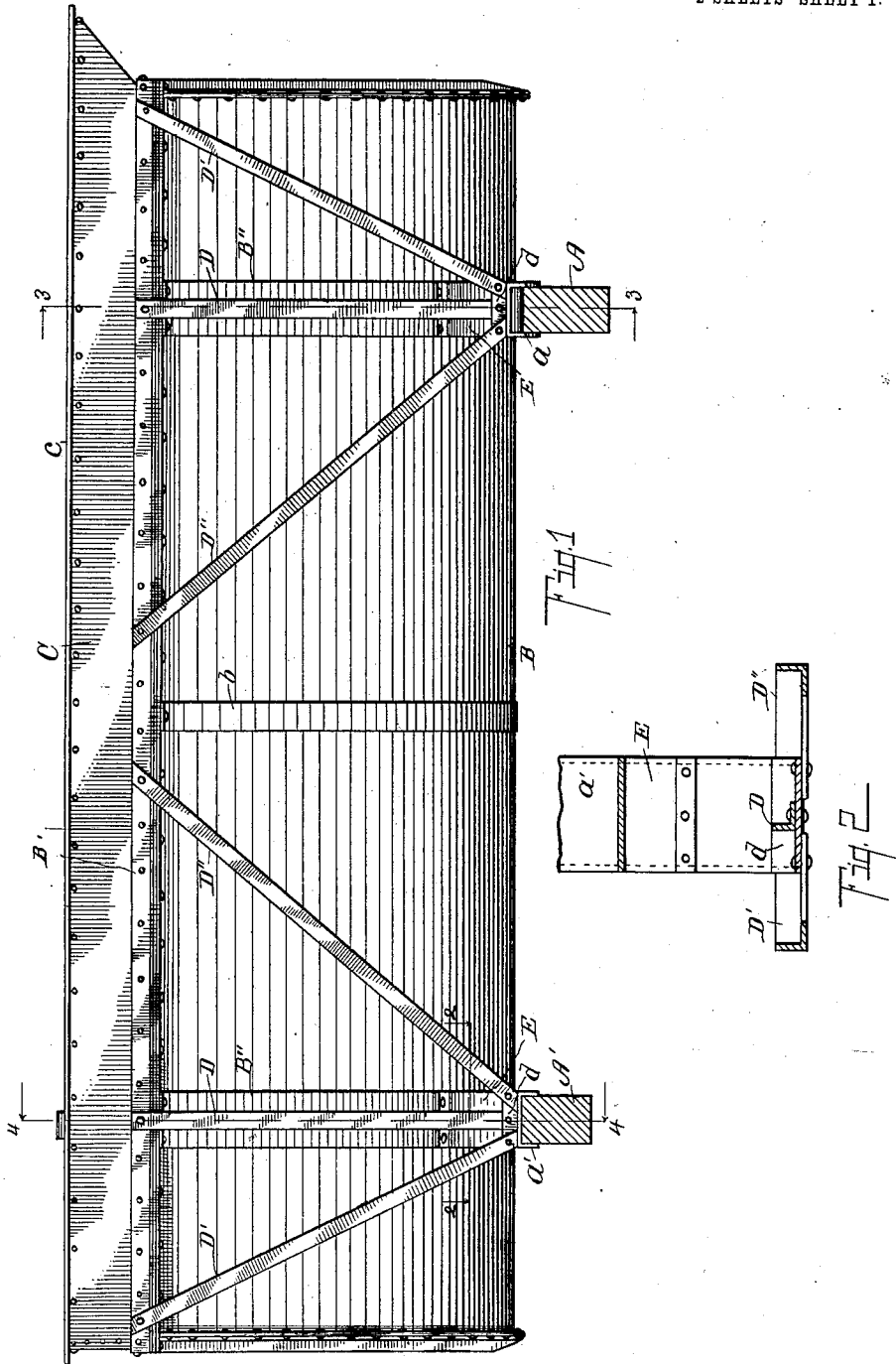
PATENTED MAY 10, 1904.

B. F. FREELAND.  
WAGON BODY.

APPLICATION FILED MAR. 4, 1904.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses:

*Ethel A. Teller*  
*Otto R. Earl*

Inventor,

*Buckner F. Freeland*  
By *Fred L. Chappell*  
Att'y.

