

(No Model.)

J. RYDER.
Wagon Body.

No. 239,673.

Patented April 5, 1881.

FIG. 1.

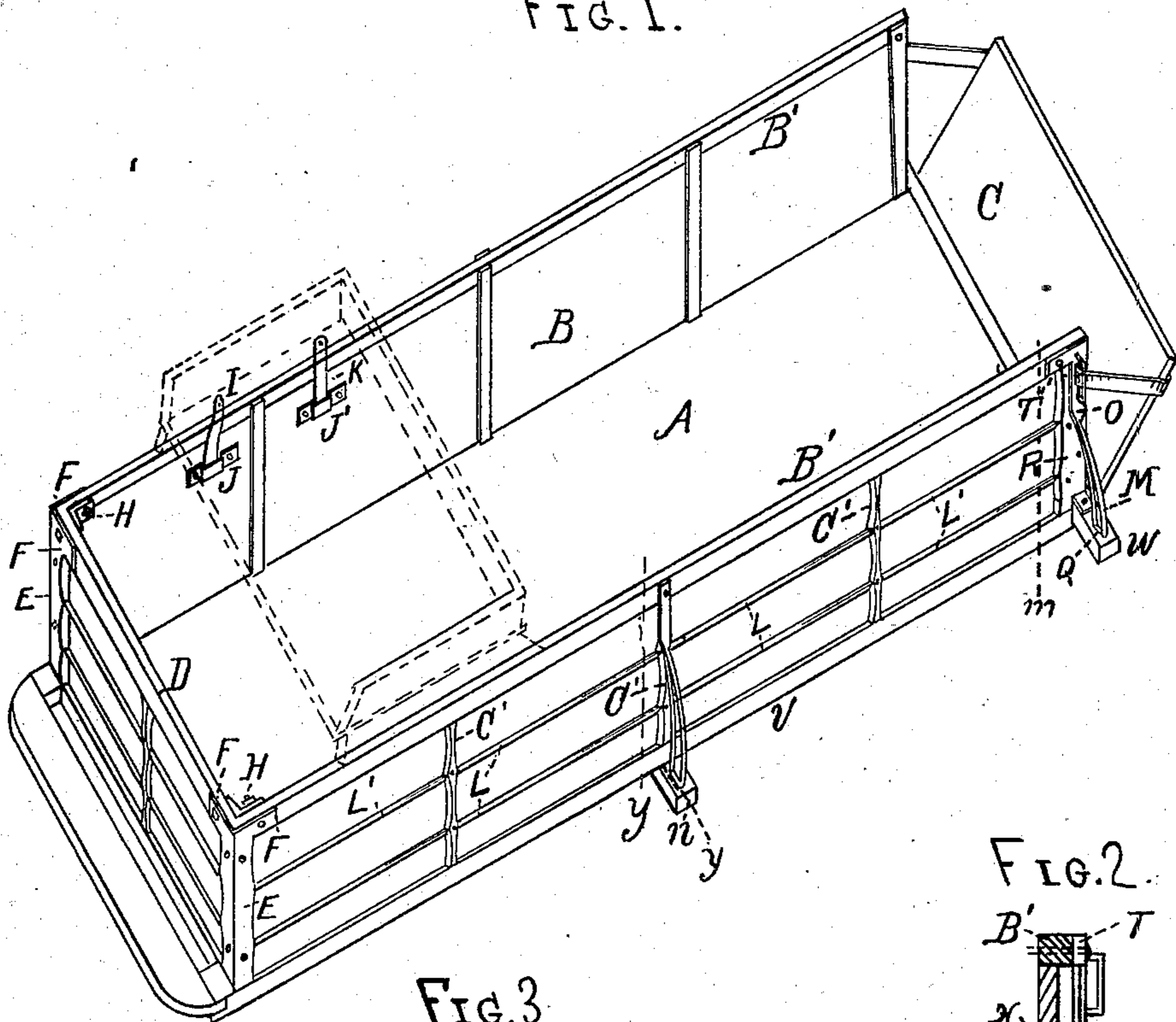


FIG. 2.

