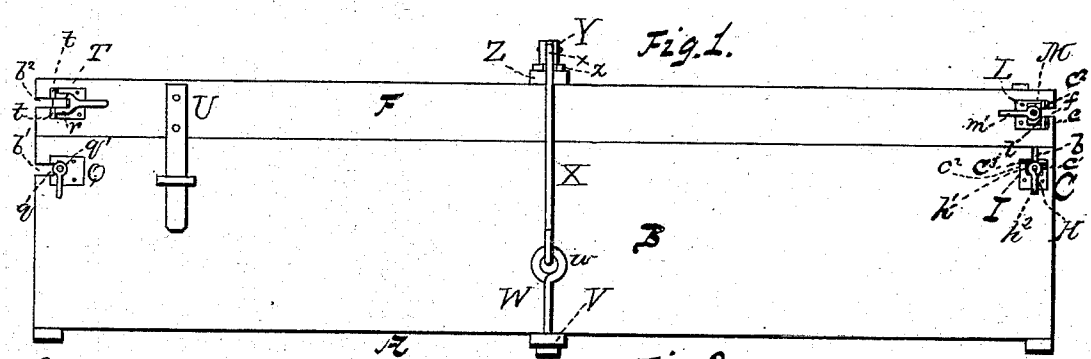
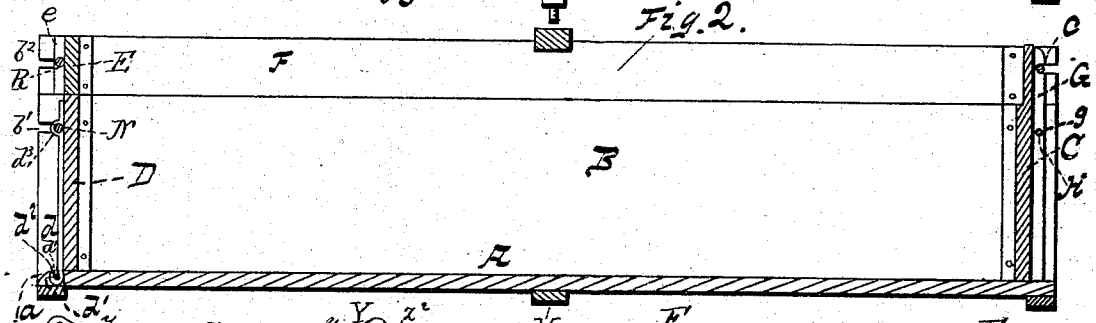
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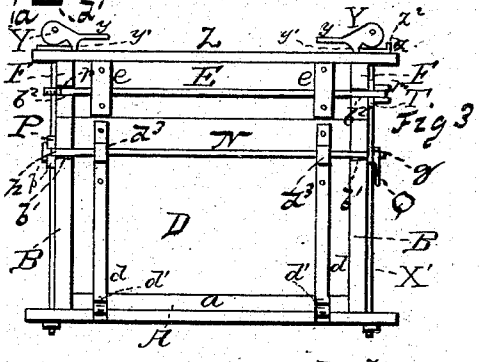
I. E. PHELPS & W. F. SIEFERS.

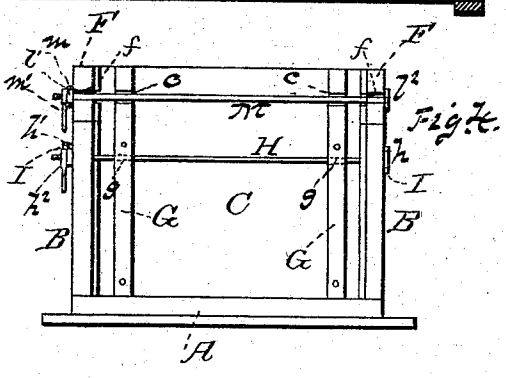
WAGON BODY.

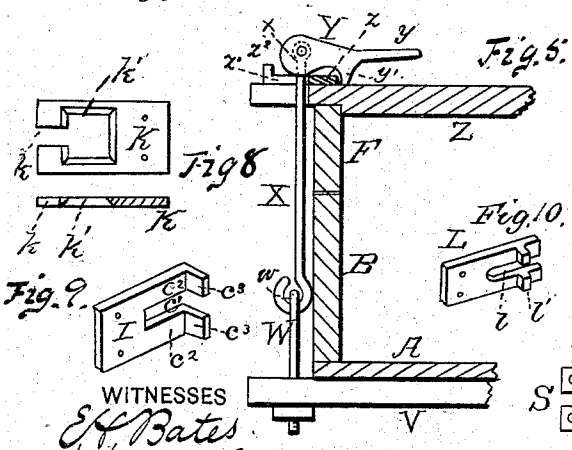
No. 252,513. Patented Jan. 17, 1882.

