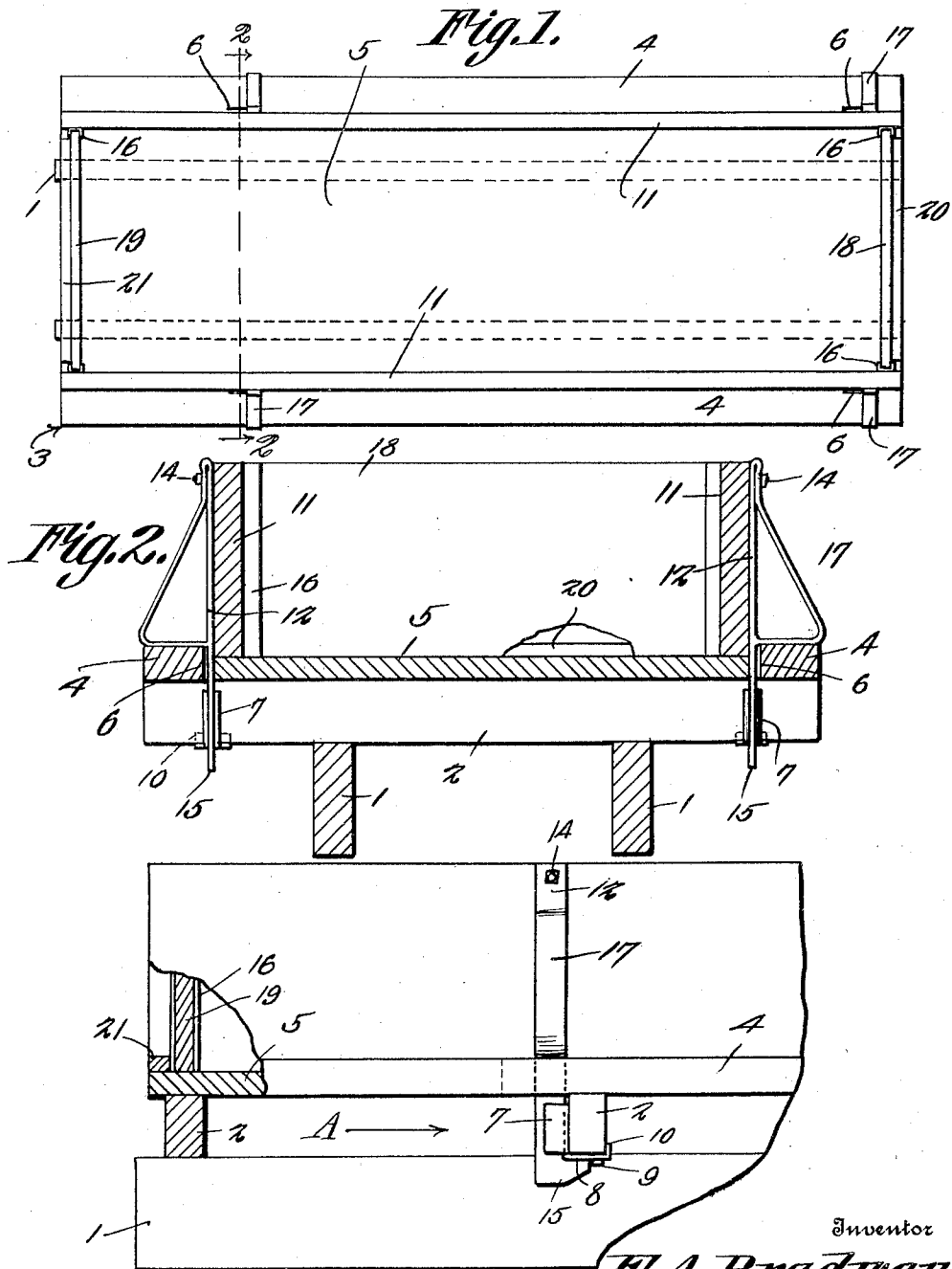


F. A. BRADWAY.
WAGON BODY.
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1,357,686.

Patented Nov. 2, 1920.



Witness

J. P. Conlin

Fig. 3.

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UNITED STATES PATENT OFFICE.

FRANK A. BRADWAY, OF STRAUGHN, INDIANA.

WAGON-BODY.

1,357,686.