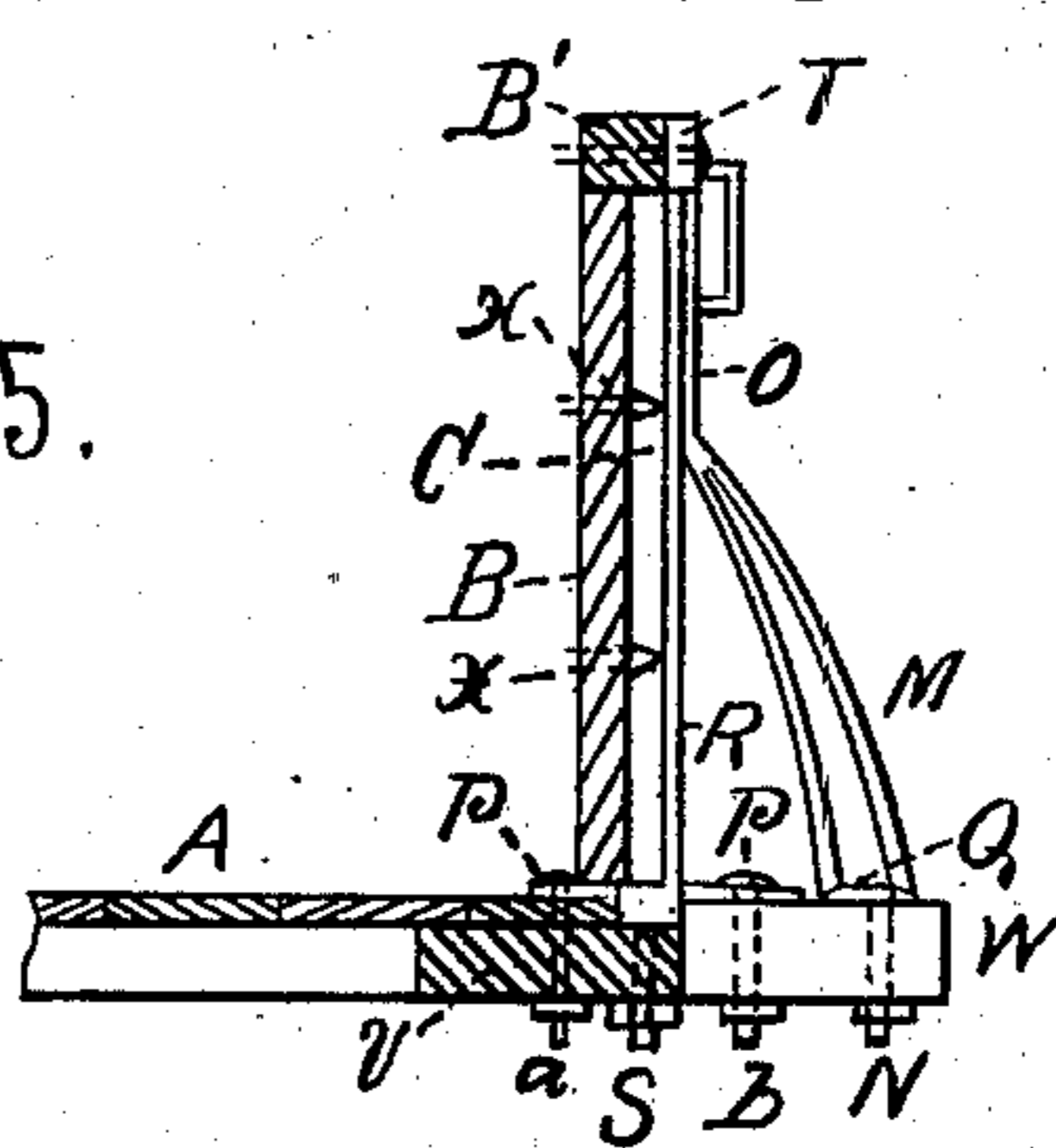


FIG. 4.

