W. A. MELROSE & J. M. OVERSHINER.

WAGON BODY.

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1,066,937.

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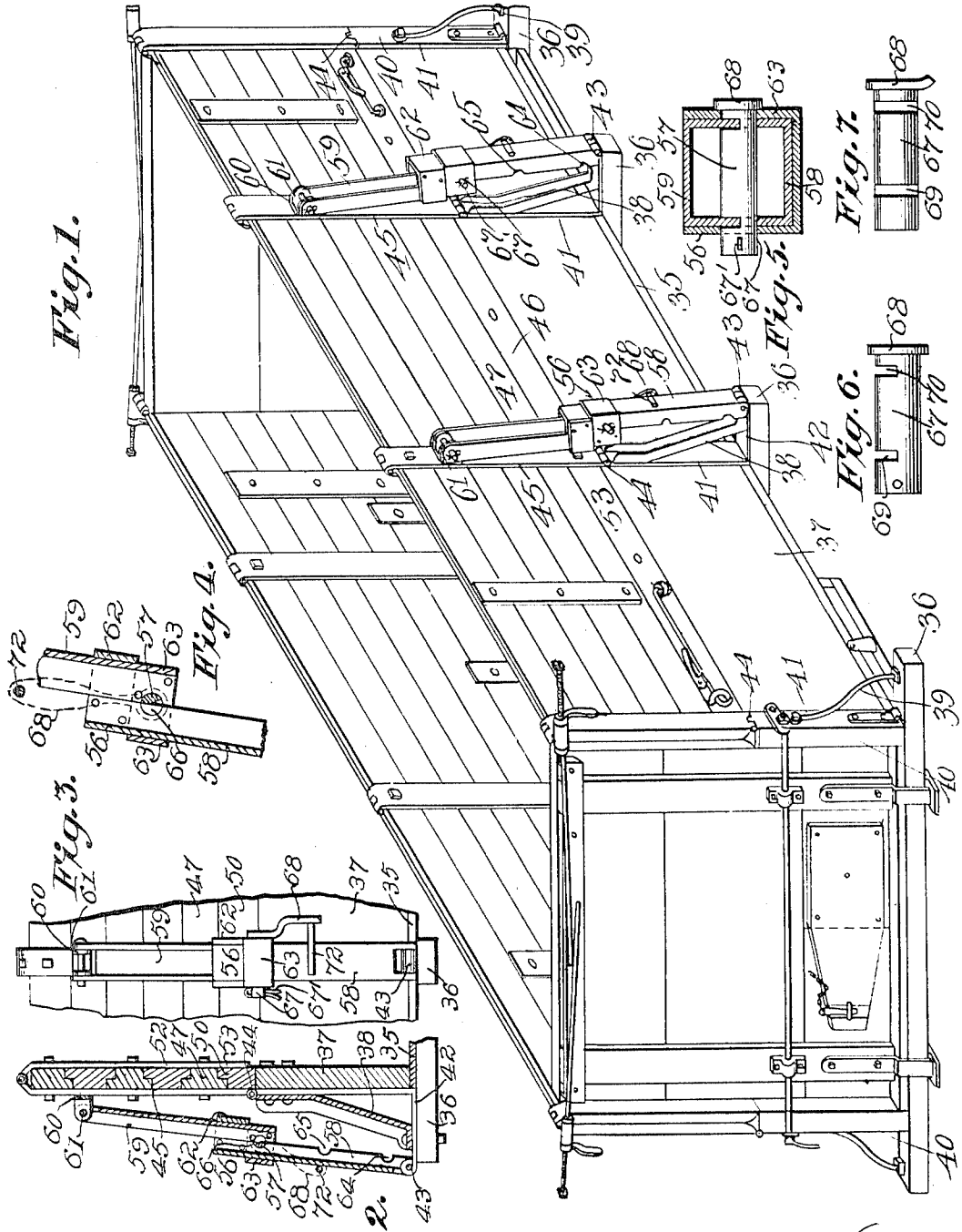


Fig. 1.

Fig. 4.

Fig. 3.

Fig. 2.

Fig. 5.

Fig. 7.

Fig. 6.

Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM A. MELROSE AND JAMES M. OVERSHINER, OF CHICAGO, ILLINOIS, ASSIGNORS TO AMERICAN WAGON COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF MAINE.

WAGON-BODY.

1,066,937. Specification of Letters Patent. Patented July 8, 1913.

Application filed October 17, 1910. Serial No. 587,515.

To all whom it may concern:

Be it known that we, WILLIAM A. MELROSE and JAMES M. OVERSHINER, citizens of the United States, both residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Wagon-Bodies, of which the following is a specification.

Our invention relates to improvements in wing braces for wagon bodies and has for its general object to provide a brace which may be used to support the wings of a wagon body in such a way that the body may quickly and conveniently be adapted to the nature of load which it is to carry, by adjustment of its various parts to suit the load conditions, whereby the structure may readily be arranged as a hay rack, an animal crate, or a closed box body for loose grain, in fact is capable of adjustment so as to render it serviceable for a load of any usual character.

