

(No Model.)

C. A. RUSSELL.  
METAL BODY FOR ROAD WAGONS.

No. 453,868.

Patented June 9, 1891.

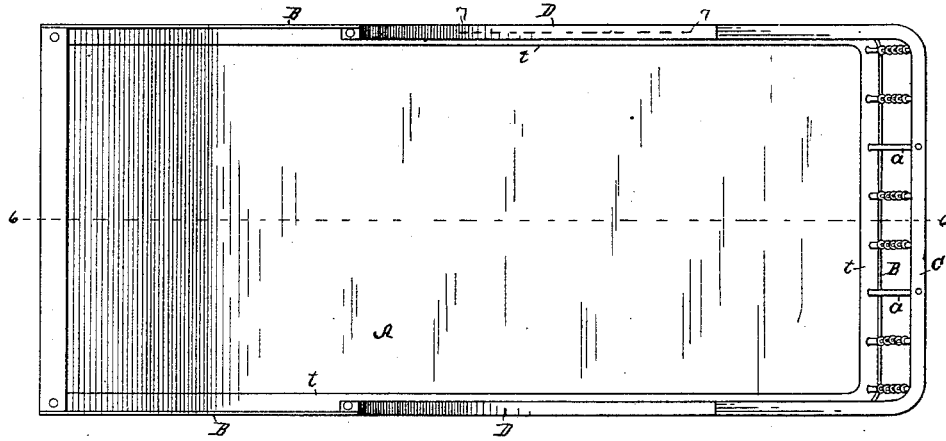


Fig. 1

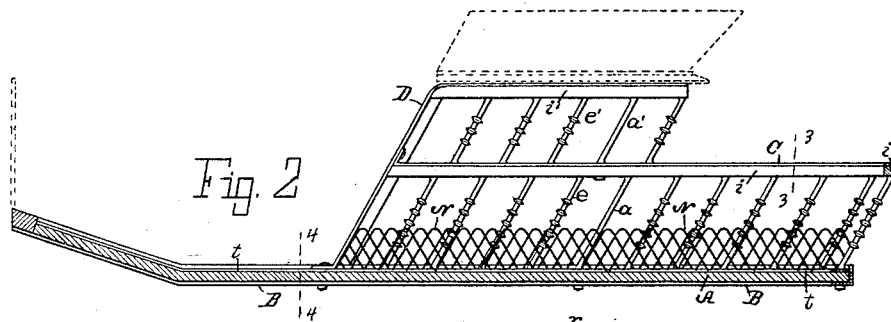


Fig. 2

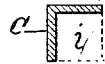


Fig. 4

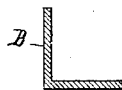


Fig. 5.

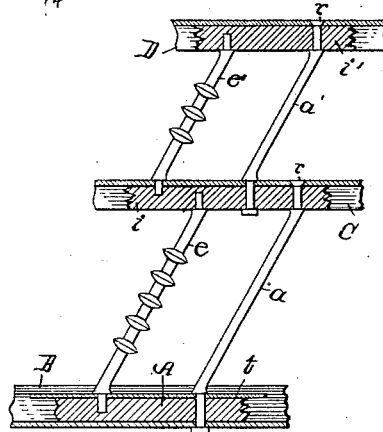


Fig. 3

Witnesses:

*Walter S. Wood*  
*S. A. Russell*

Inventor.

*Charles A. Russell*  
By *Lucius C. West*  
Att'y.

# UNITED STATES PATENT OFFICE.

CHARLES A. RUSSELL, OF OTSEGO, MICHIGAN.

## METAL BODY FOR ROAD-WAGONS.

SPECIFICATION forming part of Letters Patent No. 453,868, dated June 9, 1891.

Application filed September 15, 1890. Serial No. 364,971. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES A. RUSSELL, a citizen of the United States, residing at Otsego, county of Allegan, State of Michigan, have invented a new and useful Metal Body for Road-Wagons, of which the following is a specification.

This invention consists in the construction of a vehicle-body in which are employed a base-frame and a seat-support which are constructed from angle metal.

Another object is to construct a body composed of said parts and an upper rim or boundary of the upper edge of the body made from the same material and provided with metal spindles between and supporting the same above each other.

