

B. RANKIN.
WAGON BODIES.

No. 179,344.

Patented June 27, 1876.

Fig. 1

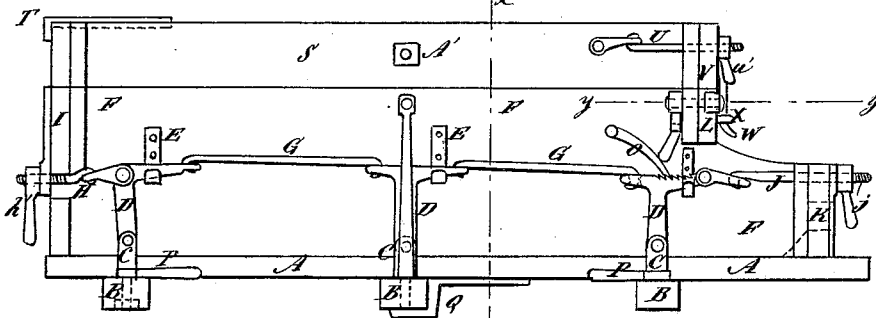


Fig. 2

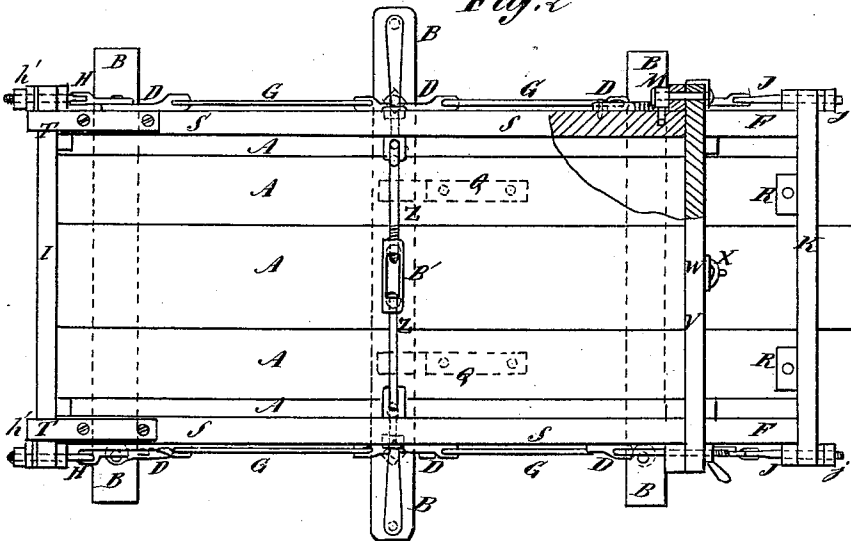


Fig. 3

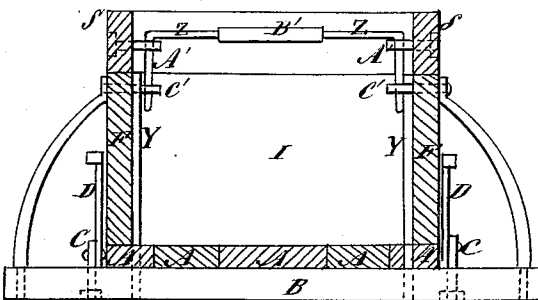
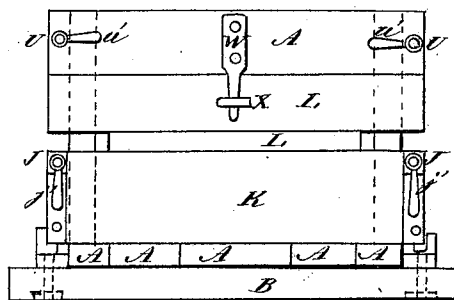


Fig. 4



WITNESSES:

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UNITED STATES PATENT OFFICE.

BENJAMIN RANKIN, OF JEFFERSONVILLE, OHIO.

IMPROVEMENT IN WAGON-BODIES.

Specification forming part of Letters Patent No. **179,344**, dated June 27, 1876; application filed April 25, 1876.

