

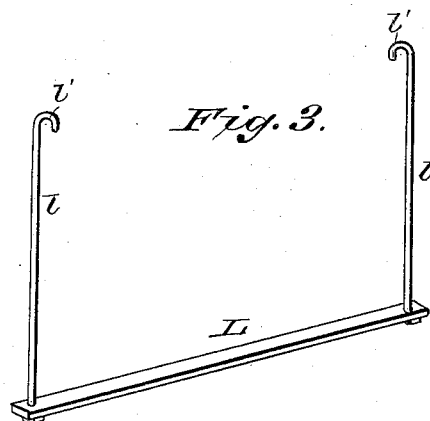
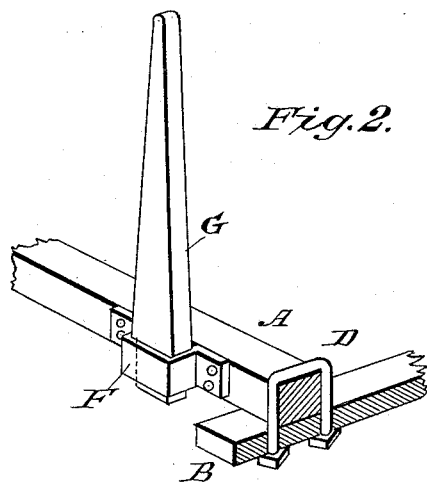
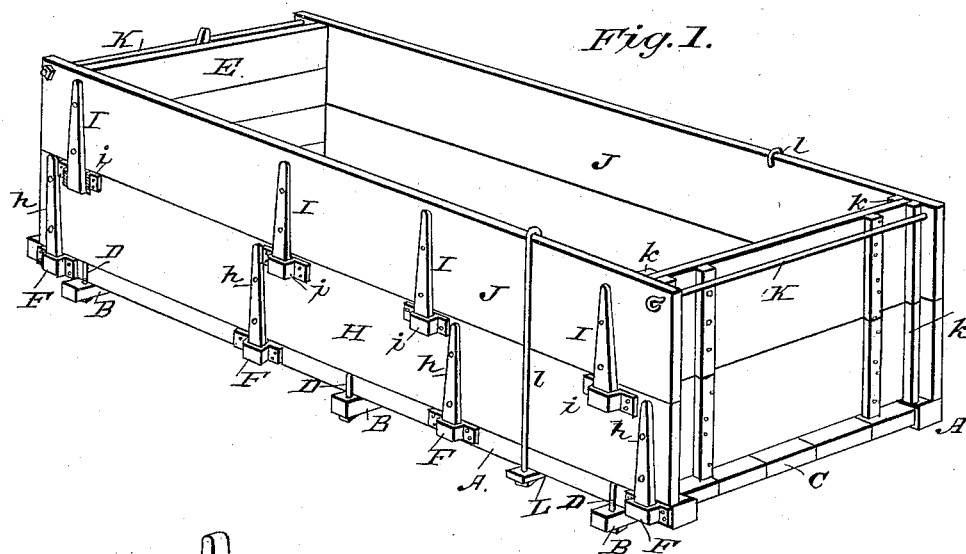
(No Model.)

G. S. CONWELL.

WAGON.

No. 383,344.

Patented May 22, 1888.



WITNESSES:
Fred G. Dieterich
P.B. Turpin.

INVENTOR:

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UNITED STATES PATENT OFFICE.

GEORGE S. CONWELL, OF BOONEVILLE, TENNESSEE, ASSIGNOR OF ONE-HALF TO ANDREW C. CARD, OF SAME PLACE.

WAGON.

SPECIFICATION forming part of Letters Patent No. 383,344, dated May 22, 1888.

Application filed August 24, 1887. Serial No. 247,739. (No model.)

To all whom it may concern:

Be it known that I, GEORGE S. CONWELL, a citizen of the United States, residing at Booneville, in the county of Lincoln and State of Tennessee, have invented a new and useful Improvement in Wagons, of which the following is a specification.

This invention is an improvement in wagons, and particularly in the bodies thereof; and the invention consists in certain novel constructions and combinations of parts, as will be described and claimed.

In the drawings, Figure 1 is a perspective view of my improved wagon-body; and Figs. 2 and 3 are detail views of parts of the improvement, all as will be hereinafter described and claimed.

The side sills, A A, are connected by cross-sills or sleepers B, on which the bottom C is supported. These sleepers are secured firmly to the side sills by means of clips D, looped over the side sills, and having their arms carried down through the sleepers B and secured by nuts. It will be seen that the sills and sleepers form a strong rigid framing for the body. The front end or gate, E, is framed firmly to the side sills.

On the outer sides of the sills A, I provide cuffs or sockets F, bolted securely to said sills, and fitted to receive the independent standards G, such as are shown in Fig. 2, or the standards h, fixed to the lower side-boards, H, and projecting below the under edge thereof, to properly enter sockets F, while the said boards H rest on the side sills. On these lower side-boards I secure sockets or cuffs i, to receive the standards I on the upper side-boards, J, which latter are similar to boards H, except that they are not provided with sockets or cuffs. When the lower side-boards have been properly connected with the side sills and the upper boards with the lower boards, a high side is provided for the body, which may be reduced, if desired, by removing the top side-boards.

For conveying wood and the like, the side-boards may be removed and the independent standards G be applied to sockets F, or the lower side-boards may be left in place and the standards G be fitted into cuffs i on the lower side-boards when a part box and part frame

body is desired. These changes, it will be seen, can be quickly effected, and the construction will be found convenient for farmers and others who desire a box-body at one time and a frame body or part box and part frame body at others. The side-boards on opposite sides of the box are connected together at each end by cross-rods K, which may be tightened up as desired, to brace the side-boards against strain.

Parallel vertical cleats or strips k are secured on the side-boards near their opposite ends, forming grooves for the ends of the wagon-body.

Hasp-like rods l are secured at their lower ends to a cross-bar or sleeper, L, extended below the side sills at the rear end thereof. These rods extend upward, and have at their upper ends hooks l', which fit over the top side-boards and secure the sides from rising out of position.

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

1. In a wagon, the combination of the base-frame, having cuffs or sockets adapted to receive the lower ends of suitable standards, and the front gate or portion, E, framed or secured rigidly to said base frame, whereby to prevent the load thereon from sliding forward off the base-frame, all being substantially as described, whereby the wagon can be readily fitted with side standards for hauling wood and the like, or may be formed into a box-wagon by the addition of suitable side-boards, substantially as and for the purposes specified.

2. In a wagon, substantially as described, the combination of the base, the side-boards having standards, the cuffs or sockets to receive said standards, the front end piece, the gate, the bar L, extended under the base and projected at its ends laterally beyond the same, and the rods l, secured at their lower ends to the bar L, and having their upper ends formed with hooks l' to engage the tops of the side-boards, substantially as set forth.

GEORGE S. CONWELL.

Witnesses:

D. J. NOBLITT,
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