

No. 681,134.

Patented Aug. 20, 1901.

G. H. PETERSON.
WAGON BED.

(Application filed June 12, 1901.)

(No Model.)

Fig. 1.

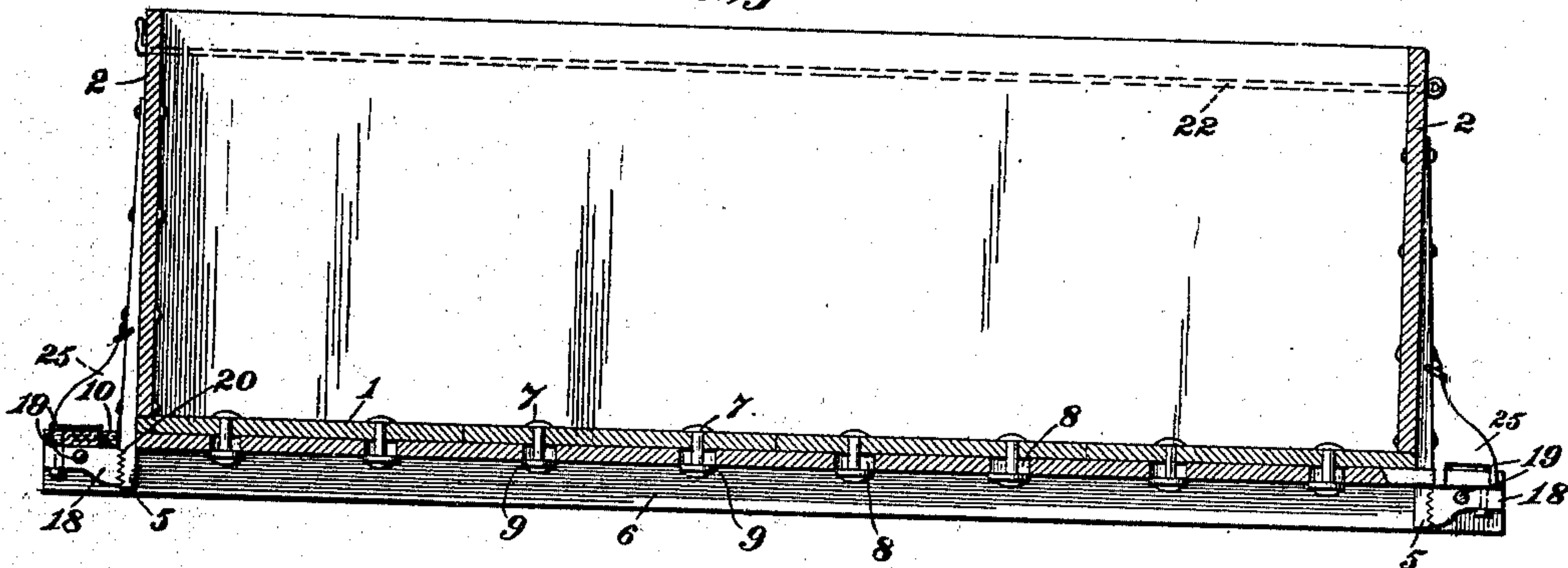


Fig. 2.