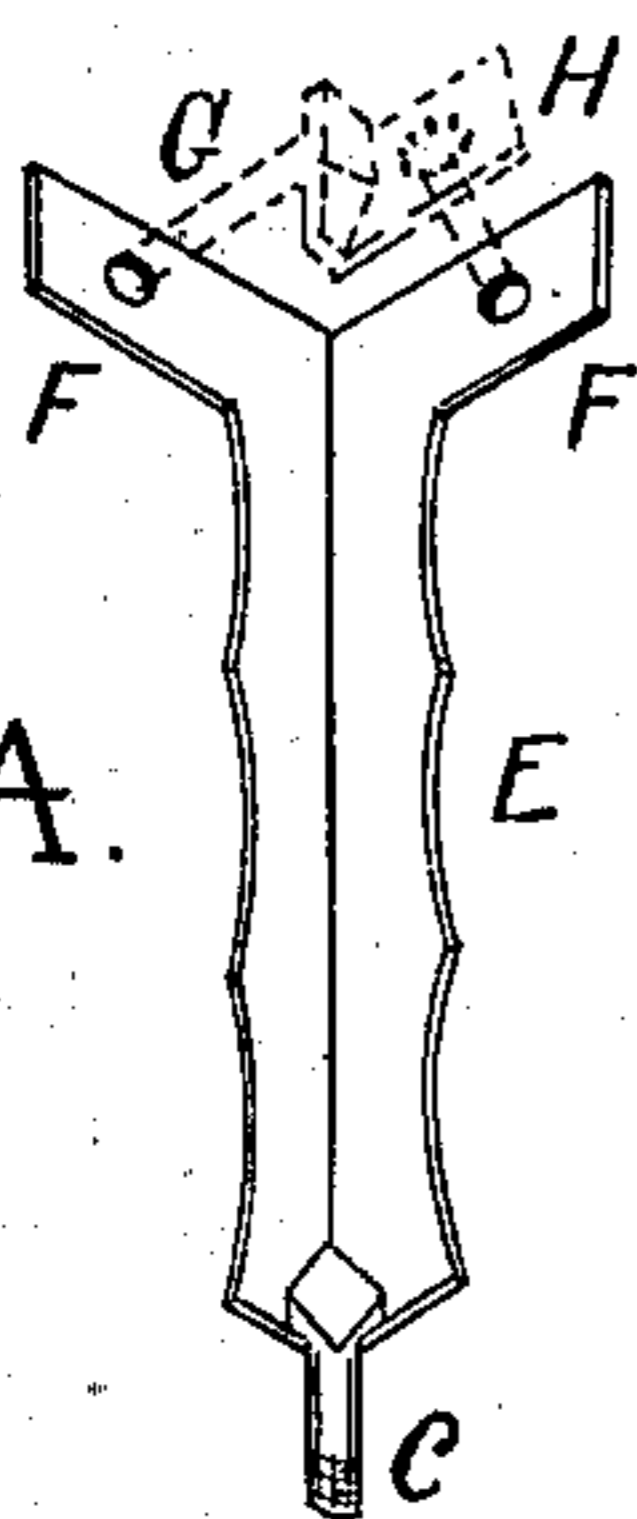


FIG. 3.

