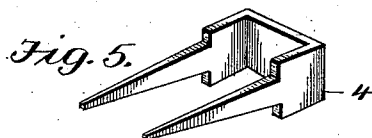
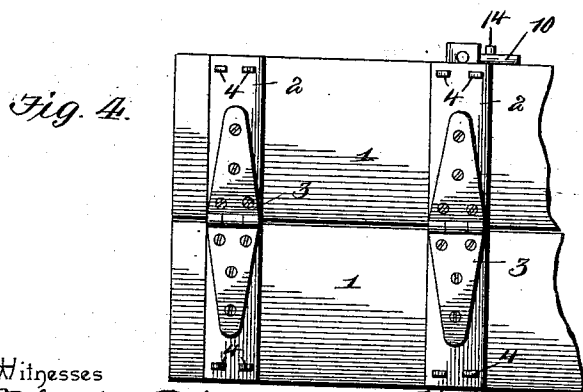
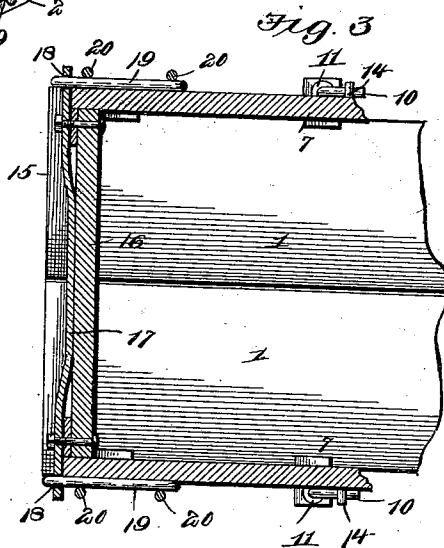
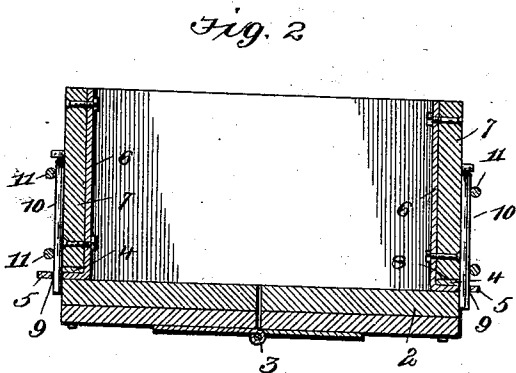
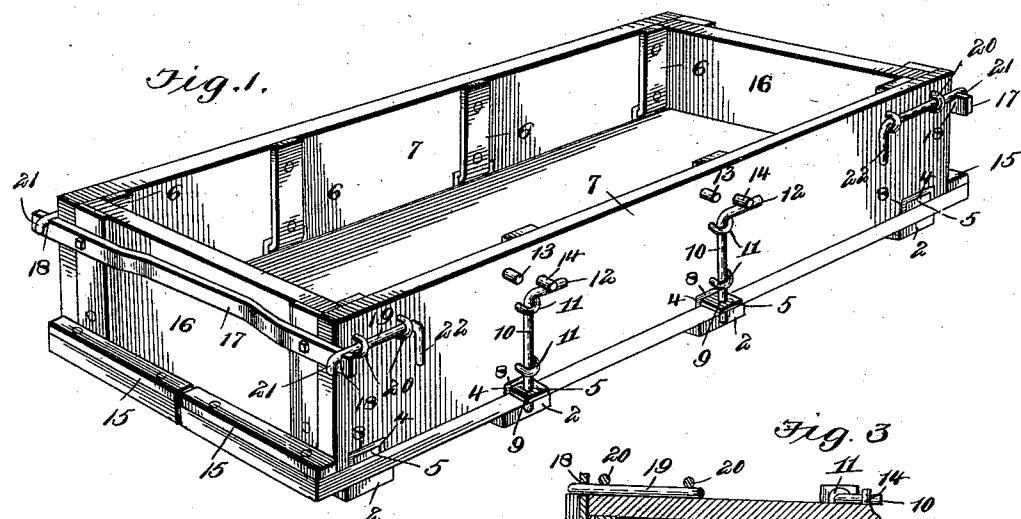


(No Model.)

B. L. BIBB.
WAGON BODY.

No. 543,956.

Patented Aug. 6, 1895.



Inventor

B. L. Bibb.

Witnesses

Thos. W. Riley.

By *H. S.* Attorneys.

J. H. Riley

Cash & Co.

UNITED STATES PATENT OFFICE.

BOWDAN L. BIBB, OF NEW PROVIDENCE, ASSIGNOR OF ONE-HALF TO
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WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 543,956, dated August 6, 1895.

Application filed August 16, 1894. Serial No. 520,513. (No model.)

To all whom it may concern:

Be it known that I, BOWDAN L. BIBB, a citizen of the United States, residing at New Providence, in the county of Montgomery and State of Tennessee, have invented a new and useful Wagon-Body, of which the following is a specification.

This invention relates to an improvement in that class of wagon-bodies which are capable of having their sections disconnected to facilitate handling the body; and the invention consists in certain novel features of construction and combination and arrangement of parts whereby the secureness of the several sections is increased, and whereby the facility with which they may be disconnected is also increased. These features will be more fully described hereinafter, and finally embodied in the claims.

