

(No Model.)

F. BURGESS.

WAGON BODY.

No. 388,528.

Patented Aug. 28, 1888.

Fig. 1.

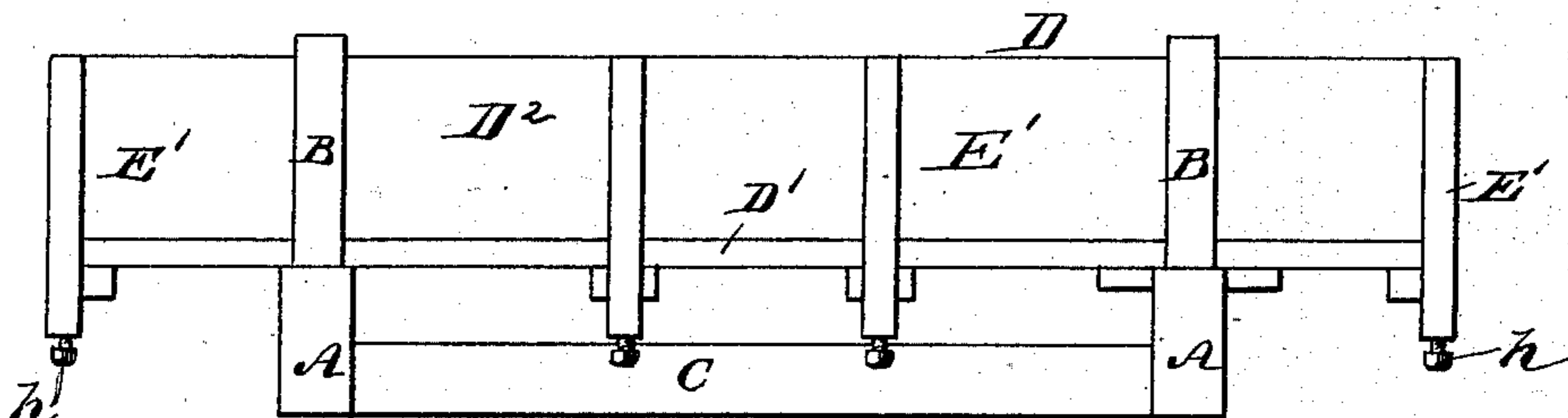


Fig. 2.

