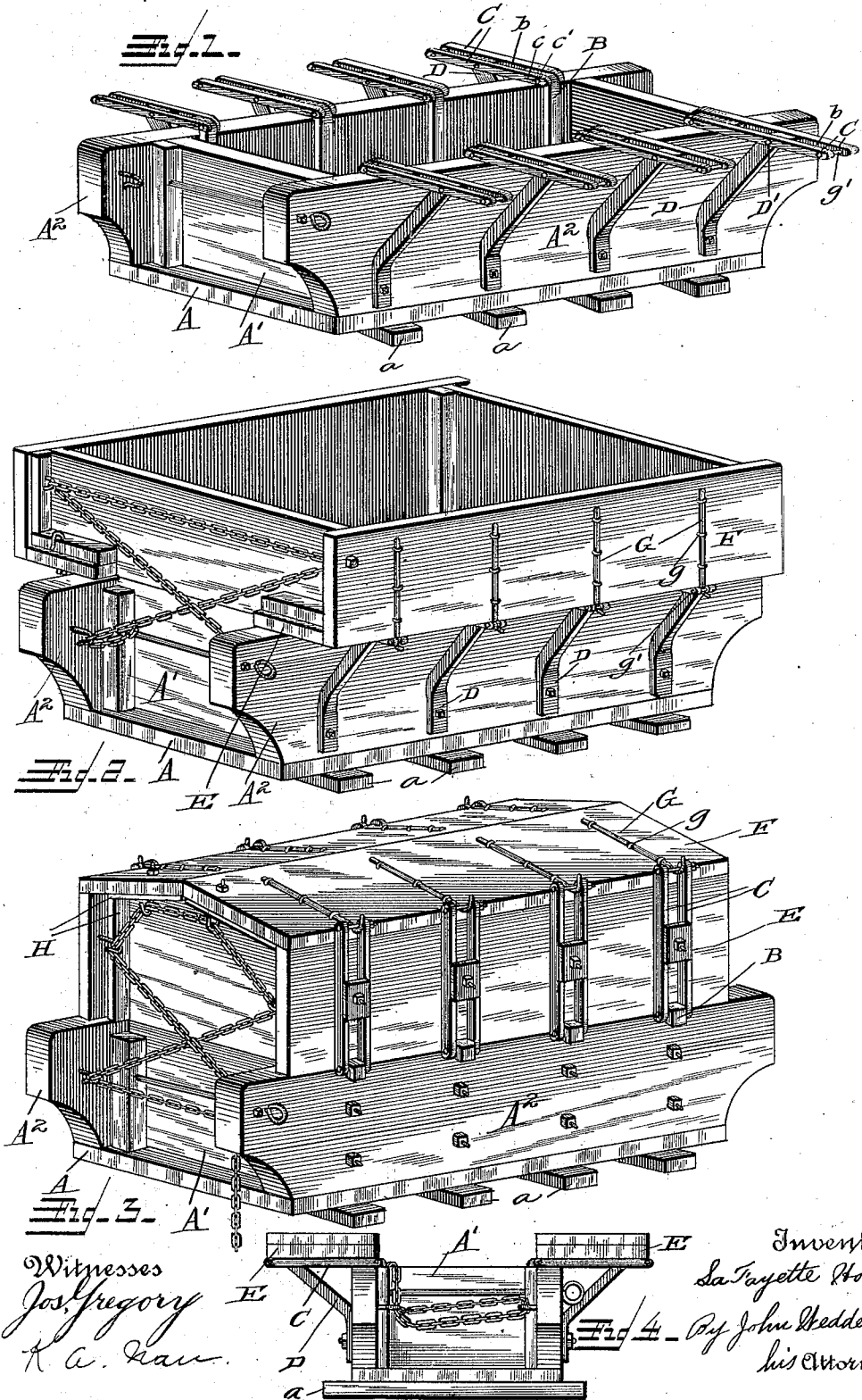


(No Model.)

LA FAYETTE HOUGH.  
WAGON BODY.

No. 560,798.

Patented May 26, 1896.



# UNITED STATES PATENT OFFICE.

LA FAYETTE HOUGH, OF HELENA, ARKANSAS.

## WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 560,798, dated May 26, 1896.

Application filed January 9, 1896. Serial No. 574,870. (No model.)

*To all whom it may concern:*

Be it known that I, LA FAYETTE HOUGH, a citizen of the United States, residing at Helena, in the county of Phillips and State of Arkansas, 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 appertains to make and use the same.

This invention relates to certain new and useful improvements in wagon-bodies; and it has for its object, among others, to provide a simple and cheap construction of body and irons therefor, whereby the same may be readily converted into a closed body, a body with a top, or a hay-rack.

Other objects and advantages of the invention will hereinafter appear, and the novel features thereof will be particularly pointed out in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a perspective view of the body, showing the iron. Fig. 2 is a view showing the body with the side-boards thereon. Fig. 3 shows the body with the cover, adapting it for hauling merchandise and the like. Fig. 4 shows the same as Fig. 1, with the boards thereon, adapting it for use as a hay-rack.

Like letters of reference indicate like parts in the several views.

Referring now to the details of the drawings by letter, A designates the bottom, A' the ends, and A<sup>2</sup> the sides, of the wagon-body constructed in any suitable manner and supported upon the cross-timbers *a*.

B are irons secured to the inner vertical faces of the side-boards, and to the upper ends thereof are hinged the arms C, which are arranged in pairs with the longitudinal slot *b* between them and their inner ends. Those adjacent to the side-boards are provided with elongated slots *c*, in which work the pins *c'*, allowing of the necessary movement.

D are braces secured to the outer faces of the side-boards and their other ends engaged

in between the slots *b'* of the irons C and are retained in position by the bolts D', as seen best in Fig. 1, which pass through openings in the parallel portions of the irons C. When these parts are rigidly fixed in the position shown in Fig. 1, they are adapted to support either the boards E, as seen in Fig. 4, which may be secured thereto in any suitable manner, as by vertical bolts passing through between the slots of the irons C, or they may support the same and the side-boards F, as seen in Fig. 2, which are held in position by the vertical irons G, which are held in staples or analogous means *g* on the outer face of said side-boards F and their lower ends held between the outer ends of the irons C, which are provided with removable bolts *g'* for this purpose, as seen best in Fig. 1, and when it is desired to form a closed body for the hauling of merchandise and the like the sides E may be turned up, as indicated in Fig. 3, by removing the braces D, and then by turning the irons C on their pivot or hinges the boards F may be turned into the position seen in Fig. 3 to constitute a top, it being of course understood that suitable end pieces are provided which are held between the parallel strips or plates H on the ends of the boards E on their inner face, as seen in Fig. 4.

The advantages of a construction such as has been hereinbefore described will be apparent to those having occasion to use this class of wagons.

Modifications in detail may be resorted to without departing from the spirit of the invention or sacrificing any of its advantages.

Having thus described the invention, what is claimed as new is—

1. The combination with the sides, of the irons secured to their inner faces, the slotted irons hinged to the upper ends thereof and the detachable brace-rods held to said slotted irons, and the irons pivotally held in the outer ends of said slotted irons, substantially as described.

2. The combination with the sides, of the irons secured to their inner faces, the slotted irons hinged to the upper ends thereof and the detachable brace-rods held to said slotted irons, and the irons pivotally held in the

outer ends of said slotted irons, and made detachable therefrom, substantially as described.

3. The combination with the sides and the  
5 irons secured to their inner faces, of the slotted irons pivotally connected therewith, the braces detachably held between the parallel portions of said irons, the irons pivotally  
10 mounted in the outer ends of the slotted irons and the sides supported on the slotted irons, and the side-boards detachably supported on the irons which are pivotally connected with the outer ends of the slotted  
15 irons, substantially as described.

4. The combination with the sides and the  
15 irons secured to their inner faces, of the slotted irons pivotally connected therewith, the braces detachably held between the parallel

portions of said irons, the irons pivotally  
20 mounted in the outer ends of the slotted irons and the sides supported on the slotted irons, and the side-boards detachably supported on the irons which are pivotally connected with the outer ends of the slotted  
25 irons, the boards carried by the last-mentioned irons having parallel plates on the inner faces of their ends, substantially as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

LA FAYETTE HOUGH.

Witnesses:

LEE PENDERGRASS,  
W. A. COOLEGE.