Other and further objects of our invention will readily become apparent to persons skilled in the art from a consideration of the specification taken in conjunction with the drawings, wherein—

Figure 1 is an isometric perspective view of the box or body, with the parts in position to constitute a straight sided closed box or bin; Fig. 2 is a transverse section through one side wall showing the interlock of the folded slatted side wings and supporting means; Fig. 3 is a fragmentary side elevation of same; Fig. 4 is a broken away detail of part of one of the side wing braces, shown in section; Fig. 5 is a transverse sectional view of same; Fig. 6 is an enlarged view of a bolt or cam constituting a part of said brace; and Fig. 7 is a similar view of same showing said bolt viewed at right angles to the former view.

Our present invention is applicable to wagon beds of the type disclosed in our United States Letters Patent No. 917,960, dated April 13th, 1909.

As in our former disclosure, the body is provided with a preferably closed bottom, 35, which rests upon sills, 36, which extend laterally beyond the bottom on each side. Vertically fixed side boards, 37, are secured in position by brackets, 38, and by brace arms, 39, which are secured at opposite ends to the projecting sills and at suitable points to the side boards. The side board 37 terminates in ends, 40, which are practically equal to the folded side wings in thickness. It will be observed that a metal strap 41 is bent as at 42 at right angles and lies along the top surfaces of sill 36 terminating in a hinge member, as at 43. The side boards are secured to the upright portions of the strap 41. The upper terminal of the strap 41 forms a hinge member, as 44, to similar strap, 45, that is secured to lower side wings, 46. The lower side wing is hinged to the strap of the fixed side board 37 by means of a plurality of hinges 44 joining the upper edge of the fixed side board and the lower edge of the pivotal wing. This is more clearly shown in Fig. 2. The side wings may be inclined at angles to the fixed side wings. The lowest side wing is supported in adjusted position by telescoping wing brace, 56. The wing brace is capable of being locked in definite position by means of a cam 57. The side wing supporting brace 56 is composed of two members 58 and 59, each of channel bar or U-shape cross section. The former member is pivoted, as at 43, and the latter to a lug 60 projecting outwardly from the lower pivoted side wing, and is hinged thereto as at 61. The lower member carries a stirrup 62 upon its upper end which surrounds the upper member and through which it slides. The upper member carries a stirrup 63 of similar character. Semi-circular notches 64, 65, and 66, are cut into the side walls of the lower member at definite positions, serving as means in connection with a cam carried by the other member for positively holding the said members in position to sustain the lower wings in location in which they have been placed. A bolt 67, having a handle 68, passes through the stirrup 63 carried by the upper member. Notches 69 and 70 are cut at distances apart equal to the distance of the sides of the lower member. Member 59 carries a stirrup 63 in which the cam pin 67 is rotatively secured by a cotter pin 67'. The handle 68 is the means by which the cam pin 67 is rotatable.

It will be observed that the notches 70 pass substantially half way through the pin 67, leaving solid part 57, and when the cam pin 67 is in the position which is shown in Fig. 4, the part 57 clears the edges of the inwardly projecting sides of the members 58 so that the parts may be longi-

tudinally freely moved with reference to each other. When the handle 68 is turned to the position shown in Fig. 2, the cam part 57 of the cam pin 67 enters the orifices 63, 65, or 64, as the case may be, and by this means the members 68 and 69 are rigidly held against longitudinal movement with reference to each other. The projecting stem 72 secured to the end of the handle, laterally projecting therefrom, comes into contact with the side surfaces of the members 68 and 59, which thereby limits the extent of movement so that the cam 57 will be in the proper position either to limit free lateral movement of the members 58 and 59, or to secure them in rigid locked position, as the case may be. When the handle is pointing upwardly, the members may be readily moved, and when it is pointing downwardly, as shown in Figs. 2 and 3, the cam 57 engages the openings, 63, 64, and 65, as the case may be, and the members are thereby held rigidly together. By this means the side wings of the body may be readily and conveniently adjusted to certain defined positions as will be clearly understood.

While we have herein described in some detail a particular embodiment of our invention, it will be obvious that changes might be made in the specific construction without departure from the invention and within the scope of the appended claims.

What we claim is:

1. In a wagon body, a bottom, a side board, a sill extending laterally therebeyond, and a side wing hinged at the upper edge of said side board, an adjustable wing brace, comprising two members of substantially equal length, and of U-shape cross section, with their side walls facing, the members carrying guides on those ends which are adjacent when the device is in extended position, one member provided with notches in its side walls at intervals to hold said wing in adjusted position, and a cam carried by the other member adapted to enter said notches when turned, and a handle for turning said cam.

2. In a wagon body, having pivoted side wings, a wing brace comprising two channel iron members with their free edges confronting and overlapping adapted and arranged for longitudinal extension and contraction, means for guiding said members in their confronting positions, one member pivoted to said side wing, and the other member to said body, and a cam carried by one member for engagement with the other.

3. In a wagon body having pivoted side wings, of a wing brace comprising two members each composed of channel bars arranged with their side walls confronting, a stirrup around each member secured to the end of the other member to serve as a guide, one of said members having notches at intervals in its side walls, a pin having parts cut away to provide a cam, passing through the stirrup of the opposite member to engage or clear the said notches when rotated, and a handle secured to said pin lever having a limit stop adapted to engage said members when said cam is in or out of said notches respectively.

In testimony whereof we hereunto set our hands.

WILLIAM A. MELROSE.
JAMES M. OVERSHINER.

In the presence of—
MARY F. ALLEN,
W. LINN ALLEN.