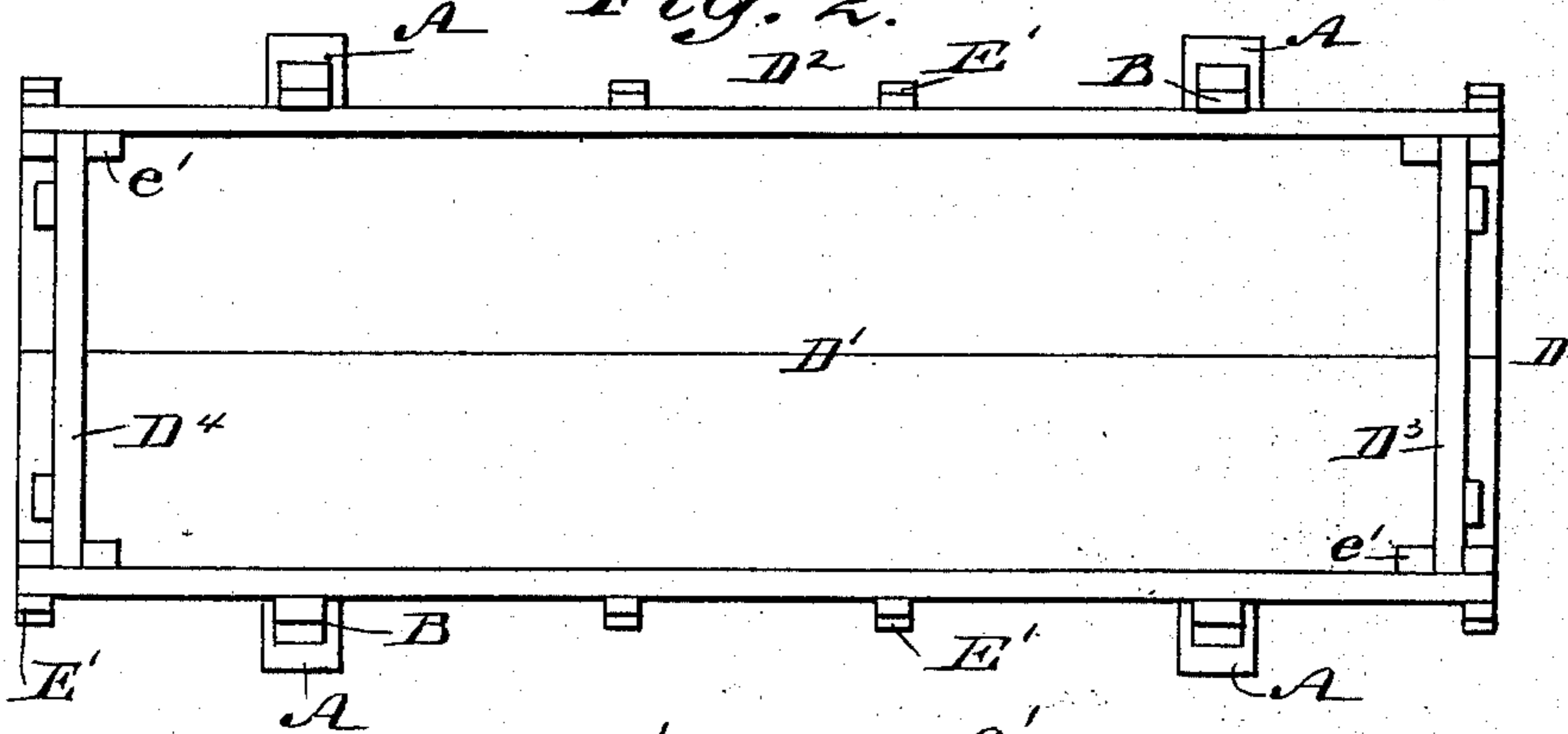


Fig. 3.