To all whom it may concern:

Be it known that I, BENJAMIN RANKIN, M. D., of Jeffersonville, in the county of Fayette and State of Ohio, have invented a new and useful Improvement in Wagon-Body, of which the following is a specification:

Figure 1 is a side view of my improved wagon-body. Fig. 2 is a top view of the same, part being broken away to show the construction. Fig. 3 is a vertical cross-section of the same, taken through the line *xx*, Fig. 1. Fig. 4 is an end view of the same.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved wagon-body, which shall be so constructed that it will be held firmly in place, and together, may be readily attached and detached when desired, may be snugly packed for storage, and will allow the rear end boards to be detached without loosening the other parts. The invention consists, mainly, in the combination of the bolts, the T-bars, having the lower side of one arm inclined, the hook-bars, the connecting-rods, and the hook-bolts and lever-nuts with the bottom boards, the cross-bars, the side boards, and the end boards, as hereinafter fully described.

A are the bottom boards, which rest upon the cross-bars B, and the central one of which is riveted to said cross-bars. To the ends of the cross-bars B, at the edges of the outer bottom boards A, are attached bolts C, to the heads of which are pivoted the lower ends of the cross-head or T-bars D. One arm of the T-bars D is inclined upon its lower side, and rests upon the hooks formed upon the lower ends of the bars E attached to the side boards F. The T-bars D are connected by rods G, and with the forward T-bar is connected a bolt, H, which passes through the projecting end of the forward end board I, and has a lever-nut, *h'*, screwed upon it. The arm of the rear T-bar D has a bolt, J, connected with it, which passes through the projecting end of the small rear end board K, and has a lever-nut, *j'*, screwed upon it. By this construction, if the nuts *j'* are tightened the side boards F are drawn down against the bottom boards A, and the end boards I K are drawn against the ends of the side board F, making the body

close and firm. At a little distance in front of the small end board K is placed the true end board L, the lower part of the ends of which rest against cleats attached to the side boards F, and the upper parts of its ends project across and rest against shoulders formed upon the upper rear parts of the said side boards F. The end board L has small levers M pivoted to its upper corners, which levers have projections formed upon them to enter holes in the side boards F when turned down, and lock the said end board in place. Upon the top of the rear T-bar D are formed ratchet-teeth to receive the engaging end of the pawl O, the other end of which is pivoted to the side board F. The pawls O hold the remaining parts of the body together when the rear end boards L K are removed. To the bolts C are pivoted eccentric levers P, so that, should the bottom boards A shrink, they may be turned against their outer edges and press them together. The side bottom boards are kept from slipping forward by half-keepers Q attached to them, and which hook upon one of the cross-bars B, and are kept from slipping back by blocks R attached to them, and which rest against the small end board K. S are the side boards of the top box, to the upper edges of the forward ends of which are attached hooks T, which hook over the top edge of the forward end board I. To the sides of the rear ends of the side boards S are attached bolts U, which pass through the projecting end of the end board V, and have hand-nuts *n'* screwed upon them. To the end board V is attached a hook-bar, W, which hooks into a keeper, X, attached to the end board L. To the inner sides of the middle parts of the side boards F are attached bars Y, the lower ends of which enter holes in the side bottom boards A and the middle cross-bar B. To the upper ends of the bars Y are attached eyebolts C, to receive the ends of the rods Z, which also pass through eyes A' attached to the side boards S. The upper parts of the rods Z are bent inward, and are connected by a long nut, B', which is swiveled to one of said ends, and screws upon the other. This construction holds the side boards S in place, and prevents them from being spread apart by the load. The rear end of the middle bottom board A

may project to serve as a rest for one foot when beginning to shovel out a load. When the loads are to be dumped, the side bottom boards A are removed and are replaced by others, which are made of such a length as to reach to but not beneath the end board K, and have grooves across their upper sides to receive the lower edge of the end board L to keep them from slipping. The wagon is unloaded, when this set of bottom boards is used, by taking out the end board L, and raising the rear ends of the bottom boards, one at a time, which dumps the load beneath the wagon.

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

1. The combination of the bolts C, the T-bars D, having the lower side of one arm inclined, the hook-bars E, the connecting-rods G, the hook-bolts H J, and lever-nuts *h' j'* with the bottom boards A, the cross-bars B, the side boards F, and the end boards I K, substantially as herein shown and described.

2. The combination of the pawls O with the ratchet-teeth formed upon the top of the rear T-bar D, substantially as herein shown and described.

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Witnesses:

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