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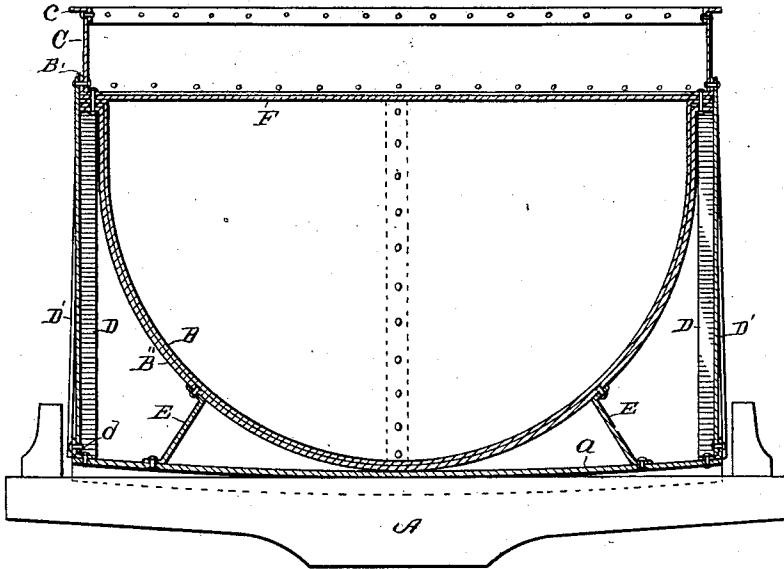


Fig 3

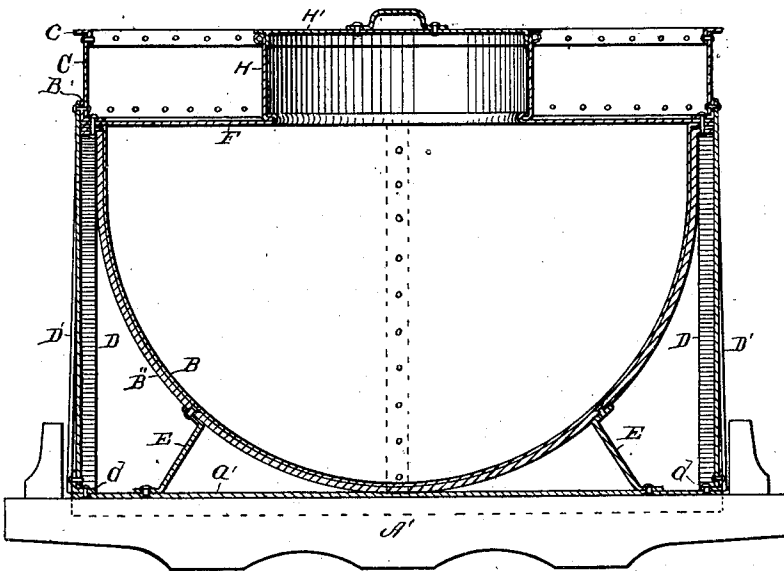


Fig 4

Witnesses:

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# UNITED STATES PATENT OFFICE.

BUCKNER F. FREELAND, OF MIDDLEBURY, INDIANA.

## WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 759,364, dated May 10, 1904.

Application filed March 4, 1904. Serial No. 196,556. (No model.)

*To all whom it may concern:*

Be it known that I, BUCKNER F. FREELAND, a citizen of the United States, residing at Middlebury, in the county of Elkhart and State of Indiana, have invented certain new and useful Improvements in Wagon-Bodies, of which the following is a specification.

This invention relates to improvements in wagon-bodies.

It relates particularly to improvements in wagon-bodies for transporting water, grain, and the like.

The main object of this invention is to provide an improved wagon-body for transporting water, grain, and the like which, although made of comparatively light material, is very strong and durable and capable of carrying a very heavy load without injury thereto.

Further objects and objects relating to structural details will definitely appear from the detailed description to follow.

I accomplish the objects of my invention by the devices and means described in the following specification.

The invention is clearly defined and pointed out in the claims.

A structure embodying the features of my invention is clearly illustrated in the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation view of my improved wagon-body, the wagon-bolsters being shown in connection therewith and in section. Fig. 2 is a detail cross-sectional view taken on a line corresponding to line 2 2 of Fig. 1. Fig. 3 is a detail transverse sectional view taken on a line corresponding to line 3 3 of Fig. 1, the front bolster A of a wagon being shown in full lines. Fig. 4 is a detail transverse sectional view taken on a line corresponding to line 4 4 of Fig. 1, the rear bolster A' of a wagon being shown in full lines.

