(No Model.) 2 Sheets—Sheet 1.

Z. F. JONES.

WAGON BODY.

No. 434,342 Patented Aug. 12, 1890.

Fig. 1.

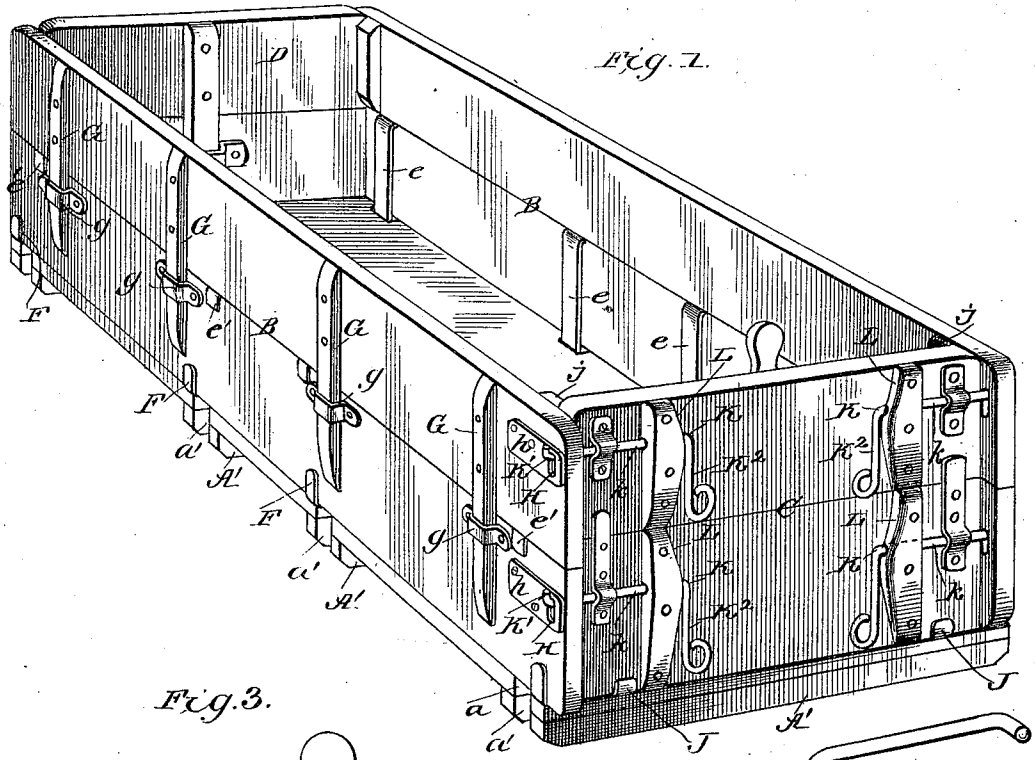


Fig. 3.

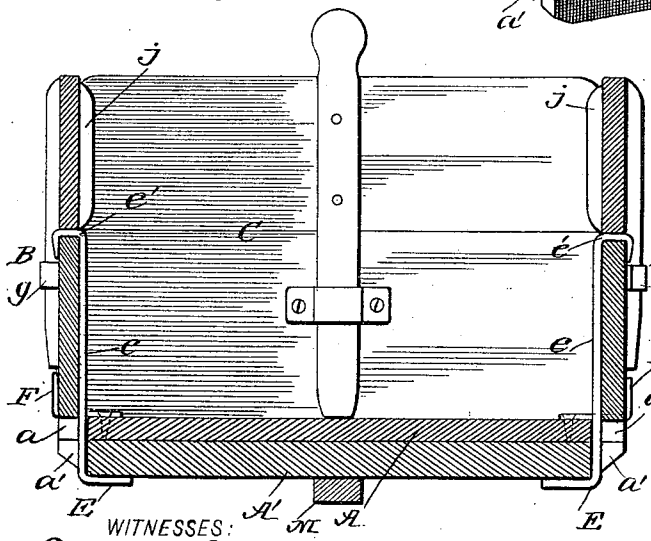


Fig. 8.

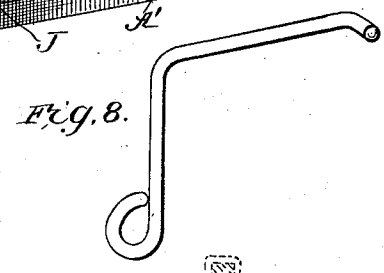
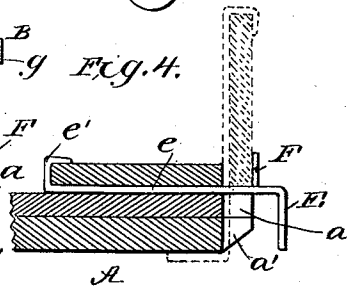


Fig. 4.



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(No Model.) 2 Sheets—Sheet 2.

