

No. 630,032.

Patented Aug. 1, 1899.

T. R. CARSKADON.  
VEHICLE BODY.

(Application filed Nov. 1, 1898.)

(No Model.)

FIG. 1

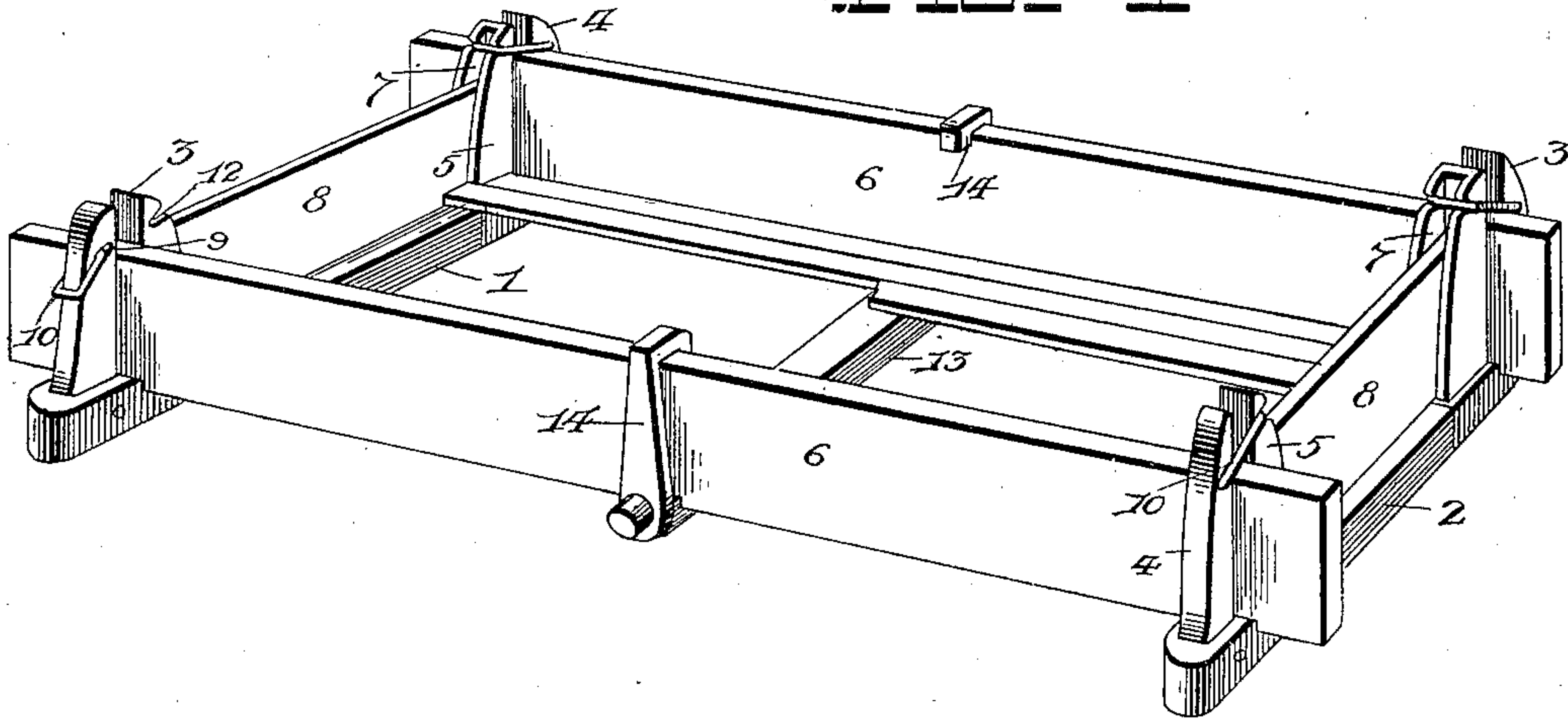