In the drawings the sectional views are taken looking in the direction of the little arrows at the ends of the section-lines, and similar letters of reference refer to similar parts throughout the several views.

Referring to the drawings, A represents the front, and A' the rear, bolsters of a wagon,

which I illustrate to show the relation of my improved wagon-body thereto. These may be of the usual or any desired construction.

A tank-body B, formed of sheet metal, preferably galvanized or otherwise treated to prevent corrosion, is provided. The tank-body B is provided with an outturned flange at the top. Side rails B', of angle-iron, are secured to these flanges. This tank-body B is preferably semicircular in form. The body B is reinforced and supported by heavy band-iron strips B'', arranged over each bolster. These bands B'' rest upon the front and rear bolster-pieces *a a'*, respectively. These bolster-pieces are formed of downwardly-facing channel-iron, with the arms of the channel-iron embracing the bolster. The forward bolster-piece *a* is curved slightly upward from the center, so that it is free to rock slightly in relation to the bolster. The supporting-bands B'' are braced to the bolster-pieces by braces E. (See Figs. 2 and 4.) At the end of each bolster-piece is an angle-iron cross-piece *d*, securely riveted thereto. Secured to these cross-pieces are uprights or standards D, which are also secured to the side rails B'. A pair of upwardly-diverging braces D' D'' are secured to each cross-piece and to the side rails B'. A centrally-arranged supporting-band *b* is provided, which is securely riveted to the longitudinal side rails B'.

The top F of the tank is clamped securely in place between the flanges on the tank-body.

An upwardly-projecting manhole H is provided for the top F. (See Fig. 4.) This manhole is provided with a suitable cover H'.

To provide a carrying-deck for fuel and the like when the wagon is designed for the use of threshers, for example, I add an extension C, which is secured to the upwardly-projecting arm of the angle-iron side rails. The extension C is provided with an angle-iron rim *c*, which makes the same very strong and at the same time does not add materially to the weight of the structure. With the parts thus arranged I secure a very rigid structure and one which may be used on very rough roads without danger of opening the seams, as by this arrangement of parts the tank-body is not

only evenly supported throughout, but is retained from sudden strain and jars due to roads and the like. The strain upon the tank is greatly relieved by the curved front bolster-piece *a*, which allows the wagon to pass over obstructions or through holes or the like without the liability of twisting the tank-body, which is very detrimental to structures made of metal.

10 The tank-body proper is so braced and supported that it may be made of comparatively light material and still be very durable.

I have illustrated and described my improved wagon-body in the form preferred by me on account of the economy with which it may be produced and its durability. I am aware, however, that it is capable of very great structural variation without departing from my invention.

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

1. In a wagon-body, the combination of front and rear bolster-pieces *a a'* respectively, 25 formed of downwardly-facing channel-iron, the said front bolster *a* having a slight upward curve from the center; a tank-body B of sheet metal semicircular in form and having outturned flanges at the top; longitudinal side 30 rails B' of angle-iron secured to said flanges; supporting-bands B'' arranged over said bolster-pieces secured to said side rails; a centrally-arranged supporting-band *b* secured to said side rails; braces E secured to said bolster-pieces and to said bands B''; angle-iron 35 cross-pieces *d* secured at the end of said bolster-pieces; uprights D secured to said cross-pieces *d* and to said side rails; upwardly-diverging braces D' D'' secured to said cross-pieces *d* and to said side rails; a top F for said tank clamped between said side rails and the 40 outturned flanges of said tank-body B; an extension C for said tank-body secured to the upwardly-projecting angle of said side rails; and an angle-iron rim *c* for said extension C, all 45 coacting for the purpose specified.

2. In a wagon-body, the combination of front and rear bolster-pieces *a a'* respectively, 50 formed of downwardly-facing channel-iron, the said front bolster *a* having a slight upward curve from the center; a tank-body B of sheet metal semicircular in form and having outturned flanges at the top; longitudinal side 55 rails B' of angle-iron secured to said flanges; supporting-bands B'' arranged over said bolster-pieces secured to said side rails; a centrally-arranged supporting-band *b* secured to said side rails; braces E secured to said bolster-pieces and to said bands B''; angle-iron 60 cross-pieces *d* secured at the end of said bolster-pieces; uprights D secured to said cross-pieces *d* and to said side rails; upwardly-diverging braces D' D'' secured to said cross-pieces *d* and to said side rails; and a top F for

said tank clamped between said side rails and 65 the outturned flanges of said tank-body B, all coacting for the purpose specified.

