J. L. DAHLEN.

WAGON BODY.

APPLICATION FILED MAY 9, 1916.

1,227,757.

Patented May 29, 1917.

2 SHEETS—SHEET 1.

Fig. 1.

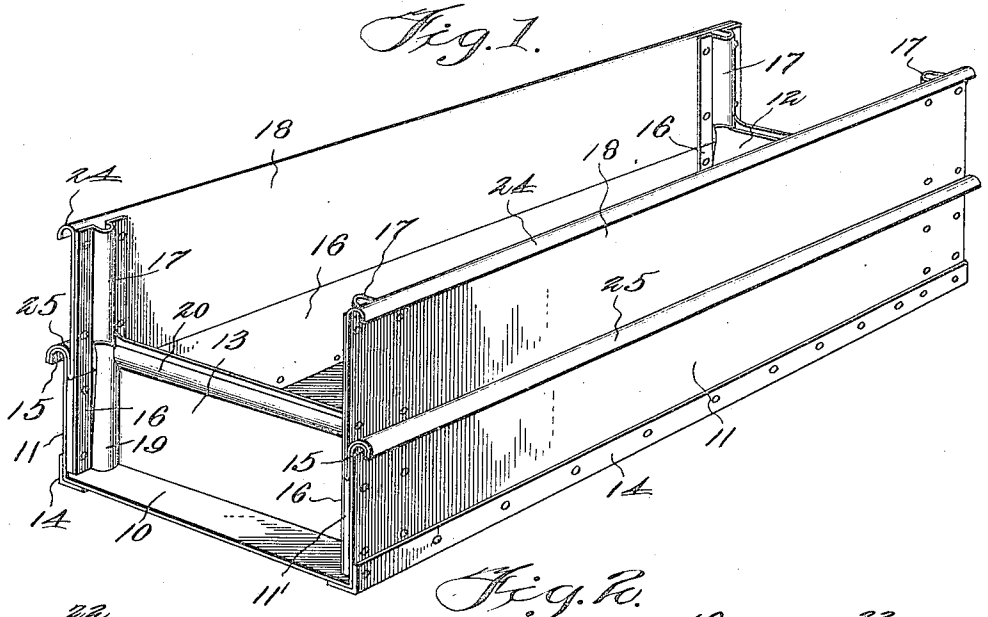
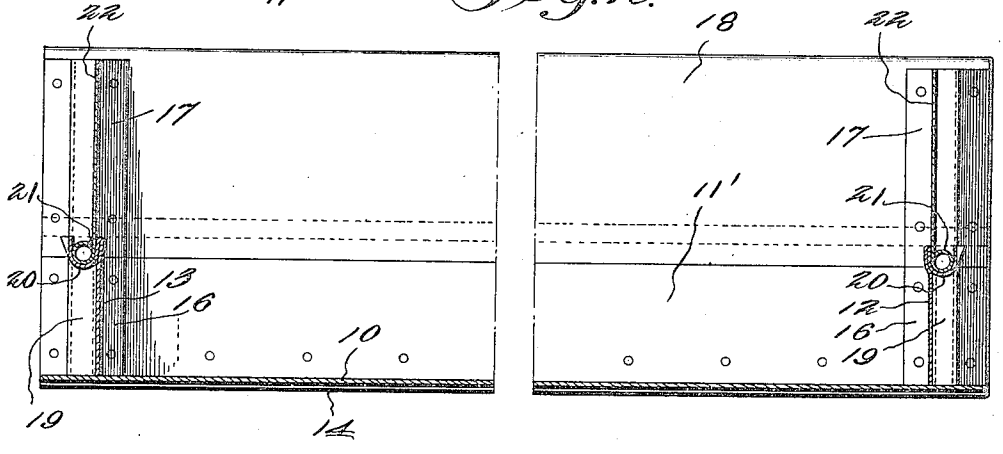


Fig. 2.



WITNESSES

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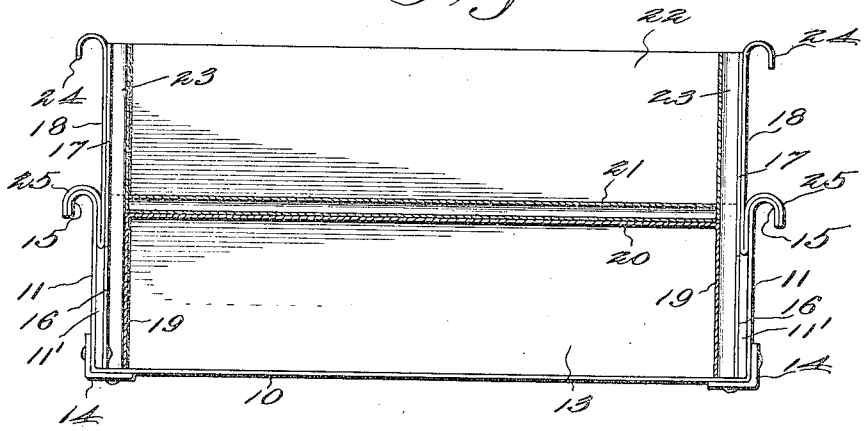
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2 SHEETS—SHEET 2.

Fig. 3.