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WAGON BODY.

No. 434,342 Patented Aug. 12, 1890.

Fig. 2.

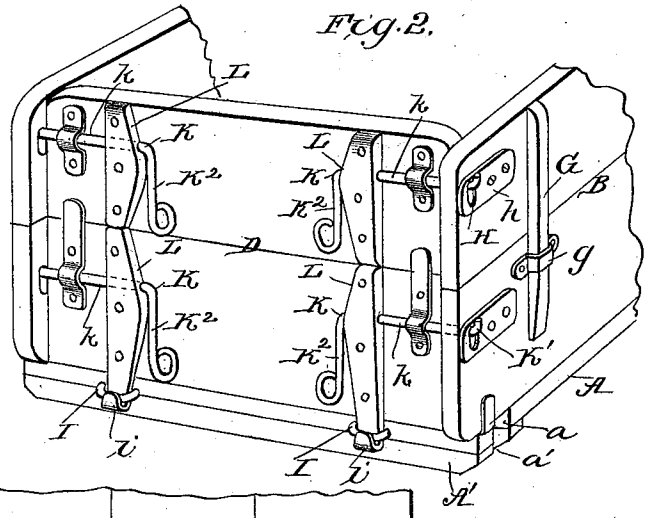


Fig. 5.

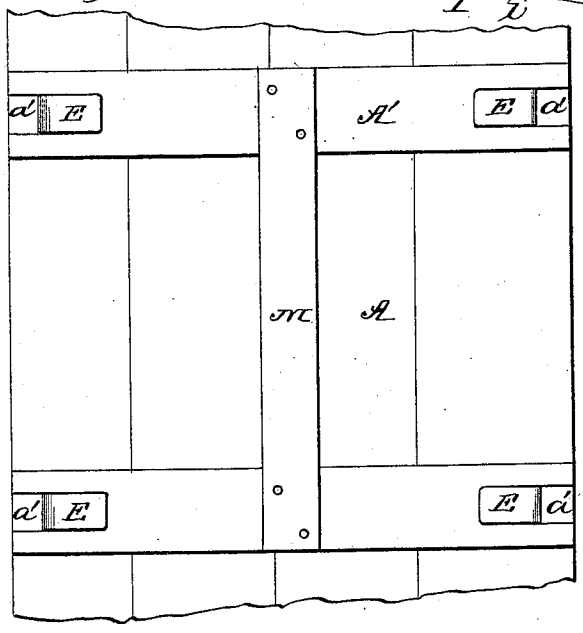
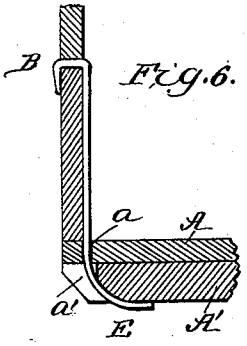


Fig. 6.

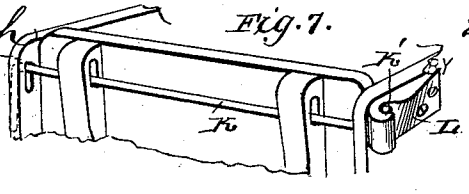


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Fig. 7.



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UNITED STATES PATENT OFFICE.

ZACHARIAH F. JONES, OF SCOTTSVILLE, VIRGINIA.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 434,342, dated August 12, 1890.

Application filed March 22, 1890. Serial No. 344,994. (No model.)

To all whom it may concern:

Be it known that I, ZACHARIAH F. JONES, of Scottsville, in the county of Albemarle and State of Virginia, have invented a new and useful Improvement in Wagon-Bodies, of which the following is a specification.

My invention is an improvement in wagon-bodies, seeking to provide a simple novel construction of body which can be easily taken apart and put together section by section, thus enabling it to be conveniently handled by one man, and also permitting its storage in a small space when taken apart.

The invention consists in certain novel constructions and combinations of parts, as will be hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of my improved wagon-body, looking at the front end thereof. Fig. 2 is a perspective view of the rear end of said body. Fig. 3 is a cross-sectional view of the wagon-body. Fig. 4 is a detail sectional view of one side thereof, showing the joint between the side and bottom and manner of applying the side to the bottom. Fig. 5 is a detail view of a part of the bottom. Fig. 6 shows a somewhat different construction of side and bottom interlocking devices. Fig. 7 shows a somewhat different construction of the end fastenings, and Fig. 8 is a detail view.