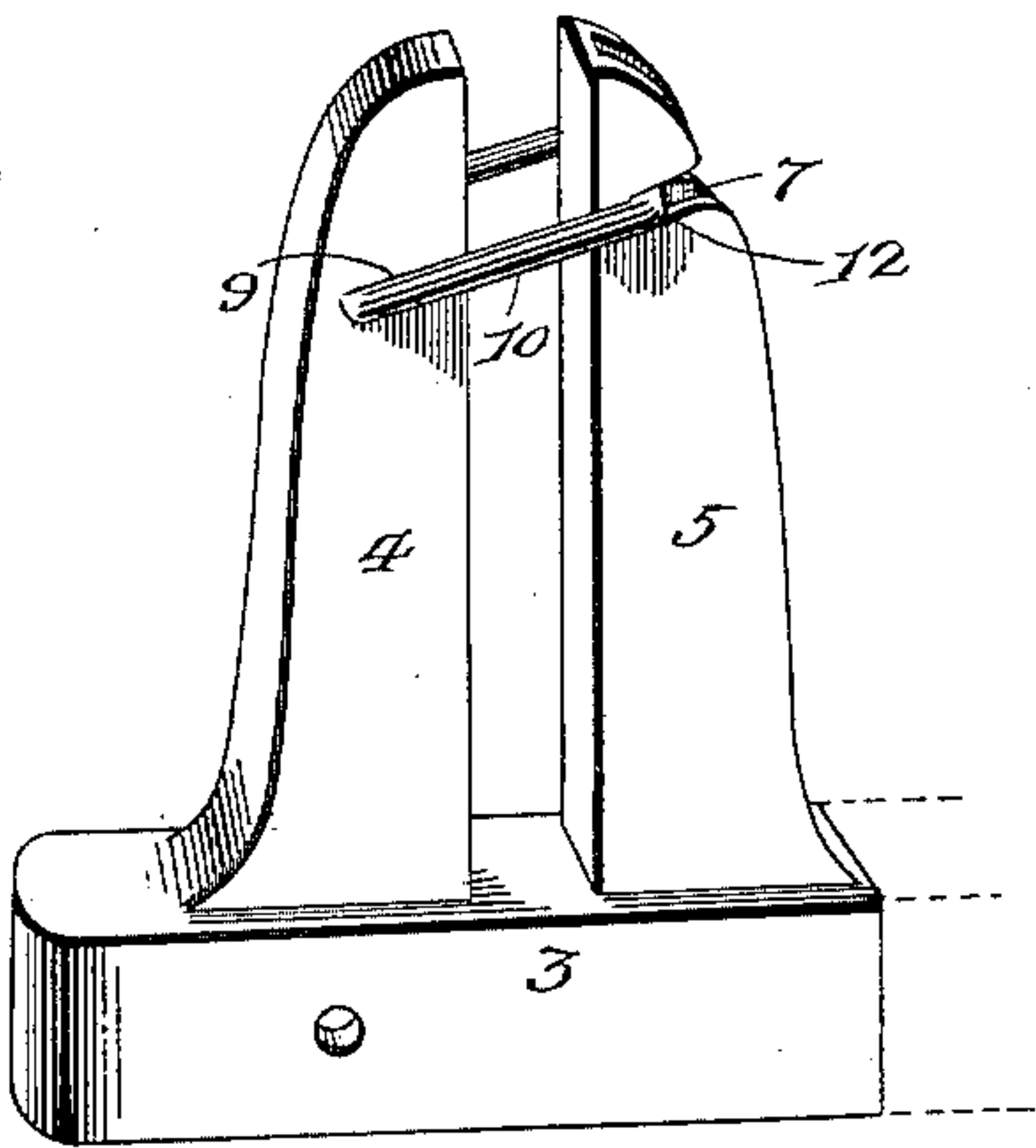


FIG. 2



Witnesses  
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# UNITED STATES PATENT OFFICE.

THOMAS ROSABOAM CARSKADON, OF KEYSER, WEST VIRGINIA.