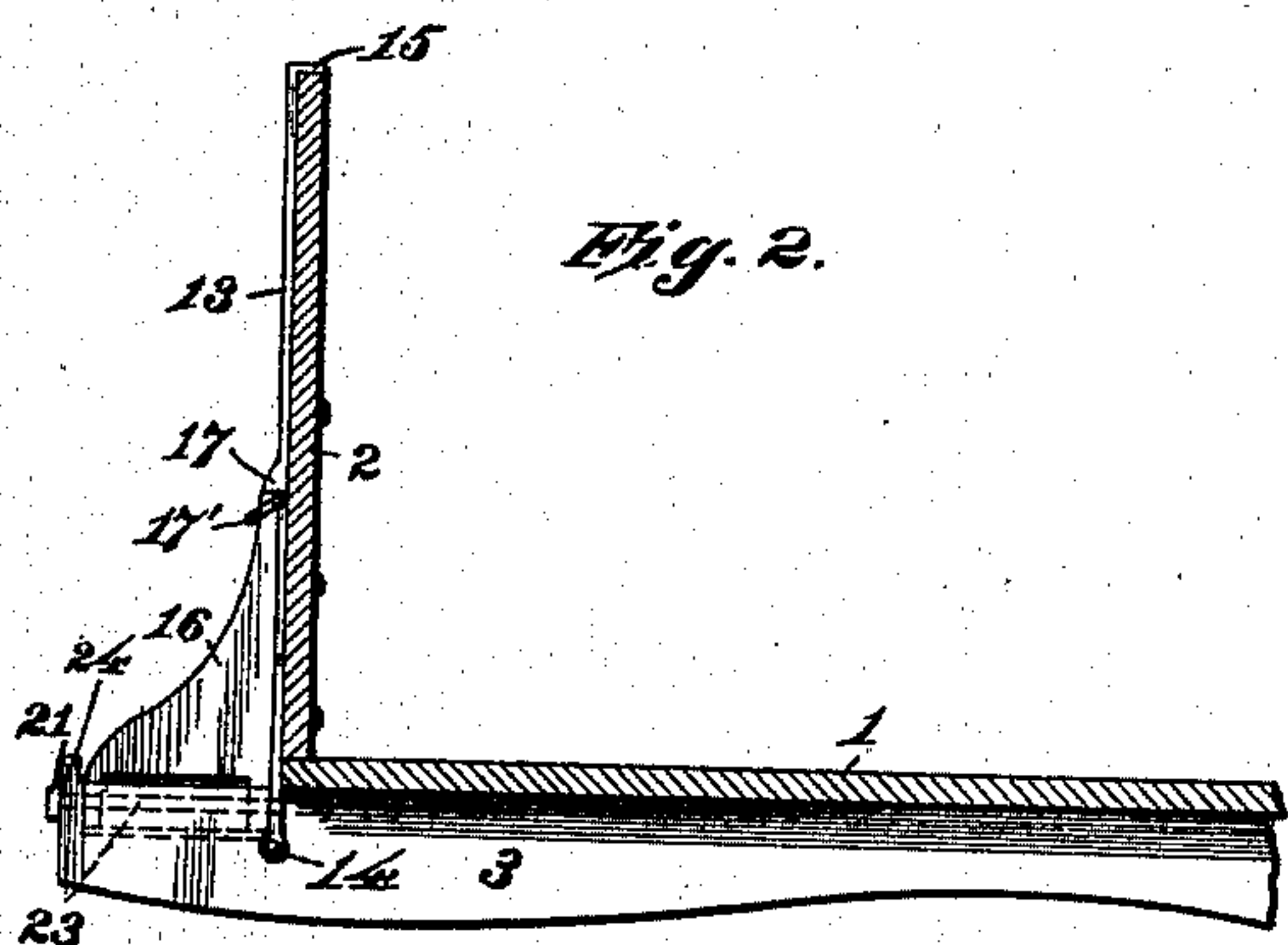


Fig. 3.