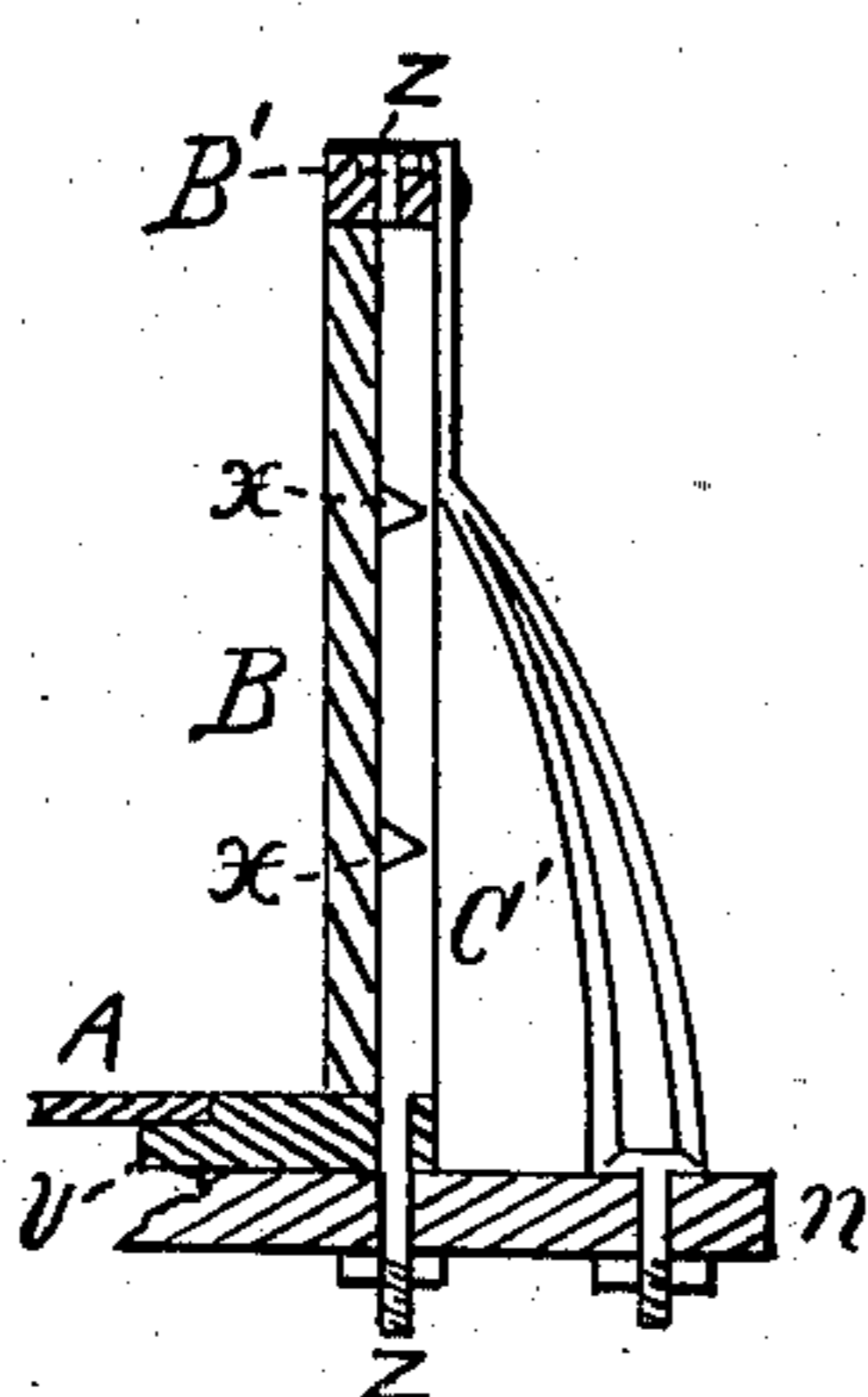


FIG. 5.

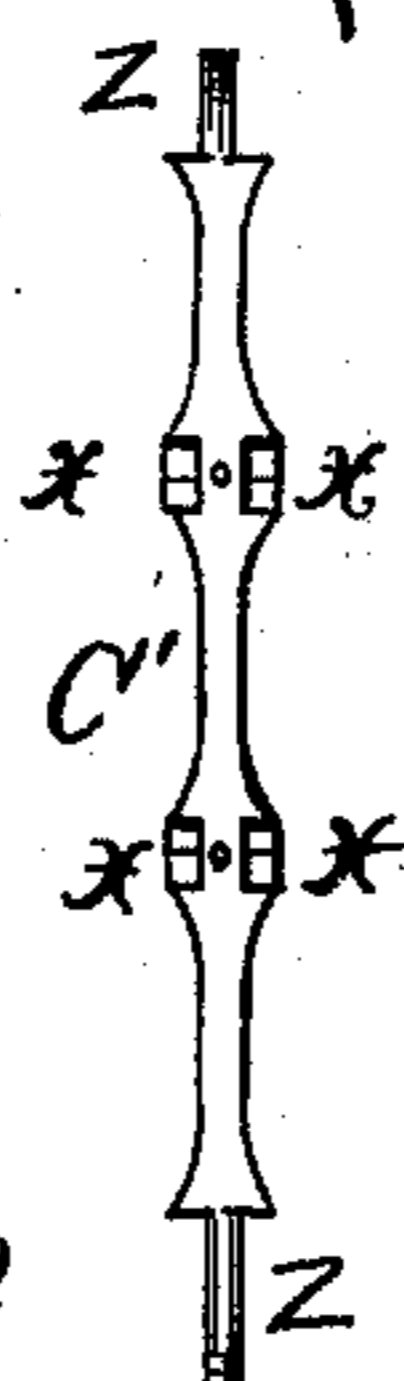


FIG. 6.

