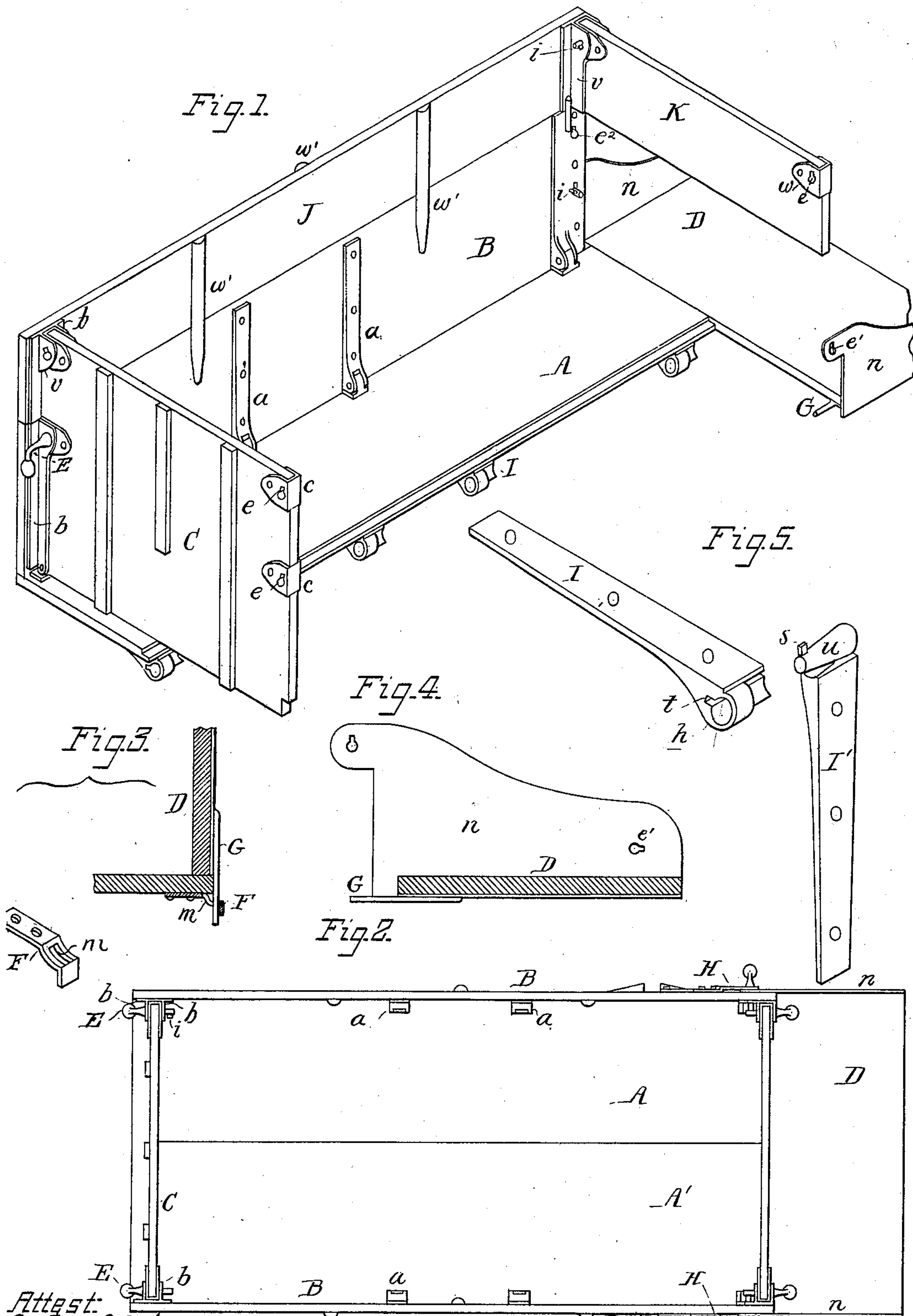


O. SCHIMANSKY.
Wagon Body.

No. 230,578.

Patented July 27, 1880.



Attest:
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UNITED STATES PATENT OFFICE.

OTTO SCHIMANSKY, OF OAK HARBOR, OHIO.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 230,578, dated July 27, 1880.

Application filed January 13, 1880.

To all whom it may concern:

Be it known that I, OTTO SCHIMANSKY, of Oak Harbor, Ottawa county, State of Ohio, have invented certain Improvements in Wagon-Bodies, of which the following is a specification.