Another object consists in a basket made from woven wire to be placed in said body to prevent articles from falling out between the spindles.

A further object consists in the peculiar construction and combination of parts as defined and claimed below.

In the drawings forming a part of this specification, Figure 1 is a plan view. Fig. 2 is a sectional elevation on line 6 6 in Fig. 1. Fig. 3 shows enlarged broken details from Fig. 2, with parts in section on line 7 7 in Fig. 1. Fig. 4 is a section on line 3 3 in Fig. 2 enlarged, looking from a point at the left; and Fig. 5 is an enlarged section of a lettered detail on line 4 4 in Fig. 2, looking from a point at the left.

Referring to the lettered parts of the drawings, at B is shown the base bar or sill extending along each side and across the rear end, as in Fig. 1, and made of angle metal, as shown in Fig. 5, so that the bottom board A may be supported upon said flange, as in Figs. 2 and 3. The seat-support is made out of angle metal, a bar of the same being on each side and extending upward and thence horizontally rearward, as shown at D. Between the horizontal part of the seat-support and the base B is a horizontal bar C, extending along both sides and across the rear of the body, as in Figs. 1 and 2, the same being made of angle metal, as in Fig. 4, and the front ends of said bar being attached to the upwardly-extending portions of the seat-support D.

This constitutes the upper edge or boundary of the body proper. The angle of the bar C is filled with a wooden strip *i*, which comes on the inside, and hence is covered on the outside by the downward flange of said bar. The horizontal parts of the seat-support are provided in their angles with a strip of wood *i'*, the wooden strips in the angles of both of these bars being shown in Fig. 3 and by dotted lines in Fig. 4.

Parallel and above the flange of the base B is a metal strip *t*, which rests upon the edges of the bottom A.

The horizontal portions of the bars B C are held at a proper distance one above the other by posts *a*, the ends of said posts passing through the wood, the strip *t*, and flanges of the bars B C, and are riveted over at the upper end and provided with a nut at the lower end, as shown in Fig. 3. As many of these posts may be employed as desirable to bind the parts together and hold them in proper relation with each other. As here shown, they have counter-sunk heads *r* at their upper end and nuts on their lower end. The angle-bars D and C are held and bound in like manner by posts *a'*, Figs. 2 and 3.

Between the horizontal parts of the bars B and C are separated metal spindles *e*, said spindles having tenoned ends fitting into holes made in the wooden strips *i* at the upper end, and through the base-strip *t*, and into the floor A at the lower end, as clearly shown in Fig. 3. In the longitudinal space between the angle-bar C and the horizontal part of the seat-supporting bar D are separated spindles *e'*, of like construction as those just described and shown at *e*, with the exception that the wooden strip *i* takes the place of the floor A in relation to the lower ends of the spindles. Such a construction is light, strong, very ornamental, and less liable to shrink and get out of order than vehicle-bodies employing rails and other parts which are made of wood.

In Fig. 2 it will be observed that a metal basket made from woven wire is placed in the body and within the spindles, the sides of the same extending a short distance upward from the bottom. One side of said basket is shown at N. In use, of course, there will be at least two sides and a rear end to said basket, sub-

stantially in form of the right-hand end of the plan of the body in Fig. 1. This basket adds to the ornamentation of the body and prevents articles which may be carried from falling out between the spindles.

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

1. A vehicle-body composed of the sills of angle metal, a bottom board having its edges resting on the flange thereof, a metal strip upon said edges above the sill, the angle-metal bar at the upper edge of the body and the angle-metal bar extending upward and rearward, forming a seat-support, and the binding-posts and spindles between said bars, substantially as set forth.

2. A vehicle-body composed of the sills of

angle metal, a bottom board having its edges resting on the flange thereof, a metal strip upon said edges above the sill, the angle-metal bar at the upper edge of the body and the angle-metal bar extending upward and rearward, forming a seat-support, the angle of the horizontal part of said seat-support and the angle of the bar bounding the upper edge of the body being filled with a strip of wood, and the binding-posts and spindles between said bars, substantially as set forth.

In testimony of the foregoing, I have hereunto subscribed my name in presence of two witnesses.

CHARLES A. RUSSELL.

Witnesses:

CHANCEY A. BARNES,  
WILL MANSFIELD.