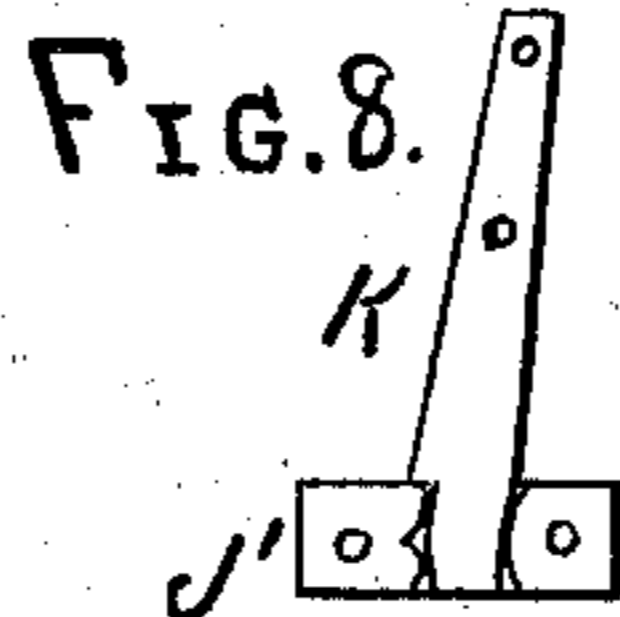
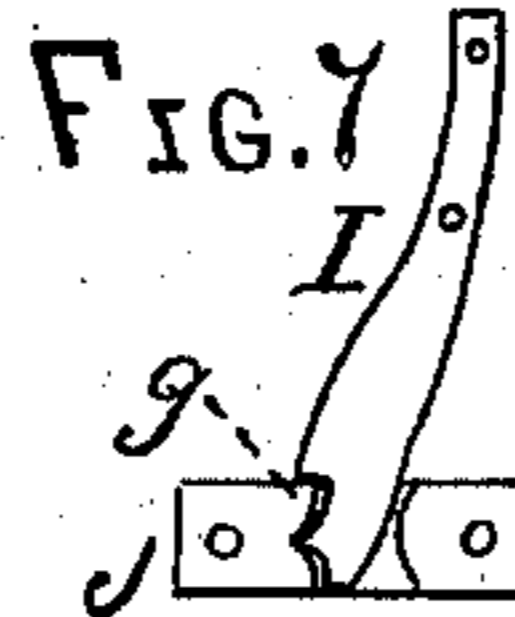
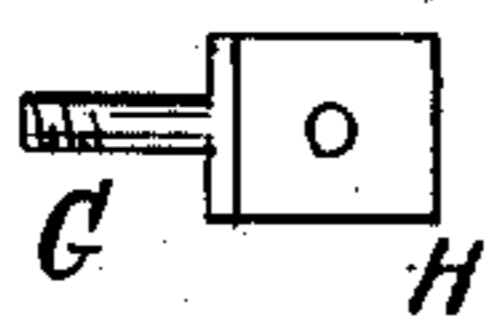


FIG. 9.

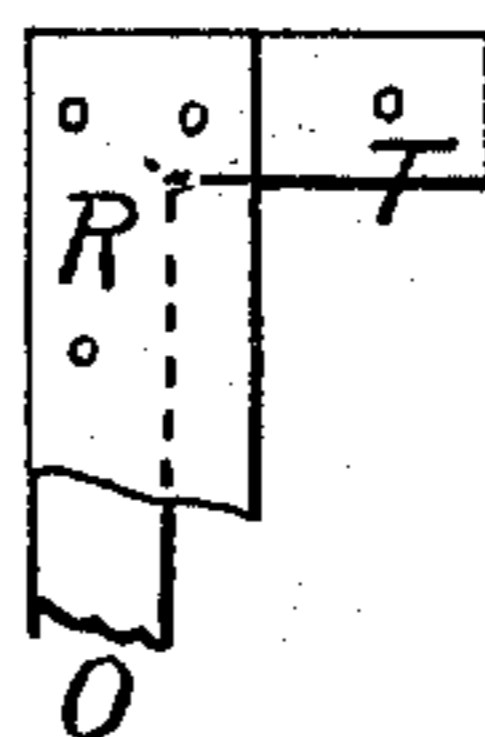
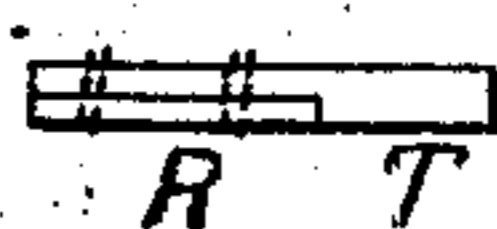


FIG. 10.



