

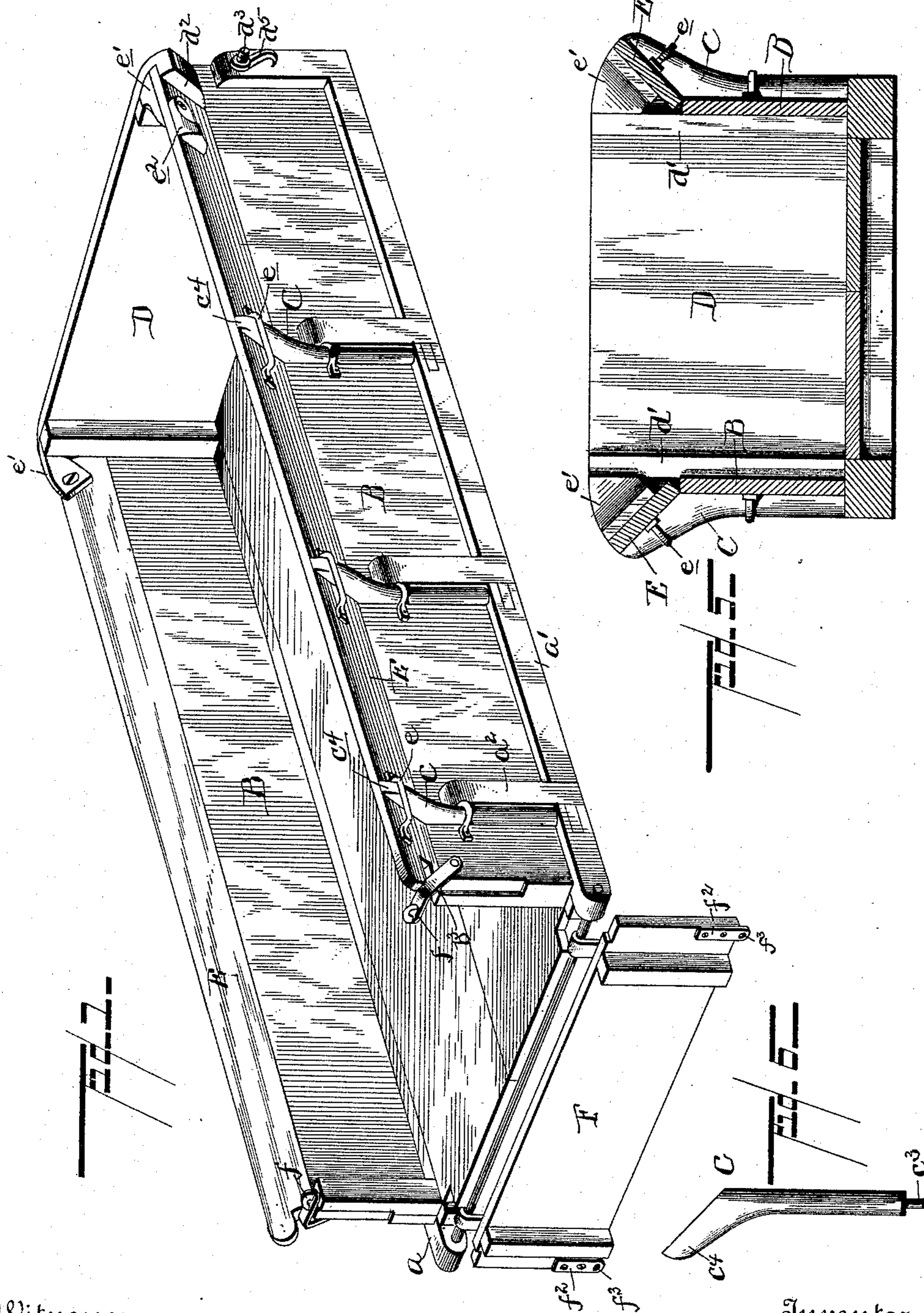
(No Model.)

2 Sheets—Sheet 1.

R. CONDON.
WAGON BODY.

No. 474,817.

Patented May 17, 1892.