The body is shown as consisting of the bottom A, sides B, front and rear ends C and D, and the interlocking pieces or connections. The bottom is provided on its under side with cross-bars or cleat-beams A′, having at their ends openings a', which coincide with openings a in the bottom proper, such openings a' being for the hook-bars on the sides, as presently described. In Figs. 1 and 3 the openings $a\ a'$ are in the shape of notches in the side edges of the bottom, while in Fig. 6 the said openings do not extend to the edges of the sides, but are closed at their outer edges. The sides are provided at their lower ends with hooks E, which lap under the bottom of the body, the shanks of such hooks extending up through openings $a'\ a$. By preference the shanks e of the hooks extend up to the upper edges of the bottom sections of the sides and are lapped at e' over the upper edge thereof, forming secure rigid braces for such side sections. On the bottom I provide inwardly-facing bearings F for the side pieces, such bearings being, in the construction shown in Figs. 1 and 3, angle-plates, having one arm secured to the bottom and the other arm projecting up at the outer edge of the bottom.

In applying the sides of the construction shown in Figs. 1 and 3 the side section may be laid flat on the bottom with the hooks in openings $a\ a'$, and then turned to vertical position, when the hooks will engage under the bottom and the side will bear against the stop-bearings F, so that when the sides are held in such upright positions they will be held firmly from upward or outward movement.

In the construction shown in Fig. 6 the bearing F is afforded by the outer closed sides or wall of the openings for the hooks and is engaged by the shanks of the hooks, as shown by the drawings, Fig. 6. The sides are preferably made in two sections, the lower one having socket-pieces g and the upper one stakes G to fit in said socket-pieces. The sides are provided with slots H, preferably re-enforced by wear-plates h, as shown.

On the rear end-gate I provide at its lower edge hooks i, which engage staples I on the end of the body, and may be moved into and out of engagement therewith when the gate is lowered, but which are held securely in engagement with the staples when the gate is in closed position. The front gate fits at its lower edge in rear of stop-bearings J on the bottom and at its upper rear edge against cleats j, secured to the inner faces of the side pieces. These front and rear end-gates are secured to the sides in closed position by the latches K, arranged, preferably, four to each gate, being one at each side of the two sections of each gate. These latches consist of shafts k, journaled and movable longitudinally in bearings on the end-gates, having at one end the lateral projections or heads K′ and at their other ends handle-arms K^2, by which they may be turned. A cam-surface L is arranged for engagement by the latches in such manner as to move the same inward and clamp or draw the sides inward when the latches are adjusted to locked position. It will be noticed that in the constructions shown in Figs. 1 and

3 the cam is arranged for engagement by the handle-arms K^2, and are formed on the inner edges of bars, which form journal-bearings for the shafts, so that as the latches are turned to locked positions their outer ends will be drawn inward, drawing in the side piece. The heads or projections K′ are movable through the slots H when the latch is in unlatched position; but when the latch is given a half-turn, as shown in Figs. 1 and 2, the heads K′ project beyond the walls of slots H and bear against the outer sides of the side pieces or the wear-plates thereon and operate to secure the sides firmly to the end pieces, as will be understood from Figs. 1 and 2. The latches at the opposite ends of the gates operate to draw the sides close toward each other and against the ends of the end-gates.

In Fig. 7 the end fastening consists of a long latch extended from one side piece of the body to the other through suitable openings in such sides and through suitable guides in the end-gate. In such construction, instead of arranging the cam-surface for engagement by the handle-arms, it is arranged for engagement by the head K′, so that as the latch is turned to fastened position the head K′ will, by engaging such cam-surface, cause the sides to be drawn together.

From the foregoing it will be seen that the body may be quickly set up or taken apart, and can therefore be easily handled by one person. When only a shallow body is needed, the top sections of the sides and ends may be removed and may be reapplied when desired.

On the under side of the bottom A, I provide a handle M, arranged in the construction shown to extend between two of the cross-beams A′, such handle being of great convenience in carrying and dragging the bottom about.

In Fig. 8 the latch-bar is shown substantially as in Fig. 1, except that its portion K′ is arranged at approximately right angle to handle K^2, instead of being projected in diametrically opposite direction thereto.

The cam L has a locking seat or portion, which receives the latch-handle in the latched position of the device and serves to lock the parts in such position.

Having thus described my invention, what I claim as new is—

1. In a wagon-body, the combination of the bottom, the sides having slots for the heads of the end latches, the end fitted between the said sides, a latch-bar supported on the end and arranged to move longitudinally and rotarily and provided with a head movable through the slot in the side and arranged to be turned to engage said side, and a cam-surface arranged for engagement by the handle of said latch and adapted to tighten the latch when the latter is turned to bring its head into engagement with the side of the body, the said cam having a locking-seat to receive the handle in the latched position of the device, all substantially as and for the purposes set forth.

2. In a wagon-body, the combination of the side having an opening for the head of the end latch, the end fitted between the said sides, a latch-bar supported on the end and arranged to be moved longitudinally and rotarily and provided with a head movable through the opening in the side, and a fixed cam-surface arranged for engagement by the end latch, whereby the turning of said latch-bar will effect the clamping and tightening together of the end and side, all substantially as and for the purposes set forth.

ZACHARIAH F. JONES.

Witnesses:
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SILAS STAPLES.