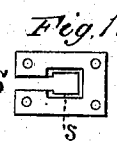


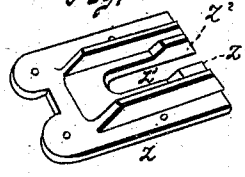


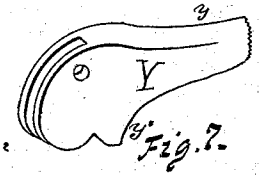


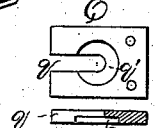












WITNESSES

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UNITED STATES PATENT OFFICE.

ISAAC E. PHELPS, OF WAHOO, AND WILLIAM F. SIEFERS, OF SCRIBNER, NEBRASKA.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 252,513, dated January 17, 1882.

Application filed June 28, 1881. (No model.)

To all whom it may concern:

Be it known that we, ISAAC E. PHELPS, of Wahoo, in the county of Saunders and State of Nebraska, and WILLIAM F. SIEFERS, residing at Scribner, in the county of Dodge and State of Nebraska, both citizens of the United States, have invented certain new and useful Improvements in Wagon-Bodies; and we 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a side view of a wagon-body, showing our device applied. Fig. 2 is a longitudinal section; Figs. 3 and 4, end views; Figs. 5, 6, 7, 8, 9, 10, 11, and 12, details.

This invention relates to wagon-bodies.

The invention consists in the construction hereinafter described.

In the drawings hereto annexed, A is the bottom of the body, having its rear edge curved at *a;* B B, the sides; C, the front; D and E, the tail-boards, and F F the supplemental sides.

G G are cleats on front board, C, having grooves *c* and holes *g*, the former above, the latter on a line with or near the top of, the sides B B.

Passing through holes *g g* is a rod, H, having any form of head or nut *h* at one end, and any form of washer *h'* loose, and a crank-nut, h^2, threaded upon the other end.

In the tops of sides B B are grooves *b b*, and fastened to the side of these sides are plates I, having slots *c'* registering with grooves *b*, and legs c^2 upon the sides of said grooves, having the lugs c^3 turned out, as shown. The ends of rod H rest in the grooves *b* and slots *c'*, and when tightened up by the nut h^2 the head *h* and washer *h'* catch under these lugs c^3 and keep the rod from slipping from its seat.

At their front ends supplemental sides F F have grooves *f f* on a line with grooves *c c*. On the outside of the sides are plates K and L, on a line with grooves *f f*, plate K having a slot, *k*, and countersink *k'*, and plate L having slot *l* and lugs *l'* on each side, slots *k* and *l* registering with grooves *f f*. Seated in these grooves and slots is a rod, M, whose square head l^2 rests in countersink *k'*, and its washer *m* is held by crank-nut *m'* behind lugs *l'*, said nut tightening the rod M.

The lower tail-board, D, is held to bottom A by hinges *d d*, open at *d'*, so as to be readily removable from pins d^2.

Through eyes d^3 of hinges *d* passes a rod N, its ends resting in grooves *b' b'* of sides B B and slots *p q* of plates P Q, one of said plates having lugs *p'* for the head of the rod and the other a recess, *q'*, for the hub of the crank-nut, both plates being seated in or fastened to the sides.

In the cleats *e e* of the upper tail-board, E, are holes *e' e'*, through which passes the rod R, its ends resting in grooves b^2 b^2 of supplemental sides F F, its nut *r* resting in a countersink, *s*, in a plate, S, on one side, and being locked by a cam, *r'*, at its other end, sprung behind the lugs *t t* of a plate, T, the two plates being seated in the sides, like plates P and Q.

U are standards on sides F F, passing through loops on sides B B.

Underneath the bottom A, about midway, is a bar, V, projecting outward from whose ends, and held by nuts, are the bolts W, having eyes *w*. Hooked in these eyes *w* are rods X, carrying at their ends *x* cams Y, having handles *y* and lugs *y'*.

Z is a bar resting across and on top of supplemental sides F F, having at its ends plates *z z*, both ends and plates being grooved, as shown at *z'*, the plates preferably having the lugs z^2. The upper ends of rods X are slipped into these grooves and the cams turned down on the plates, the lugs *y'* catching against the inner ends of the plates and the cams binding on said plates, as shown in Fig. 5.

Instead of a bolt and rod, a single rod, X', may be used, and the cams may be locked on the plates *z* behind the lugs z^2, both ways being shown.

By this construction is furnished a wagon-box which is readily put together and firmly and securely held, at the same time admitting of quick and easy separation.

What we claim is—

As a means of securing supplemental sides to a wagon, the bars V and Z, the latter having notches at its ends, in combination with rods which are attached at one end to the bar V, and carry at the other end cams or other securing devices adapted to the notched ends of bar Z, as set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

I. E. PHELPS.
W. F. SIEFERS.

Witnesses:
J. A. WRIGHT,
CHAS. INCHES.