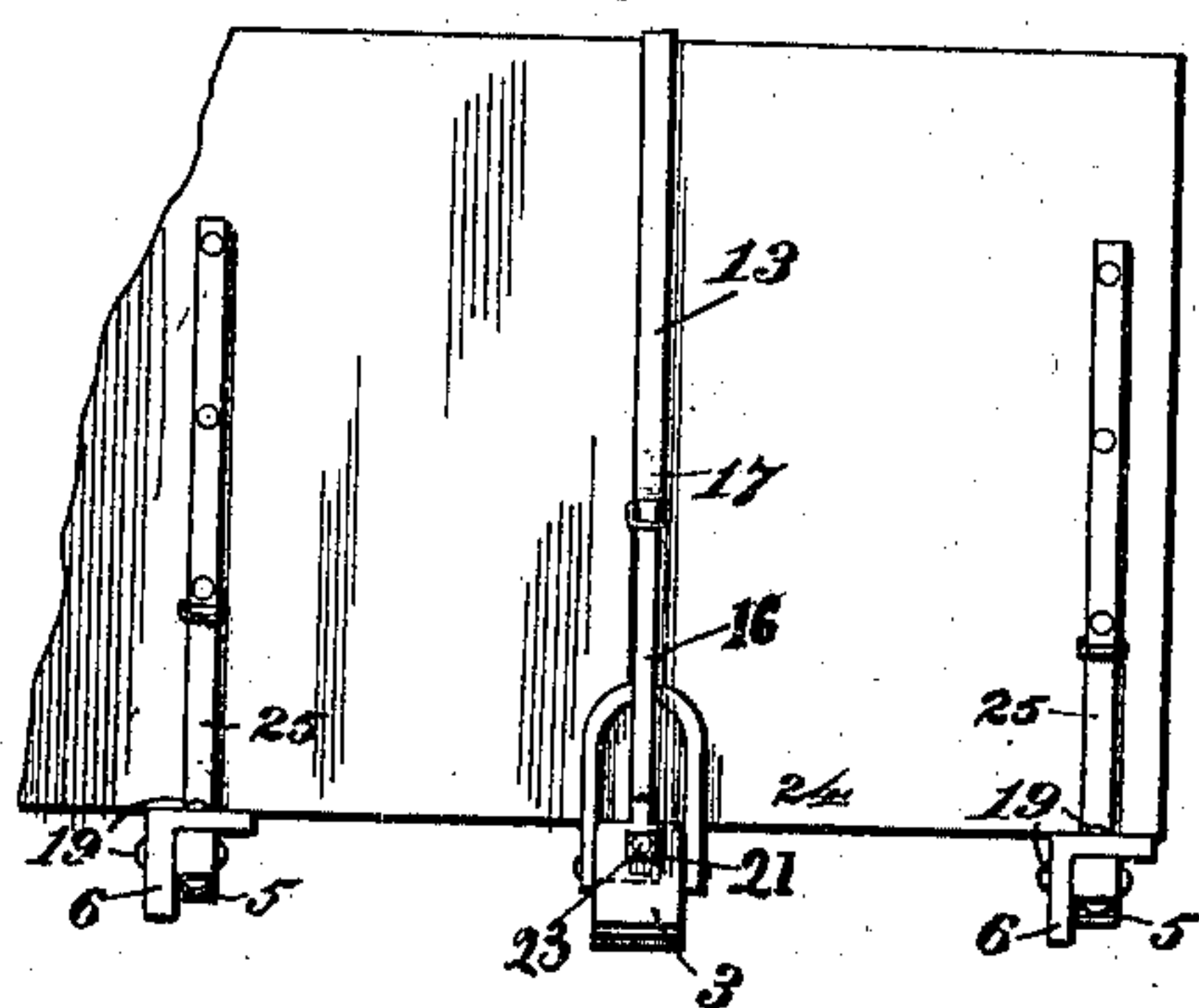


Fig. 4.

