

L. J. LISHNESS  
WAGON BODY.

(Application filed Mar. 3, 1898.)

(No Model.)

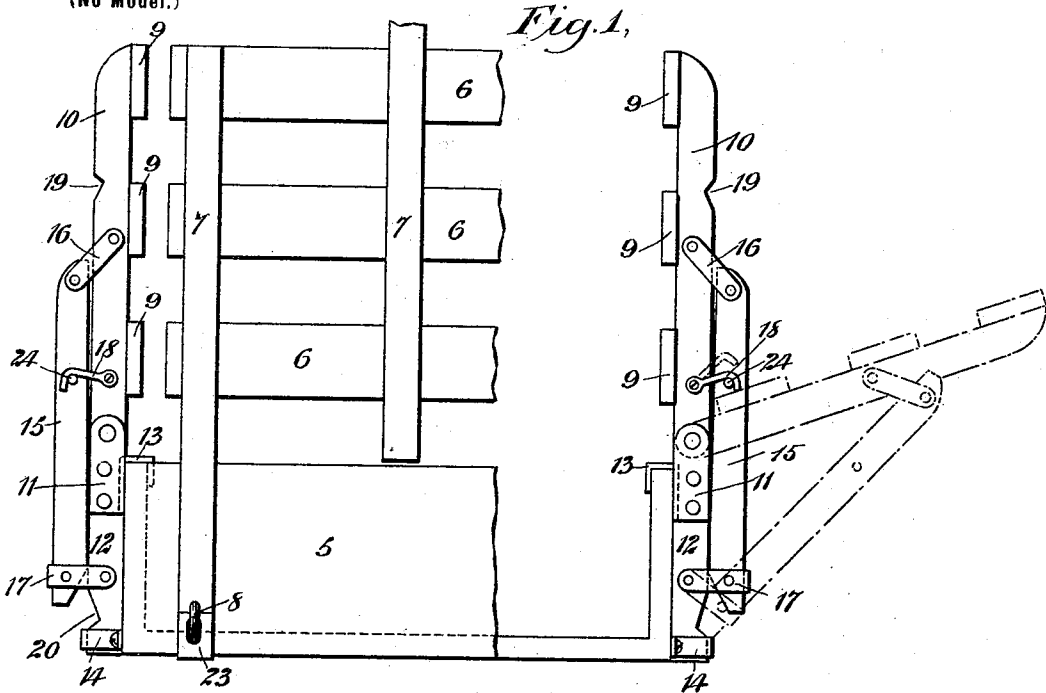


Fig. 2.

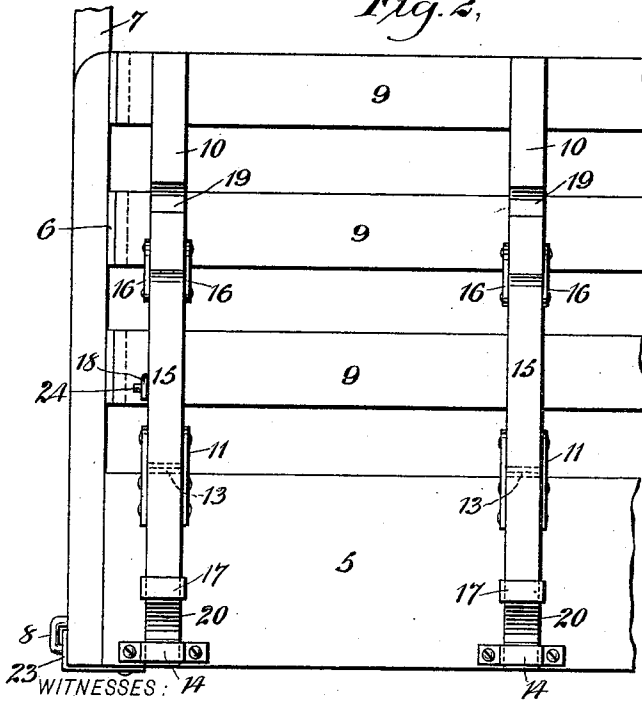
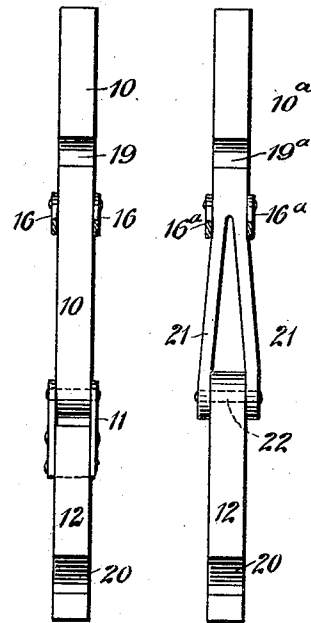


Fig. 3, Fig. 4.



Edward Thorpe.  
Isaac O'Neil.

INVENTOR  
L. J. Lishness.  
BY *[Signature]*  
ATTORNEYS.

# UNITED STATES PATENT OFFICE.

LYSANDER J. LISHNESS, OF BAD AXE, MICHIGAN.

## WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 613,581, dated November 1, 1898.

Application filed March 3, 1898. Serial No. 672,409. (No model.)

*To all whom it may concern:*

Be it known that I, LYSANDER J. LISHNESS, of Bad Axe, in the county of Huron and State of Michigan, have invented a new and Improved Wagon-Body, of which the following is a full, clear, and exact description.

This invention is a wagon-body of that class in which the body has a superstructure at the sides thereof, which structure may be arranged perpendicularly to form a stock-rack and which may be thrown outward to form a hay-rack.

This specification is the disclosure of one form of my invention, while the claims define the actual scope thereof.

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

Figure 1 is an end elevation of the wagon-body with my invention applied, the view showing parts broken away. Fig. 2 is a fragmentary side elevation of the invention. Fig. 3 is a detail view with parts in section, and Fig. 4 is a similar view illustrating a modification of the invention.

The bed or bottom portion 5 of the wagon-body may be of the usual construction, having end and side parts, as shown. At the rear of the wagon-body is arranged an upwardly-projecting end-gate formed of horizontal slats 6, joined to each other by vertically-extending braces 7. These braces are three in number, one of the end braces being broken away in Fig. 1. The two end braces 7 are extended downward and pivotally connected with the bottom of the wagon-body 5 by means of staples 8, which are one for each of the two end braces 7, and one of which is shown both in Figs. 1 and 2. The intermediate or middle brace 7 may be projected up above the uppermost slat 6 of the end-gate, if desired. Figs. 1 and 2 show this intermediate brace 7 broken away at its upper end. The end-gate may be held in place by any desired means.

At each side of the wagon-body raised structures similar to the end-gate are formed. These raised structures compose the side walls of the stock and hay rack and are formed of horizontal slats 9, rigidly joined to each other by vertically-extending braces 10. The braces

10 are connected pivotally at their lower ends to sheet-metal boxes 11, rigidly secured to the upper ends of the cleats 12 and each being provided with an inwardly and downwardly extending lip 13, adapted to engage the upper edges of the side-boards of the wagon body or bed. The lower ends of the cleats 12 are held in eyes 14, secured rigidly to the lower outer faces of the side-boards of the wagon body or bed. By these means the sides of the rack are mounted so as to swing upward to the perpendicular position shown by full lines in the drawings or outward to the position shown by dotted lines in Fig. 1. In the former position the rack forms an inclosure for stock carried in the wagon, and in the latter position the rack forms a means for carrying hay and like material.

To brace the sides of the rack as they are thrown outward to inclined position and to hold them rigidly in perpendicular position, I provide each post with a brace 15. The braces 15 are pivotally connected with the braces 10 by means of links 16. The lower end of each brace 15 is provided with a pivotally-connected U-shaped strap 17, which straps embrace the lower portions of the braces 15 and straddle the cleats 12, to which cleats they are also pivotally connected. Hooks 18, pivoted to the braces 10 and cooperating with pins 24, attached to the braces 15, serve to hold the sides of the rack in perpendicular position, as shown by full lines in Fig. 1. When the hooks 18 are released, the sides of the rack may swing outward to the position shown by dotted lines in Fig. 1, whereupon the upper end of each brace 15 will be seated in a notch 19, formed in the corresponding brace 10, and the lower end of each brace 15 will be seated in a notch 20, formed in the corresponding cleat 12. These notches, in connection with the links 16 and straps 17, hold the braces 15 rigidly in the inclined position shown by the dotted lines in Fig. 1, and the sides are held outward, so that hay and material of a like nature may be carried conveniently on the wagon.

Fig. 3 is a face view of one of the braces 10, with the attached housing 11 and cleat 12. This view also shows the notches 19 and 20 and fragments of the links 16. Fig. 4 illustrates a modification of the braces 10, in which

there is substituted therefor a brace 10<sup>a</sup>, having a notch 19<sup>a</sup>, similar to the notch 19, and having links 16<sup>a</sup>, similar to the links 16. The lower end of each brace 10 is bifurcated to form two arms 21, that straddle the upper end of the coacting cleat 12 and are pivotally connected therewith by means of a pin 22. This connection, it will be seen, is direct and dispenses with the box 11. The braces 15 are connected to the modified construction as before described and operated in the same manner.

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

1. The combination of a wagon-body, sides having vertically-extending braces attached thereto, a cleat pivoted to the lower end of each brace, an additional brace, a strap pivoted to the lower end of each additional brace,

the straps being respectively pivoted to the cleats, links pivotally connecting the upper end of each second-named brace to the first-named braces, and a hook mounted on each of the first-named braces and capable of removably holding the second-named braces inward against the cleat and the first-named braces.

2. The combination of a wagon-body, a side therefor, a brace fixed to the side, a cleat fixed to the wagon-body, a second brace, a link pivotally joining the second brace to the first brace at the upper end of the said second brace, and a strap pivotally joining the lower end of the second brace with the cleat.

LYSANDER J. LISHNESS.

Witnesses:

E. H. SWAIN,  
CHARLES MCLEAN.