Witnesses
H. G. Sutz
E. H. Farry

Inventor
Richard Condon,
by *A. S. Wylenforth*,
his Attorney

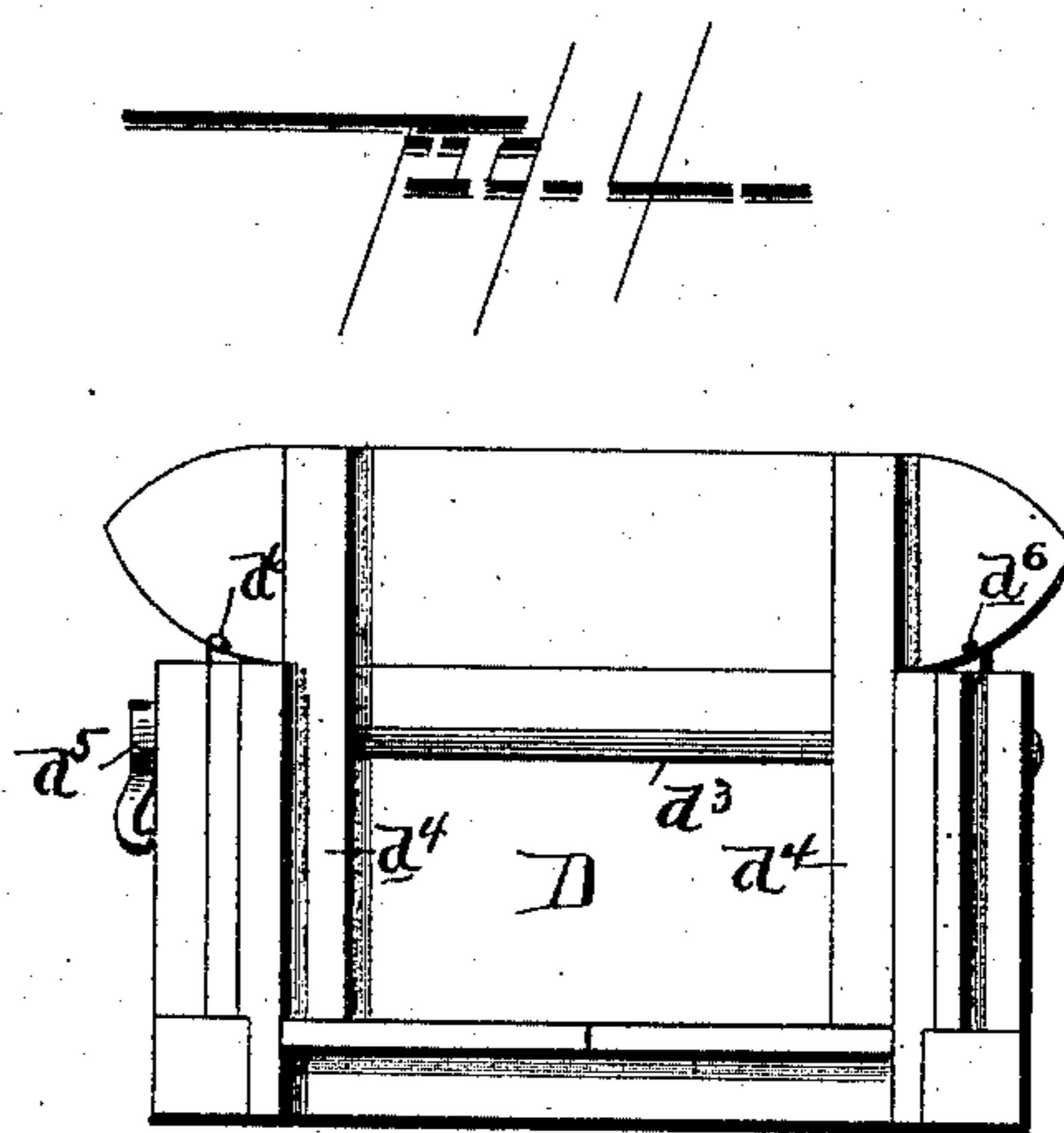
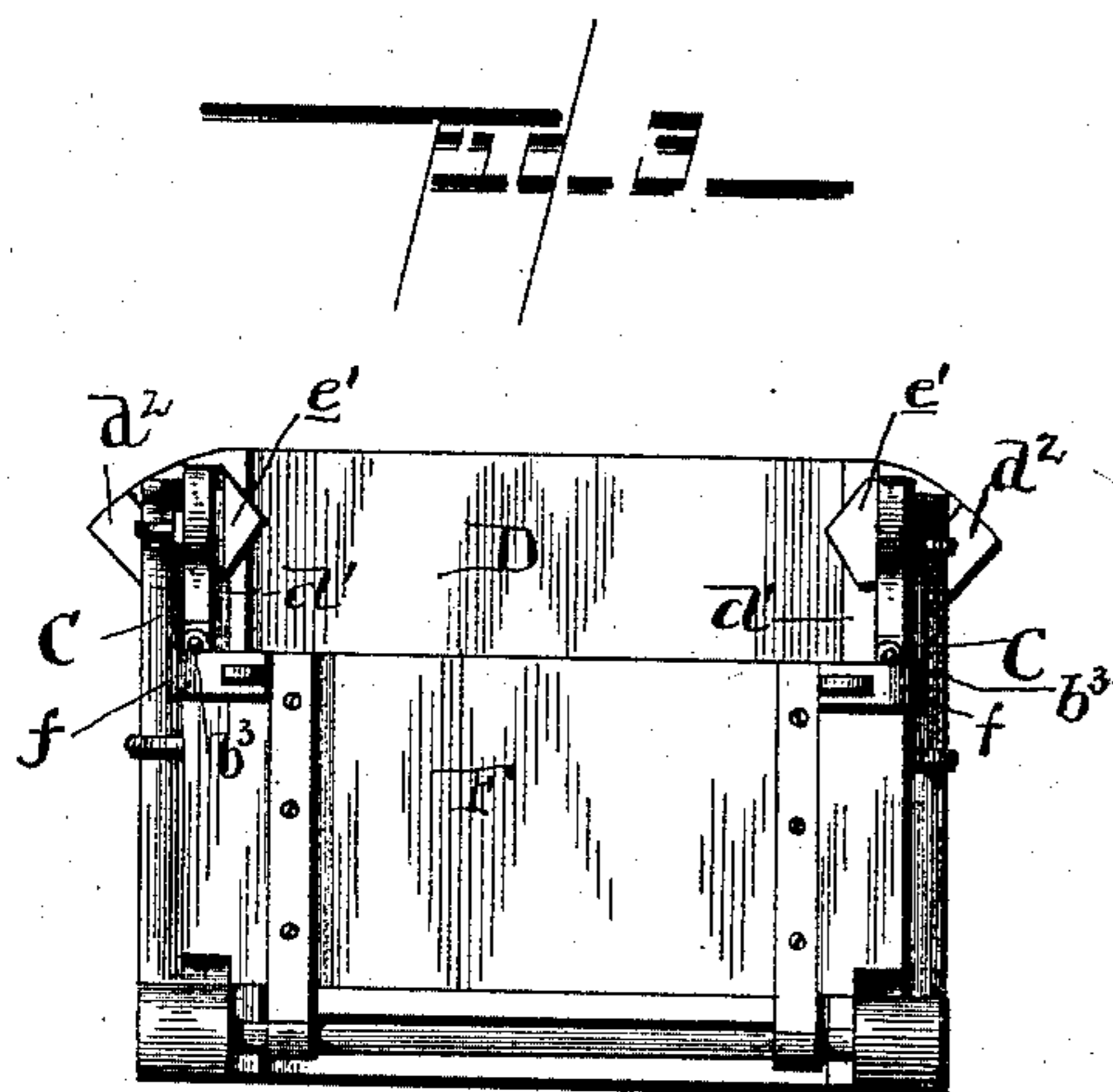