## VEHICLE-BODY.

SPECIFICATION forming part of Letters Patent No. 630,032, dated August 1, 1899.

Application filed November 1, 1898. Serial No. 695,239. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS ROSABOAM CARSKADON, a citizen of the United States, residing at Keyser, in the county of Mineral and State of West Virginia, have invented certain new and useful Improvements in Vehicle-Bodies; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to portable or removable bodies for vehicles; and the object is to provide an ordinary farm-wagon with a detachable or sectional body portion which may be simply and conveniently removed or parts thereof, so the wagon can be used for hauling poles, lumber, hay, fodder, or the like.

To this end the invention consists in the construction, combination, and arrangement of the several parts of the device, as will be hereinafter more fully described, and particularly pointed out in the claims.

In the accompanying drawings the same reference characters indicate the same parts of the device.

Figure 1 is a perspective view of my improved wagon-body with a portion of the floor-boards broken away to show the central bolster. Fig. 2 is a perspective detail of one of the standards.

1 and 2 denote the bolsters, and 3 3 the standards, the lower end of each of which is formed with an integral shoe to receive the outer end of the bolster, through which a pin or bolt may pass as an additional means of securing the standard and bolster together. Each of the standards is formed with the parallel arms 4 and 5, separated a sufficient distance to receive the side-boards 6, and the arm 5 is formed with a vertical groove 7 to receive the contiguous end of the end-boards 8.

A diagonal slot 9 is formed near the upper end of the arm 4 to receive a link 10, the free end of which is thrown over the corresponding end of the arm 5 to engage an alined slot 12 in the arm 5, the slots being so arranged as to retain the link in place by gravity, and thus prevent its accidental displacement, whereas when it is desired to release the link to remove the side-boards it is only necessary to push the link forward to clear the slot 12

and then throw the link over backward, as shown on the left-hand standard in Fig. 1.

13 designates an auxiliary central bolster the outer ends of which are supported in the hanger-irons 14 14, suspended from the side-boards.

While I have described and shown the standard as applied to a vehicle, it is evident that it is equally adapted to various other purposes in the various arts.

It will be understood that changes in the form, proportion, and the minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

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

1. In combination with the bolsters of a wagon-body, shoes fitting on the ends of the bolsters, separated parallel arms formed with the shoe, one arm of each set having a diagonal opening, and the opposite arm of each set having a slot alined with the opening, a link having a limited movement in the opening and adapted to lie in the slot, substantially as described.

2. In combination with a bolster, shoes fitting the ends of the bolster, parallel arms slightly separated, formed with the shoes, one of said arms having a vertical groove, and a link pivoted in one arm and adapted to engage the opposite arm substantially as described.

3. A standard for vehicles consisting of two separated arms, the inner arm having a vertical groove, substantially as described.

4. A standard for vehicles consisting of two arms separated to embrace the side-board and means on one arm for engaging the other arm and confining the side-board, substantially as described.

5. In a device of the character described, a shoe adapted to fit on the end of a bolster and arms formed therewith said arms being separated to embrace the side-board, substantially as described.

6. In combination with the sides of a wagon-body, hanger-irons having hooks embracing the upper edges thereof, said hanger-irons having apertures at their lower ends, and an auxiliary central bolster having rounded ends



fitting in the apertures, substantially as described.

7. A standard formed with parallel arms slotted at their upper ends, and a link hinged  
5 in one of said slots and having its free end arranged to coact with the other slot, substantially as shown and described.

8. A standard comprising integral parallel arms, one of which is formed at its free end  
10 with a diagonal closed slot a link pivoted in said slot, and the corresponding end of the

other arm formed with an alined slot to receive the free end of said link, substantially as described, for the purpose set forth.

In testimony whereof I have hereunto set  
my hand in presence of two subscribing witnesses. 15

THOMAS ROSABOAM CARSKADON.

Witnesses:

H. L. WELCH,  
JOHN H. CAVIS.