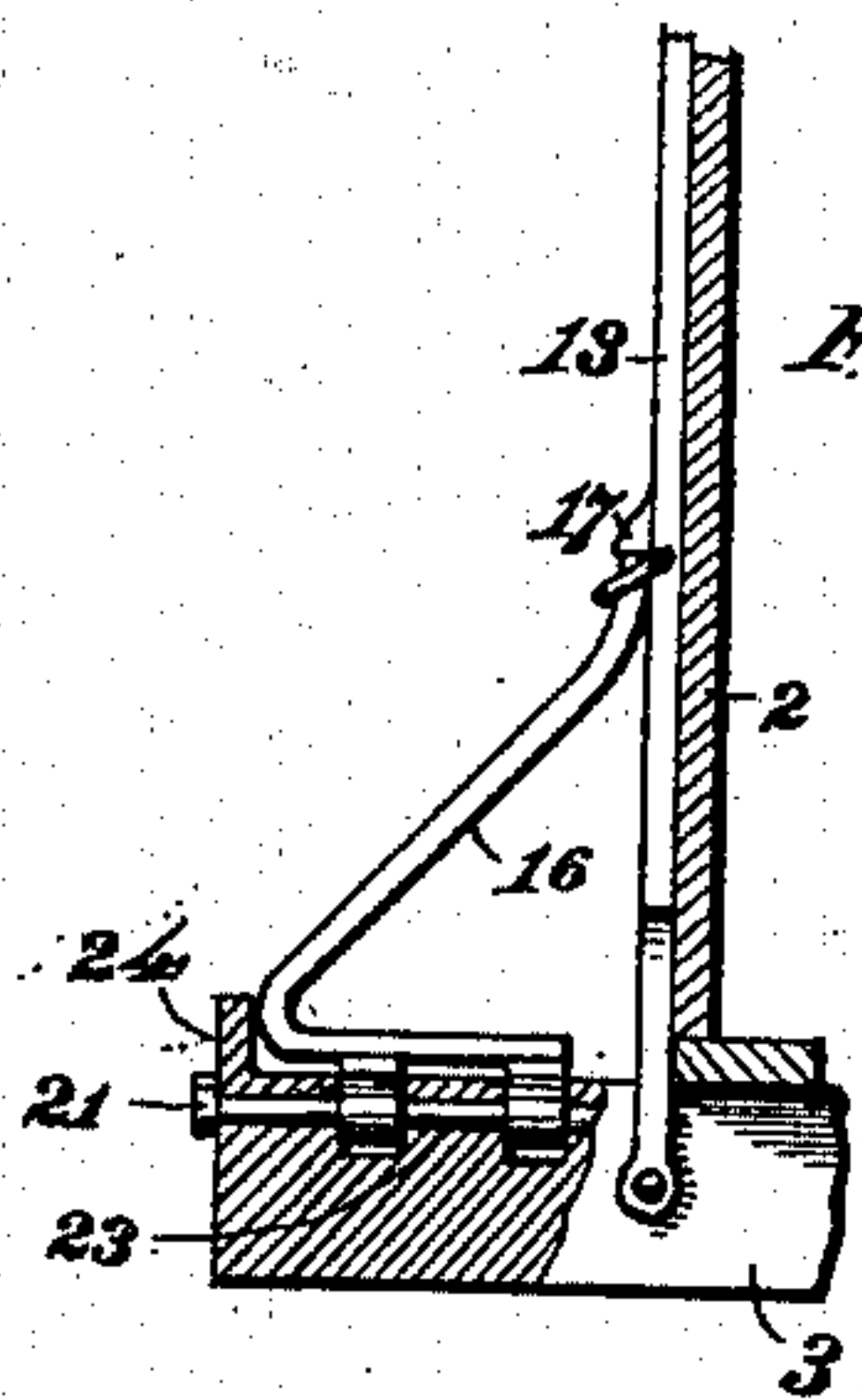
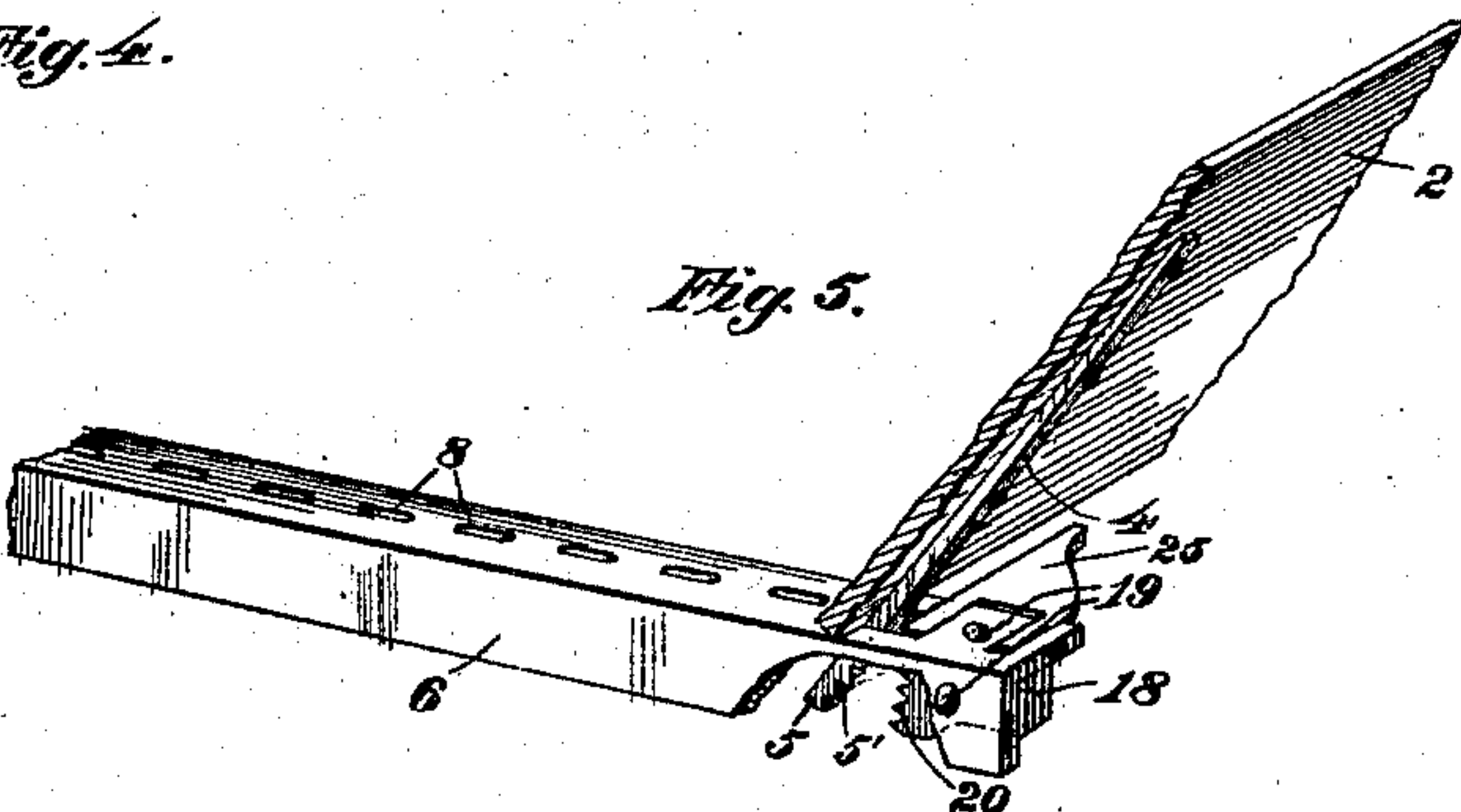