My invention is a wagon-body constructed, as fully described hereinafter, so that the height may be increased or reduced, to readily secure the tail-board in a horizontal or vertical position, and so that the various parts may be separated or folded to a small compass for transportation or storage.

In the drawings, Figure 1 is a perspective view of part of the wagon-body, showing the front end and supplementary side and end boards. Fig. 2 is a plan view of the body. Fig. 3 is an enlarged detached view, showing the mode in which the tail-board is detachably connected to the body. Fig. 4 is an enlarged detached view of the tail-board; and Fig. 5, an enlarged detached view, showing the parts of one of the hinges.

The bottom consists of the sections A A', hinged together in any suitable manner, and each side B is connected by hinges *a* to the outer edge of one of the bottom sections. Each side, near its front end, is provided with parallel guides *b b*, between which is received one edge of the front end piece, C, which is secured in place by a coupling-pin, E, the shank of which passes through holes in the guides *b b* and through a perforated plate, *c*, secured to the end piece.

To prevent the coupling-pin from becoming detached by the jarring of the vehicle it is provided with an ear, *i*, and the hole through which the shank extends has side slots, *e*, so that the ear can pass through the same, and when the pin is turned will prevent its withdrawal, the end of the pin being turned downward and weighted, so as to hold the ear out of coincidence with the slot *c*.

Each bottom section is provided with a bracket, F, having the outer ends bent downward and slotted, as shown in Fig. 3, and to the gate or end piece D are secured pins G, adapted to the slots *m* in the brackets F. Owing to the inclination of the ends of the brackets, the pins G may be introduced hori-

zontally through the slots *m*, in which case they will bear against the under side of the bracket and hold the gate in a horizontal position; or they may extend vertically through the slots, as shown in Fig. 3, in either case permitting the ready detachment of the end piece. The said end piece is provided with flanges *n*, having openings *e'*, adapted to receive a locking-pin, E, similar to that already described, and coinciding with similar openings *e''* near the ends of the side-boards, so arranged that one of said pins may be used to lock the gate whether it is horizontal or vertical. For further security a bracket, H, with a hole corresponding to the hole *e''*, is connected to each side-board B, opposite each of said holes, and is bent outward to permit the flanges *n* to pass between it and the side-board.

I prefer to connect the bottom sections, A A', by slip-hinges, consisting of the sections I I', one having a hub and socket, *h*, and the other a pintle, *u*, and these may be locked without interfering with their slip action by providing the pintle with a locking-ear, *s*, adapted to a groove, *t*, in the hub.

The bottom sections being connected together, the end piece, C, is placed between the guides *b*, and is secured by the pins E, and the tail-piece D is connected and secured by similar pins, when the body will be ready for use.

To pack the body for storage or transportation it is only necessary to withdraw the pins E, remove the end and tail pieces, disconnect the bottom sections, and fold down the side-boards B.

To increase the height of the body I use, in connection with an end piece, C, higher than the side pieces, B, supplementary side pieces, J, and end piece, K, the side pieces being provided with ears *v*, and the front and tail pieces having plates *w*, with slots *e*, so that the whole may be detachably connected by means of pins E, constructed as before described. Steadying-tongues *w'* project from the opposite sides of the supplementary pieces J to overlap the side pieces, B, as shown. These supplementary pieces J K may be readily applied to increase the height of the vehicle, and as readily removed when necessary.

As the front end piece, C, is continuous, there is no line of separation across the front, as in such vehicles heretofore made, and the extension is not liable to be thrown off in the
5 jolting of the wagon.

I claim—

1. The combination, in a vehicle-body, of the bottom sections, A A', connected by slip-hinges, the side pieces, B B, hinged to the bottom sections, provided with perforated guides *b b*, the
10 end piece, C, having slotted plates *c*, and the tail-piece D, having slotted flanges *n*, the whole constructed and adapted to be connected by detachable weighted locking-pins E, having
15 ears *i*, as set forth.

2. The combination, with the bottom and side pieces, of the continuous front end piece,

C, higher than the side pieces, and supplementary pieces J J and end piece, K, adapted to be connected by locking-pins E, as set forth. 20

3. The combination of the bottom brackets, F, having inclined ends, with slots *m*, and the tail-piece D and its pins G, as set forth.

4. The bottom consisting of two detachable sections, A A', provided with connecting and
25 locking devices, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

OTTO SCHIMANSKY.

Witnesses:

LAFAYETT DOTY,
EUGENE FLINT.