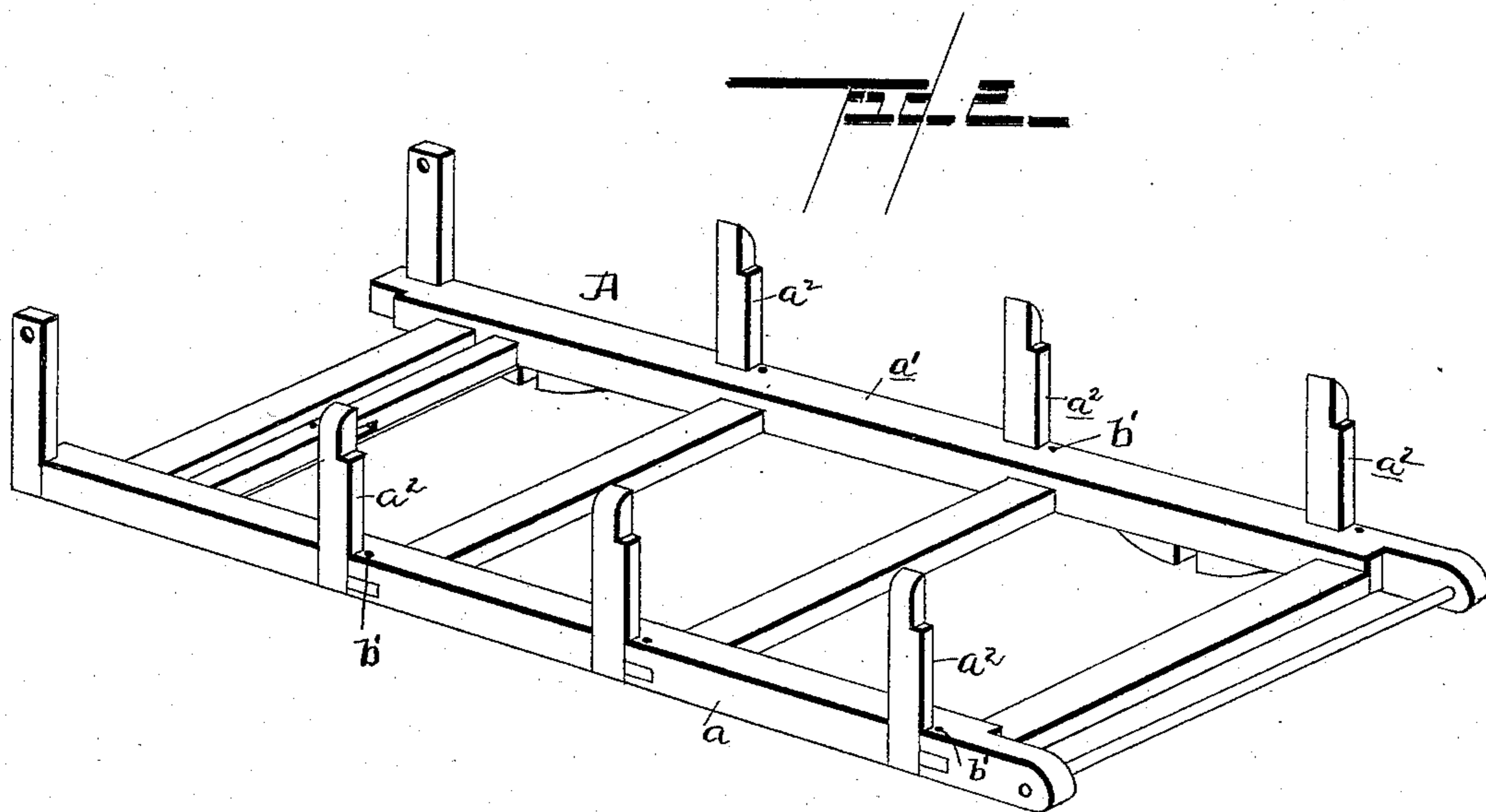
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2 Sheets—Sheet 2.