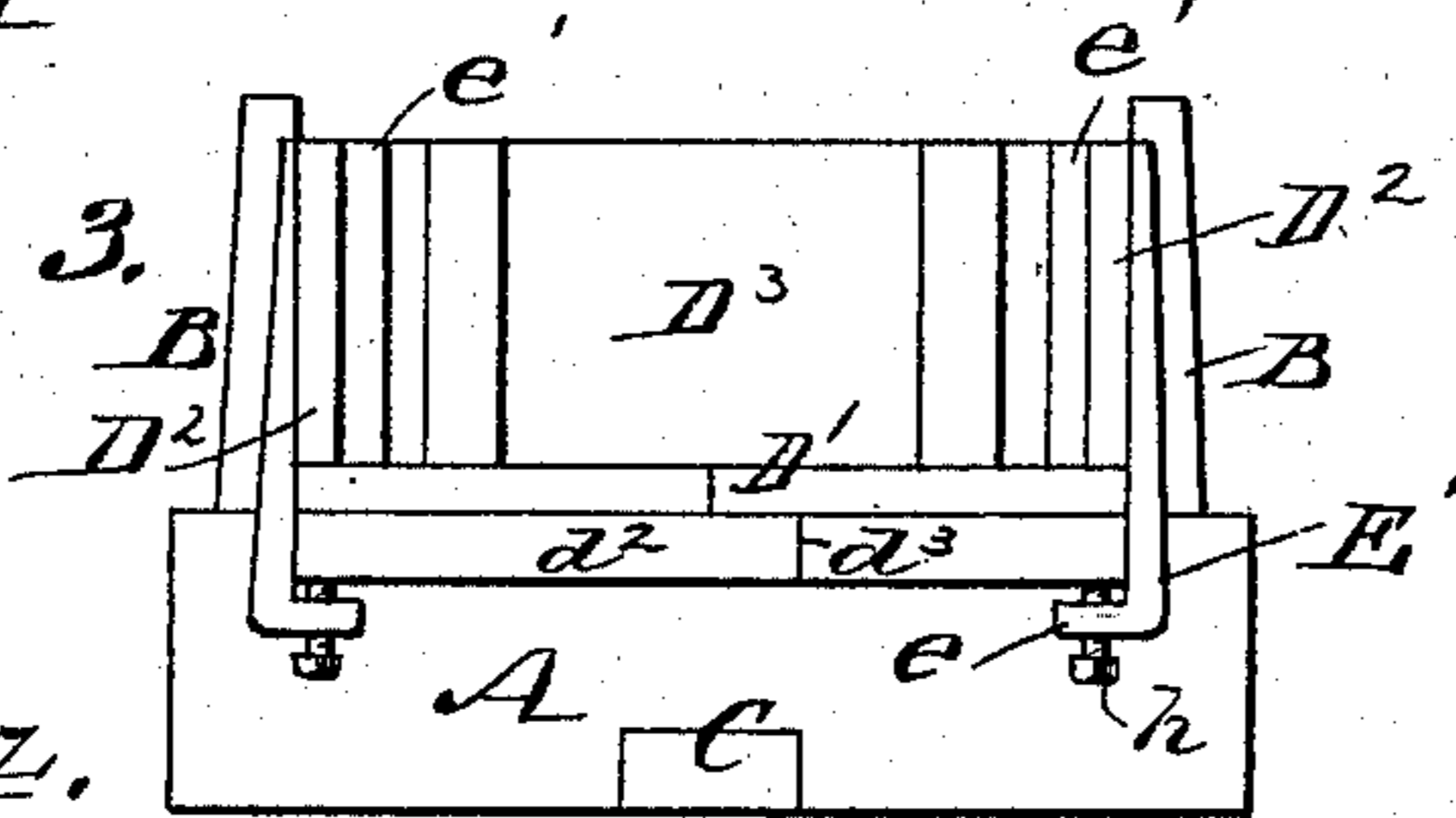
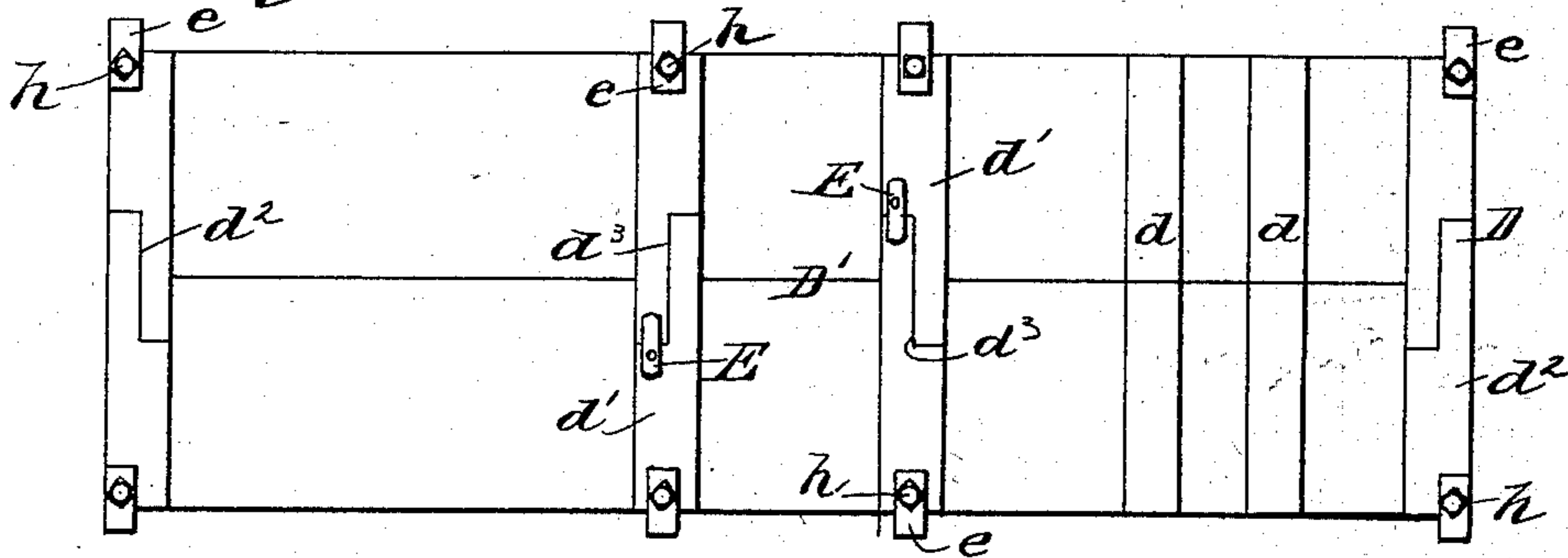


Fig. 4.