WITNESSES.
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JOHN RYDER, OF JEFFERSON, ILLINOIS.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 239,673, dated April 5, 1881.

Application filed July 24, 1880. (No model.)

To all whom it may concern:

Be it known that I, JOHN RYDER, of Jefferson, county of Cook, and State of Illinois, have invented new and useful Improvements in Wagon-Bodies, of which the following is a specification, reference being had to the accompanying drawings, illustrating my improvements, and forming a part of this specification.

Figure 1 is a perspective representation of a wagon-body embodying my improvements; Fig. 2, a partial transverse section taken on dotted line *m*, Fig. 1; Fig. 3, a partial sectional elevation taken on line *y*, Fig. 1; Fig. 4, an inside perspective view of the front corner-iron removed from the box; Fig. 5, an inside view of the iron batten removed from the box. Fig. 6 is the device for fastening the front corner to the box. Figs. 7 and 8 show the seat attachments. Figs. 9 and 10 show the tops of the rear corner-irons.

The object of the present invention is to construct lighter and stronger wagon-bodies and provide better means for attaching the seats to the bodies.

The nature of the invention consists in the form of the rear corner-irons and braces, and the manner in which they are connected together and secured to the box, whereby lightness and durability are attained; and, further, in the novel form of seat-irons, whereby the seat is locked to the body, except it be raised up at the back and turned over to the front; also, in the novel form of the front corner-irons and connecting lug-bolts for securing their top ends to the body, as the whole is hereinafter fully described and shown.

A represents the bottom, B B the sides, C the tail-board, and D the front board, of the body of a wagon constructed, in part, with my improvements, as follows:

The sides B are made of thin boards, as is customary, and secured to the top rail, B', and bed-rail *v* by screws, in the ordinary manner of such work, the said rails being mortised into the ordinary corner-posts.

L' L' are the horizontal ribs, which are at their outer ends secured to the corner-posts of the body in the ordinary manner. Their inner ends, as are also both ends of the ribs L L L'

L', are secured by the vertical ribs C' C' C', which are provided with V-shaped notches *x*, Figs. 2, 3, and 5, to receive them, Fig. 5 being an inside view of the iron rib. The ends of the ribs C' are provided with bolts Z Z, which pass through the rails B' and *v* of the body, and are secured by nuts, which hold the parts much firmer than when they are made of wood and tenoned together. The ribs C' are drilled to receive rivets which hold the boards B securely to them.

The rear braces, M, are united, each at Q, in one casting, and terminate each in a single piece at O, which has a lateral wing, T, lapping onto the rear corner-plate, R. (See the inside view of the parts at Fig. 9 and top view at Fig. 10.) Bolts are put through these lapping parts and through the body, whereby a very strong connection is formed.

On the connecting parts Q of the braces M there are formed bolts N, which pass through the rear bearers, *w*, of the body, and are secured by nuts.

The corner-iron R is longer than the braces M by the thickness to the bottom A, and fastens to the bed-rail *v* by a bolt, S, cast solid to it, and by bolt *a b*, put through flanges P P, projecting out from the iron plate R. It is also secured to the bearer *w*, bottom board, A, and bed-rail *v*. By this means the bearer *w* is strongly united by a small amount of metal, and in such a manner as to give a neat appearance to the body.

The middle brace is of ordinary construction, except its two branches are connected at the bottom by a bar, from which projects a bolt passing through the middle bearer, *n*.

The seat-irons consist of socket-plates J J', in the forward ones of which are formed notches *g*, for projections on the engaging ends of the irons I, to lock into and prevent the seat from tipping back.

The rear irons, K, enter sockets, so that by lifting the rear side of the seat it may be removed from the body. A description has been given beyond the parts invented. They show how the improvement is attached; but I confine myself to the mechanism claimed.

I claim and desire to secure by Letters Patent—

The double braces M, terminating at their lower ends in bolts N, which pass through the bearers *w*, and terminating at their upper end in wings T, which overlap the corner-
5 irons R, and the corner-irons R having bolts S, passing through the sills or bed-rails *v*, and flanges P P, which respectively rest on the

bearer *w* and bottom A, and are secured by bolts *b a*, as specified.

JOHN RYDER.

Witnesses:

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