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UNITED STATES PATENT OFFICE.

RICHARD CONDON, OF LYONS, IOWA.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 474,817, dated May 17, 1892.

Application filed January 29, 1889. Serial No. 298,026. (No model.)

To all whom it may concern:

Be it known that I, RICHARD CONDON, a citizen of the United States, residing at Lyons, in the county of Clinton and State of Iowa, have
5 invented certain new and useful Improvements in Wagon-Bodies; and I 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 apper-
10 tains to make and use the same.

This invention relates to wagon-bodies.

The object of the invention is to produce a wagon-body which by quick manipulation may be converted into an ordinary farm-wagon,
15 a freight-wagon, or a truck-frame.

With this object in view the invention resides, essentially, in a wagon-body made up of a frame provided with upwardly-extending arms fixed thereon, removable side pieces and
20 ends, and removable and shifting top pieces capable of being removed and adjusted independent of the side pieces; and, furthermore, the invention resides in various novel details of construction, whereby the objects are at-
25 tained and a cheap and efficient wagon-body produced.

I have illustrated my invention in the accompanying drawings, in which—

Figure 1 is a perspective view of a wagon-body constructed in accordance with my invention with the tail-gate down. Fig. 2 is a similar view of the wagon-body frame, the sides, bottom, and ends being removed. Fig. 3 is a rear end view showing the tail-gate
35 closed. Fig. 4 is a similar view of the front end of the wagon-body. Fig. 5 is a cross-section looking toward the front of the wagon, and Fig. 6 is a detail view of one of the standards for retaining the sides and top pieces in
40 position.

Referring to the drawings, A designates the wagon-frame, which consists in this instance of two parallel side rails a , floor-beams a' for connecting the rails, and vertical uprights a^2 ,
45 permanently secured to the rails. This frame may, if desired, be used alone as a platform to receive freight.

B designates the sides of the wagon, which are of a width corresponding to the height of
50 an ordinary farm-wagon body. These sides bear against the uprights a^2 and are held in a vertical position by means of standards C,

which latter pass through eyes or loops b , carried by the sides, and enter at their lower ends into sockets or holes b' in the side rails. As
55 shown in Fig. 6, these standards are each provided at their lower ends with a pintle c^3 , whereby to permit of their turning in the sockets, and at their upper ends they are bent outward, as at c^4 , for a purpose that will pres-
60 ently appear.

E designates the top pieces of the frame, which pieces are provided on their outer faces with loops or eyes e , corresponding with those
65 on the sides B, and are designed to receive the bent ends c^4 of the standards.

The head-board or front end D of the wagon is provided with two upright strips d' , against which bear the inner faces of the ends of the sides B, and with two inclined stops d^2 for
70 supporting the front ends of the pieces E when in their inclined position, as shown in Fig. 1. In order to lock the pieces E in their inclined position, pivoted wedge-shaped buttons e' are employed, which when turned
75 down bear against the outer sides of the strips d' , as seen in Fig. 1, and thus hold the pieces E from inward movement. The pieces along their length are supported by means of the
80 standards C, which in this case are turned so as to bring the bent ends c^4 of the standards against the said pieces. When it is desired to turn the pieces to a position in vertical alignment with the sides B, the standards are
85 given a quarter-turn in order to bring their flat sides against the top pieces, and wedge-shaped buttons e^2 are turned down between the ends of the top pieces and the stops d^2 , thus locking the said pieces in place. The
90 front board D is held in place by means of a headed rod d^3 , which passes through the two end uprights and through strips d^4 on the front board and is firmly clamped in position by means of a suitable nut d^5 .

F designates the tail-gate, which is remov-
95 ably secured to the rear portion of the body in any preferred manner and is retained in its closed position by means of cleats f , pivoted to the sides of the body. Secured on the inner side of the gate near each end thereof
100 and projecting above its upper edge are two plates f^2 , having each an opening f^3 , in which, when the gate is closed, work pintles b^3 , carried by the rear ends of the pieces E, the front

ends of the said pieces being provided with similar pintles engaging openings d^6 in the front board. By means of these pintles the top pieces are hinged so as to allow them to swing
5 a distance equal to the space between the stops d^2 and the strips d' . When it is desired to remove the top pieces, the cleats f are turned up so as to release the tail-gate, and by lifting the said pieces clear of the standards they
10 may be taken off the sides.

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

1. In a wagon-body, the combination of the
15 frame, the side pieces having the eyes or loops, the top pieces having the eyes or loops, and the arms or braces provided with the bent ends, substantially as described.

2. In a wagon-body, the combination of the
20 frame provided with the upright arms and the sockets, the side pieces provided with the

eyes or loops, the top pieces pivoted as described, and the arms or braces, substantially as described.

3. In a wagon-body, the combination of the
25 pivoted top pieces, the head-board provided with the cleats, and the swinging wedges attached to the top pieces, substantially as described.

4. In a wagon-body, the combination of the
30 frame provided with upright arms, the top pieces pivoted in the head and tail boards, the head-board provided with cleats, the swinging wedges connected to the top pieces, and the arms or braces having bent ends. 35

In testimony whereof I affix my signature in presence of two witnesses.

RICHARD CONDON.

Witnesses:

DAVID H. MEAD,
H. C. JOHNSON.