Fig. 5.



WITNESSES:

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WAGON-BED.

SPECIFICATION forming part of Letters Patent No. 681,134, dated August 20, 1901.

Application filed June 12, 1901. Serial No. 64,305. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. PETERSON, a citizen of the United States, residing in the county of Nemaha and State of Nebraska, have invented certain new and useful Improvements in Wagon-Beds; and I do hereby 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 improvements in wagons, and has for its object the production of a wagon provided with a bed, all parts of which may be rigidly secured together and yet capable of being readily separated and the various parts being provided with means for taking up wear.

It consists of certain novel constructions, combinations, and arrangements of parts, as will be hereinafter more fully described and claimed.

In the accompanying drawings, Figure 1 represents a transverse vertical section through a wagon-bed provided with the features of my invention. Fig. 2 represents a fragmentary view, in transverse section, of the means carried by the bolster for supporting the sides of the wagon-bed in their vertical position. Fig. 3 represents a segmental view, in side elevation, of the parts shown in Fig. 1. Fig. 4 represents a slightly-modified construction of the parts shown in Fig. 2, and Fig. 5 represents a fragmentary detail perspective view of one of the sides of the wagon-bed carrying a strap-iron for engaging one of the transverse angle-irons.

In the construction and operation of wagons I have found that it is often necessary to remove the wagon box or bed from the running-gears for hauling lumber or other purposes, and it usually requires two men to remove the said box or bed. My invention consists in constructing a wagon-bed which may be separated into a number of parts and the parts removed by one person. In order to accomplish this, I provide a bottom to the bed or box composed of a number of longitudinal pieces, as 1 1, and each of the sides of a piece, as 2, and these parts are preferably supported by a bolster, as 3. At suitable distances in the length of each of the sides 2 are arranged strap-irons, as 4, which are secured

transversely of the side piece and have their lower ends extending below the lower edge thereof, as at 5 5, which extensions are provided on their outer faces with ratchet-teeth, as at 5' 5'. Arranged transversely of the wagon-bed and adapted to be secured to the under face of each of the pieces 1 1 are any number of angle-irons or L-shaped beams, as 6, at suitable points intermediate the length of the wagon-box and preferably corresponding in number to the number of strap-irons 4 upon one side of the wagon. Each of the L-beams 6 is secured to each of the pieces 1 1 by means of rivets or bolts, as 7 7, which pass through the said pieces 1 and through elongated slots, as 8 8, in the beam 6 and are provided with suitable washers, as 9 9, for covering said slots 8. Each end of each beam 6 is provided with an aperture, as at 10, adapted to permit the ready passage therethrough of projection 5 of strap-iron 4, and each of said ends is provided with a casting or iron, as 18, secured in position by means of bolts, as 19 19. The inner face of each of the irons 18 is provided with suitable ratchet-teeth, as 20, which are adapted to engage the teeth 5' of strap-irons 4 upon each side of the wagon-bed, whereby any play between the sides and bottom of the wagon-bed caused by shrinkage or wear may be readily taken up. Should wear or shrinkage cause pieces 1 1 to become loosened, the same may be readily forced together and held against spreading by means of bolts 7 7, the slots 8 8 permitting of the lateral movement of the said pieces.