Specification of Letters Patent.

Patented Nov. 2, 1920.

Application filed January 18, 1919. Serial No. 271,809.

To all whom it may concern:

Be it known that I, FRANK A. BRADWAY, a citizen of the United States, residing at Straughn, in the county of Henry and State of Indiana, have invented a new and useful Wagon-Body, of which the following is a specification.

It is the object of this invention to provide simple but novel means for holding in place, releasably, the side boards of a wagon body.

In the accompanying drawings:—

Figure 1 shows in top plan, a device constructed in accordance with the invention; Fig. 2 is a cross section on the line 2—2 of Fig. 1; Fig. 3 is a side elevation wherein parts are broken away.

In the drawings, there appears a wagon body comprising longitudinal beams 1 supporting transverse bolsters 2 on which is mounted a platform, denoted generally by the numeral 3, the platform embodying side bars 4 and a bottom 5 therebetween the bottom being provided, adjacent to certain of the bolsters 2 with openings 6 elongated in the direction of the length of the wagon body.

Channel-shaped keepers 7 are mounted on the rear faces of those bolsters 2 which are adjacent to the openings 6, the keepers having, at their lower ends, flanges 8 extended beneath the said bolsters and attached thereto by securing elements 9, the flanges being supplied with upright lips 10 coacting with the said bolsters 2. The wagon body includes sides 11, resting on the bottom 5 and restrained against outward movement by the bars 4. Standards 12 are secured to the sides 11 and extend downwardly through the openings 6, the numeral 14 designating any suitable means for attaching the standards to the sides 11. The standards 12 are supplied with outwardly extended braces 17 which, coacting with the bars 4, sustain the sides 11 and prevent them from swinging outwardly. The standards 12 are equipped at their lower ends with projections 15 extended beneath those bolsters 2 which carry the keepers 7, the projection coöperating with the flanges 8 of the keepers, to avoid wear on the bolsters. Those portions of the standards 12 which extend beneath bars 4 are received in the keepers 7.

Guides 16 are mounted on the sides 11 near to the forward and rear ends thereof.

Gates 18 and 19 are vertically slidable in the guides 16 and are supported on the bottom 5. The bottom 5 carries a cleat 20 coöperating with the end gate 18 and, upon the bottom, there is a cleat 21 coacting with the end gate 19.

Let it be supposed that it is desired to mount the sides 11 in place. Then the lower ends of the standards 12 are inserted downwardly through the openings 6, the lower ends of the braces 17 resting on the bars 4, the sides 11 being guided and directed by the bars 4, so that when the sides are slid in the direction of the arrow A in Fig. 3, the lower portions of the standards 12 will enter the keepers 7, the projections 15 passing beneath those bolsters 2 which carry the keepers 7, and coacting with the flanges 8 of the keepers. Since the projections 15 are engaged beneath the bolsters 2, the sides 11 cannot move upwardly. The end gates 18 and 19 are slid into the guides 16, and when the gate 19 coöperates with the cleat 21, the sides 11 cannot move in a direction opposite to that indicated by the arrow A in Fig. 3, and, consequently, the projections 15 on the lower ends of the standards 12 cannot become disengaged from beneath the bolsters 2.

But two standards 12 have been shown, on each side of the wagon, but it will be understood that as many standards as is necessary may be employed, this detail being merely a matter of duplication.

Having thus described the invention, what is claimed is:—

1. A wagon comprising a bolster; a platform thereon and having an elongated opening spaced from the outer edge of the platform; a side supported on the platform; a standard coöperating with the side, the standard comprising a laterally extended brace engaging the platform outwardly of the opening and a part located below the brace and passing through the opening, said part having a projection and being movable in the opening, when the side is moved, in one direction, to cause the projection to engage beneath the bolster; and means for holding the side against movement in an opposite direction.

2. A wagon comprising a bolster; a side; an upright channel-shaped keeper on the side of the bolster and provided with a flange extended beneath the bolster transversely thereof; a standard on the side and

having a projection, the side being longitudinally slidable in one direction, to cause the standard to enter the keeper and to cause the projection to engage beneath the
5 flange; and means for holding the side releasably against longitudinal sliding movement in an opposite direction.

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

FRANK A. BRADWAY.

Witnesses:

R. E. BRADWAY,
R. B. HENLEY.