In the drawings, Figure 1 represents a perspective view of a wagon-body constructed after the manner of my invention, and showing the several sections thereof assembled or in operative adjustment; Fig. 2, a transverse sectional view; Fig. 3, a horizontal sectional view of one end of the body; Fig. 4, a reverse plan view of the same; Fig. 5, a detail perspective view of one of the staples.

The bottom of the body consists of two sections 1 arranged longitudinally and provided on their lower faces with transverse cleats 2. The cleats 2 are preferably four for each section of the bottom, and are arranged in laterally-aligned paths, so that each pair will form a continuous cleat, giving the body practically four cleats. The contiguous or joining ends of the cleats 2 are pivotally connected to each other by means of the strap-hinges 3, which are one for each pair. Passing vertically through the sections 1 of the body are staples 4, which are four for each section and which are arranged at the outer sides thereof. These staples extend down to and through the adjacent cleats 2 and have their upper ends enlarged and so arranged that eyes or openings will be formed thereby. These eyes are respectively adapted for the reception of the studs 5 of the metallic straps or plates 6, which are rigidly secured to the inner sides of the side-boards 7, and which project downwardly and thence horizontally through recesses 8 to

the outer sides of said boards. The horizontal portions of the plates or straps 6 pass through the said notches 8 in the lower edges of the side-boards, and these notches are one for each strap, and are adapted to receive the upper ends of the respective staples 4. The staples conform to the configuration of the notches 8, and are practically concealed within the same, and do not project from the wagon-body. Thus it will be seen that the side-boards 7 are joined to the bottom sections 1 in a secure and removable way. The straps or plates 6 are preferably four for each side-board, and the two inner straps have their horizontal portions extended outward beyond the staples 4 and provided at such projecting portions with perforations 9, which are adapted for the reception of vertically-reciprocating bolts 10, secured to the outer sides of the side-boards by means of aligned staples 11, which embrace the rods and pass into the side-boards. The upper ends of the bolts 10 are provided with the horizontally-extending arms 12, by which said bolts may be reciprocated.

13 and 14 indicate two studs, which are secured to the outer sides of the side-boards and which project outwardly therefrom, said studs being two for each bolt 10. The stud 14 is arranged below its companion 13, and is provided to engage the arm 12 and to prevent upward movement of the bolt, while the stud 13 is adapted to engage the under side of the arm 12 and to hold the bolt 10 in a raised position. The arms 12 are made to engage and disengage their respective studs by swinging them, and consequently the bolts 10, horizontally. By these means the bolts 10 may be engaged and disengaged with the plates or straps 6. The purpose of this arrangement of the bolts 10 is to hold the side-boards in place; and by means of these bolts the side-boards may be prevented from inward movement or allowed such movement in the disassembling operation by raising or disengaging said bolts and the plates 6.

Rigidly secured to each end of each of the bottom sections 1 are transverse cleats 15, which are arranged in two laterally-aligned pairs, one pair at each end of the body portion, and which are located beyond the ends of the

side-boards 7. The purpose of these cleats is to hold the bottoms of the end-boards 16 against outward movement.

- The end-boards 16 are secured to the side-boards by means of the horizontally-disposed bars 17, which extend across the end-gates, and which have their ends projected beyond the same and beyond the side-boards 7. These projected ends are provided with notches 18, opening upwardly and adapted to receive bolts 19 of the side-boards 7. The bolts 19 are mounted on the outer faces of the side-boards by means of staples 20, which pass around the bolts and into the side-boards. Each of the bolts 19 is provided at its outer end with the lug 21, which is adapted to lie against the respective extended ends of the plates or straps 17, and to hold said plates or straps in place. The bolts 19 are provided at their inner ends with arms 22, which serve as handles for turning the bolts.

From the foregoing description it will be seen that the several sections of my wagon-body are held together with great rigidity, and that these sections may be readily separated to permit removing the body from the wagon-bed to which it may be attached. It will be observed that the end straps or plates 6 of each side-board are so located that they will bear against the inner edges of the end-gates, thereby preventing inward movement of the end-gates and bracing them in their operation.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having described the invention, I claim—
1. In a wagon body, the combination of a bottom, composed of two longitudinal sections hinged together at their adjacent edges,

and provided on their upper faces at their outer edges with vertically disposed loops, the sides mounted on the upper face of the bottom and provided at their lower edges with recesses receiving the loops, the metal straps secured to the inner faces of the sides and having their lower ends bent outward at right angles and passing through the loops, and projecting beyond the outer faces of the sides, fastening devices mounted on the exterior of the sides and detachably engaging the projecting portions of the metal straps, an end-gate, and means for locking the end-gate to the sides, substantially as described.

2. In a wagon body, the combination of a bottom provided on its upper face at its outer edges with vertical loops, sides mounted on the bottom and provided at their lower edges with recesses receiving and concealing the loops, the metal straps secured to the inner faces of the sides and having their lower ends bent outward at right angles and forming lugs passing through the loops and projecting beyond the sides of the body, the vertically movable bolts mounted on the outer faces of the sides and located above the lugs and having their lower ends arranged to engage perforations thereof, said bolts being provided at their upper ends with horizontally disposed arms, and stops disposed in pairs and located adjacent to the bolts and adapted to be engaged by the arms thereof, whereby the bolts are locked both in and out of engagement, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

BOWDAN L. BIBB.

Witnesses:

A. H. COBB,
C. MEHIGAN.