As a means for supporting the side pieces 2 in a vertical position I provide an arm, as 13, carried by each end of each bolster 3, which arm is pivotally secured at its lower end, as at 14, by means of a bolt passed therethrough and through said bolster, the said arm being bifurcated at its lower end and passed to either side of said bolster, or the same may be simply straight and secured at only one side thereof, as desired. The top of each arm 13 is provided with a hook, as 15, which is adapted to engage the top edge of side 2 and retain said side in position; but in order to so retain said side 2 I find it necessary to provide a brace, as 16, secured by a lug, as 17, formed upon arm 13, and a ring, as 17', carried by said arm and adapted to inclose the

upper end of brace 16, whereby said arm will be retained in a vertical position. The brace 16 is preferably hinged at its lower end to bolster 3 by means of a rod or bolt, as 23, pivotally securing the lower end of said brace in any suitable manner, whereby said brace, when disengaged from lug 17 and ring 17', may be swung down and out of the way of arm 13 and permit said arm to be pivoted from a vertical to a horizontal plane, and thereby allow of the ready removal of the side 2, which side need only to be swung outward to disengage ratchet-teeth 5' from teeth 20, a similar pivoted brace, as 25, supporting each of strap-irons 4. A nut, as 21, is preferably threaded on the outer end of bolt 23 for preventing the accidental removal of brace 16, which brace may be removed by the removal of said nut. When the brace 16, however, is locked at its upper end in engagement with arm 13 by means of lug 17 and ring 17', it will firmly and rigidly retain the said arm in position, and the side 2 will be thereby supported in its vertical position. A suitable lug or shoulder, as 24, may be formed upon the outer end of bolster 3 in contact with brace 16 for receiving the strain upon said brace. A suitable end-gate rod, as 22, may be employed for assisting in retaining the sides 2 in their vertical position when desired, and when such rod is used it will of course be necessary to remove the same before removing said side pieces 2.

Although I have described in detail one specific embodiment of my invention, yet I do not wish to be understood as limiting myself to the exact structure specified, but shall feel at liberty to deviate from the exact size, shape, and minor details of my improved wagon-bed within the spirit and scope of the present invention.

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

1. A wagon-bed, comprising in its construction side pieces, longitudinal strips forming the bottom of said bed, means for removably supporting said side pieces in their vertical position, and means for taking up wear between said bottom strips, comprising a beam extending transversely thereof and formed with elongated slots intermediate its length, bolts passed through said apertures and secured to said longitudinal strips, and means for retaining said longitudinal strips in a given relation to each other, substantially as described.

2. A wagon, comprising in its construction a bed having a bottom and sides, a bolster supporting the same, means for taking up wear in the bottom, and means for removably securing each of the said sides, comprising an arm pivotally secured to each end of said bolster and provided with a hooked portion at its upper end and adapted to support said sides, a brace pivotally secured to said bolster and adapted to support said arm, and locking means for securing said arm and said brace together, the construction being such that when said brace is disengaged from said arm, the arm may be swung from its vertical to a horizontal plane, and the said side may be readily removed.

3. A wagon-bed, comprising in its construction a bottom, sides, means for supporting the sides in a vertical position, and means for taking up wear between said bottom and sides, comprising angle-irons secured transversely of said bed and extending beyond the sides thereof and formed with apertures in their ends, strap-irons secured to said sides and extending beyond the lower edge thereof and each formed with ratchet-teeth upon said extension, such extension being adapted to be passed through the aperture in one end of one of said angle-irons, a casting formed with ratchet-teeth adapted to engage the teeth of said extension of one of the strap-irons, and means for securing said casting to said angle-iron, substantially as described.

4. The combination with a wagon provided with a bed and supporting-bolsters, of means for dismantling said bed for removing the same from the running-gears and means for retaining the same in position when the parts are assembled, comprising pivoted arms carried by the ends of said bolsters, adapted to engage the sides of said bed for supporting the same in a vertical position, or be swung out of engagement therewith, means carried by said bolsters for supporting said arms, means for receiving the strains upon said supports, transverse beams adjustably secured to the bottom of said bed, strap-irons carried by said sides and adapted to engage said transverse beams, and means for bracing said strap-irons, substantially as described.

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

GEORGE H. PETERSON.

Witnesses:

C. E. MEAD,
CHARLES E. WOOD.