3. In a wagon-body, the combination of front and rear bolster-pieces *a a'* respectively, 70 formed of downwardly-facing channel-iron, the said front bolster *a* having a slight upward curve from the center; a tank-body B of sheet metal semicircular in form and having outturned flanges at the top; longitudinal side 75 rails B' of angle-iron secured to said flanges; supporting-bands B'' arranged over said bolster-pieces secured to said side rails; a centrally-arranged supporting-band *b* secured to said side rails; braces E secured to said bolster-pieces and to said bands B''; angle-iron cross- 80 pieces *d* secured at the end of said bolster-pieces; uprights D secured to said cross-pieces *d* and to said side rails; and upwardly-diverging braces D' D'' secured to said cross-pieces *d* and to said side rails; all coacting for the pur- 85 pose specified.

4. In a wagon-body, the combination of front and rear bolster-pieces *a a'* respectively, 90 formed of downwardly-facing channel-iron, the said front bolster having a slight upward curve from the center; a tank-body B of sheet metal semicircular in form and having outturned flanges at the top; longitudinal side 95 rails B' of angle-iron secured to said flanges; supporting-bands for said tank-body secured to said side rails; angle-iron cross-pieces *d* secured at the end of said bolster-pieces; up- 100 rights D secured to said cross-pieces *d* and to said side rails; upwardly-diverging braces D' D'' secured to said cross-pieces *d* and to said side rails; a top F for said tank clamped between said side rails and the outturned 105 flanges of said tank-body B; and an extension for said tank-body secured to the upwardly-projecting angle of said side rails, all coacting for the purpose specified.

5. In a wagon-body, the combination of front and rear bolster-pieces *a a'* respectively, 110 formed of downwardly-facing channel-iron, the said front bolster *a* having a slight upward curve from the center; a tank-body B of sheet metal semicircular in form and having outturned flanges at the top; longitudinal side 115 rails B' of angle-iron secured to said flanges; supporting-bands for said tank-body secured to said side rails; angle-iron cross-pieces *d* secured at the end of said bolster-pieces; up- 120 rights D secured to said cross-pieces *d* and to said side rails; upwardly-diverging braces D' D'' secured to said cross-pieces *d* and to said side rails; a top F for said tank clamped between said side rails and the outturned flanges of said tank-body B, all coacting for the pur- 125 pose specified.

6. In a wagon-body, the combination of front 125 and rear bolster-pieces *a a'* respectively, formed of downwardly-facing channel-iron, the said front bolster *a* having a slight upward

curve from the center; a tank-body B of sheet metal semicircular in form and having out-turned flanges at the top; longitudinal side rails B' of angle-iron secured to said flanges; 5 supporting-bands for said tank-body secured to said side rails; angle-iron cross-pieces *d* secured at the end of said bolster-pieces; uprights D secured to said cross-pieces *d* and to said side rails; upwardly-diverging braces D' 10 D'' secured to said cross-pieces *d* and to said side rails, all coacting for the purpose specified.

7. In a wagon-body, the combination of front and rear bolster-pieces respectively, formed of downwardly-facing channel-iron, the said 15 front bolster having a slight upward curve from the center; a tank-body of sheet metal; longitudinal side rails for said tank-body; supporting-bands for said tank-body secured to said side rails; uprights secured to said bolster-

pieces and to said side rails; and upwardly- 20 diverging braces secured to said bolster-pieces and to said side rails, for the purpose specified.

8. In a wagon-body, the combination of front and rear bolster-pieces respectively, formed of downwardly-facing channel-iron, the said 25 front bolster having a slight upward curve from the center; a tank-body of sheet metal; longitudinal side rails for said tank-body; supporting-bands for said tank-body secured to said side rails; and upwardly-diverging braces 30 secured to said bolsters and to said side rails, for the purpose specified.

In witness whereof I have hereunto set my hand and seal in the presence of two witnesses.

BUCKNER F. FREELAND. [L. s.]

Witnesses:

E. VARUS,  
FRANK JONES.