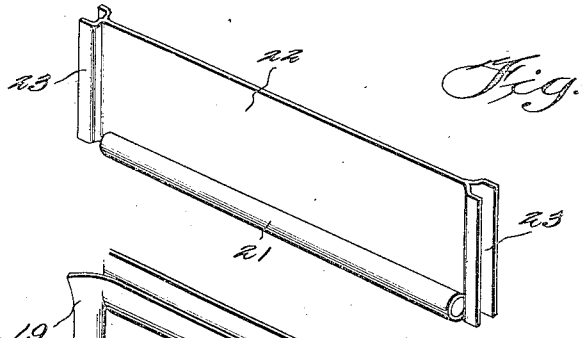


Fig. 4.

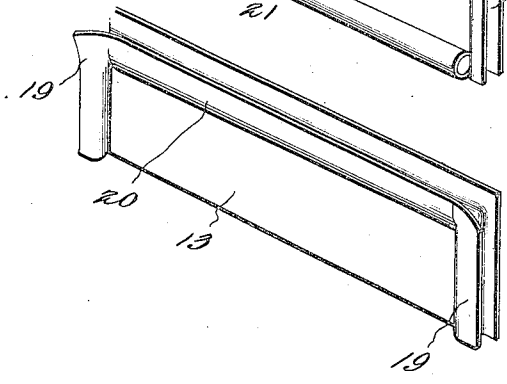


Fig. 5.

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UNITED STATES PATENT OFFICE

JULIAN L. DAHLEN, OF BORUP, MINNESOTA.

WAGON-BODY.

1,227,757. Specification of Letters Patent. Patented May 29, 1917.

Application filed May 9, 1916. Serial No. 96,405.

To all whom it may concern:

Be it known that I, JULIAN L. DAHLEN, a citizen of the United States, residing at Borup, in the county of Norman and State of Minnesota, have invented certain new and useful Improvements in Wagon-Bodies, of which the following is a specification.

This invention relates to an improved wagon body and the principal object of the invention is to provide a wagon body having a construction permitting additional side and end sections to be releasably put in place to add to the height of the wagon body.

Another object of the invention is to so construct the wagon body and removable sections that these removable sections may be put in place and securely but releasably held in place without the use of bolts or other semi-permanent fasteners.

Another object of the invention is to so construct this wagon body that it may be formed of sheet metal and thus be very strong and durable but at the same time comparatively cheap to manufacture.

This invention is illustrated in the accompanying drawings, wherein:—

Figure 1 is a perspective view of the improved wagon body with the side sections put in place and the end sections removed.

Fig. 2 is a longitudinal sectional view through the wagon body with the end sections as well as the side sections in place.

Fig. 3 is a view showing the wagon body in end elevation and the tail gate in section.

Fig. 4 is a perspective view of the tail gate of the addition.

Fig. 5 is a perspective view of the tail gate of the main wagon body.

The wagon body or receptacle as it might be termed includes a bottom 10, side walls 11 and front and tail gates 12 and 13. These side walls 11 are connected with the bottom by the strips 14 so that they will be securely held in place and have their upper edge portions curved outwardly to provide flanges or ledges 15. These side walls are further strengthened by inner side boards 11′ and therefore will be very strong and not liable to bend out of shape. Tracks 16 similar to the tracks 17 of the upper sheet metal side wall sections 18 are secured to the forward and rear end portions of the side walls and carry the end gates 12 and 13. These end gates are constructed as shown in Fig. 5 and are provided with the end arms 19 and upper strip 20. This strip 20 and the end arms 19 are formed as clearly shown in Fig. 5 and resemble troughs, the arms 19 engaging the beads of the tracks 16 and the strip or gutter 20 receiving the bead 21 of the end gate 22 for the upper removable section. This end gate 22 is somewhat similar in construction to the end gate 13 and is provided with end arms 23 engaging the beads of the upper track 17. These side walls 18 for the additional wagon body structure may be provided with flanges or ledges 24 similar to the ledges 15 so that additional sections may be put in place in case the addition of one section does not produce the desired depth of wagon body and have their lower end portions bent back against the outer faces of the side walls and then bent outwardly to provide ledges 25 resting upon the flanges 15. When this upper section is in place, it will be securely held upon the wagon body or receptacle proper and cannot move either longitudinally or transversely. When the additional structure is no longer needed it can be easily removed from the wagon body in four pieces and put away until again needed. This addition does not need any bolts or other semi-permanent fasteners which might become rusted into place or so rusted that they would be difficult to remove but at the same time will have the necessary strength and durability. It will also have simplicity of construction thereby producing a wagon body and additions which will be strong and durable but at the same time comparatively cheap and composed of a few number of parts.

What is claimed is:—

1. A wagon body including a bottom, side walls connected with said bottom and including outer plates having their upper end portions extended upwardly above the side walls and curved outwardly to provide supporting flanges, upper sections resting upon the side walls and engaging the inner faces of the outer plates and provided with outwardly extending supporting ledges engaging the flanges of the plates of the lower walls, and end gates positioned between said side walls and held against longitudinal movement.

2. A wagon body including side walls, a

track secured to said side walls, and upper and lower end gates positioned between said side walls, the lower end gate being provided with inner and outer arms engaging said track and having its upper end provided with a trough, and the upper end gate having its end portions provided with arms for engaging the track and having its lower end portion rolled to provide a bead for fitting into the trough of the lower end gate.

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

JULIAN L. DAHLEN.

Witnesses:
O. E. RUDSER,
G. HETTELSON.