WITNESSES:

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FELIX BURGESS, OF DARLINGTON, WISCONSIN.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 388,528, dated August 28, 1888.

Application filed February 17, 1888. Serial No. 264,346. (No model.)

To all whom it may concern:

Be it known that I, FELIX BURGESS, of Darlington, in the county of Lafayette and State of Wisconsin, have invented a new and Improved Wagon-Body, of which the following is a full, clear, and exact description.

My invention relates to an improved wagon-body specially adapted for use with lumber-wagons and vehicles of that nature, and has for its object to provide a body which may be quickly and expeditiously removed and placed upon the wagon by a single person, and wherein the said body may be knocked down or built up in any small barn or wagon-shed.

The invention consists in providing a sectional wagon-body, and in the construction and combination of the several parts; as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of the body. Fig. 2 is a plan view. Fig. 3 is an end view, and Fig. 4 is an inverted plan.

In carrying out the invention, A represents the bolsters, B the bolster-standards, and C the reach, of an ordinary lumber-wagon.

The body D consists of a bottom, D', in two sections, two sides, D², each in a single piece, and the front and rear end-boards, D³ and D⁴.

The bottom boards are provided with spaced transverse bars *d*, adapted to receive between them the bolsters, and with end and intermediate connecting-bars, *d'* and *d''*. The contiguous edges of the bottom boards are respectively tongued and grooved, and the inner ends of the approaching connecting-bars are projected over the edges of the boards D', and provided upon opposite sides with a preferably square rabbet, whereby when the bottom boards are brought together the approaching connecting-bars will interlock and form a lap-joint, *d''*, as illustrated in Fig. 4. In order that the bottom thus united will not buckle outward, and also enable one to take each half separately from the frame, pivoted buttons E are provided, preferably at each alternate lap-joint, adapted to span the same. On taking the wagon apart the buttons E are turned so

as to be clear of the joint, thus allowing each half to be raised separately out of the standards B and taken apart.

The sides D², as heretofore stated, are made in one piece each, and are provided upon their outer face with perpendicular brace-bars E', the lower extremities of which, projecting below the base of the sides, are provided with an integral apertured arm, *e*, extending inward, adapted to engage the under face of the various connecting-bars *d* and *d'*.

I propose attaching to the sides an angular brace-bar to engage each connecting-bar. When the sides are placed in position, they rest upon the bottom, being held perpendicularly by the bolster-standards, and also by the front and end boards, which are slid in ways *e'* formed upon the inner faces of the side-boards at or near their extremities, as shown in Fig. 2.

In order to bind the sides and bottom securely together, I introduce a set-screw, *h*, into the arm *e* of the brace-bars, and turn the said screws to a bearing against the bottom, or introduce them into a suitable threaded aperture, as in practice will be found most desirable.

It will be observed by this construction that a body may, even in close quarters, be readily built up or knocked down with ease by a single person.

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

1. In a wagon-body, the combination, with bottom boards, of interlocking transverse connecting-bars secured to the under side of the bottom and provided with pivoted buttons, substantially as and for the purpose described.

2. In a wagon-body, the combination, with bottom boards having their contiguous edges tongued and grooved, interlocking transverse connecting-bars secured to the under side of the bottom, forming a lap-joint, and a pivoted button upon the connecting-bars, adapted to cover the joint of said bars, right-angular brace-bars attached to the sides and embracing the bottom, and means for securing said bars to the bottom, substantially as and for the purpose specified.

3. In a wagon-body, the combination, with

bottom boards having their contiguous edges
tongued and grooved, of the transverse con-
necting-bars $d' d^2$, secured to the respective
bottom boards, and constructed with rabbeted
5 ends to form a lap-joint, d^3 , the pivoted but-
tons E E, secured upon said bars and span-
ning the joints at one side of the joint between
the aforesaid bottom boards, the right-angular
brace-bars E' E', attached to the sides and em-
10 bracing the bottom, and set-screws $h h$, pass-
ing through their horizontal arms into contact

with the bottom, substantially as described,
whereby when said buttons are placed at right
angles to the length of connecting-bars each
half of the body composed of the posts above 15
specified may be raised from the framing, in
the manner hereinbefore described.

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Witnesses:

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