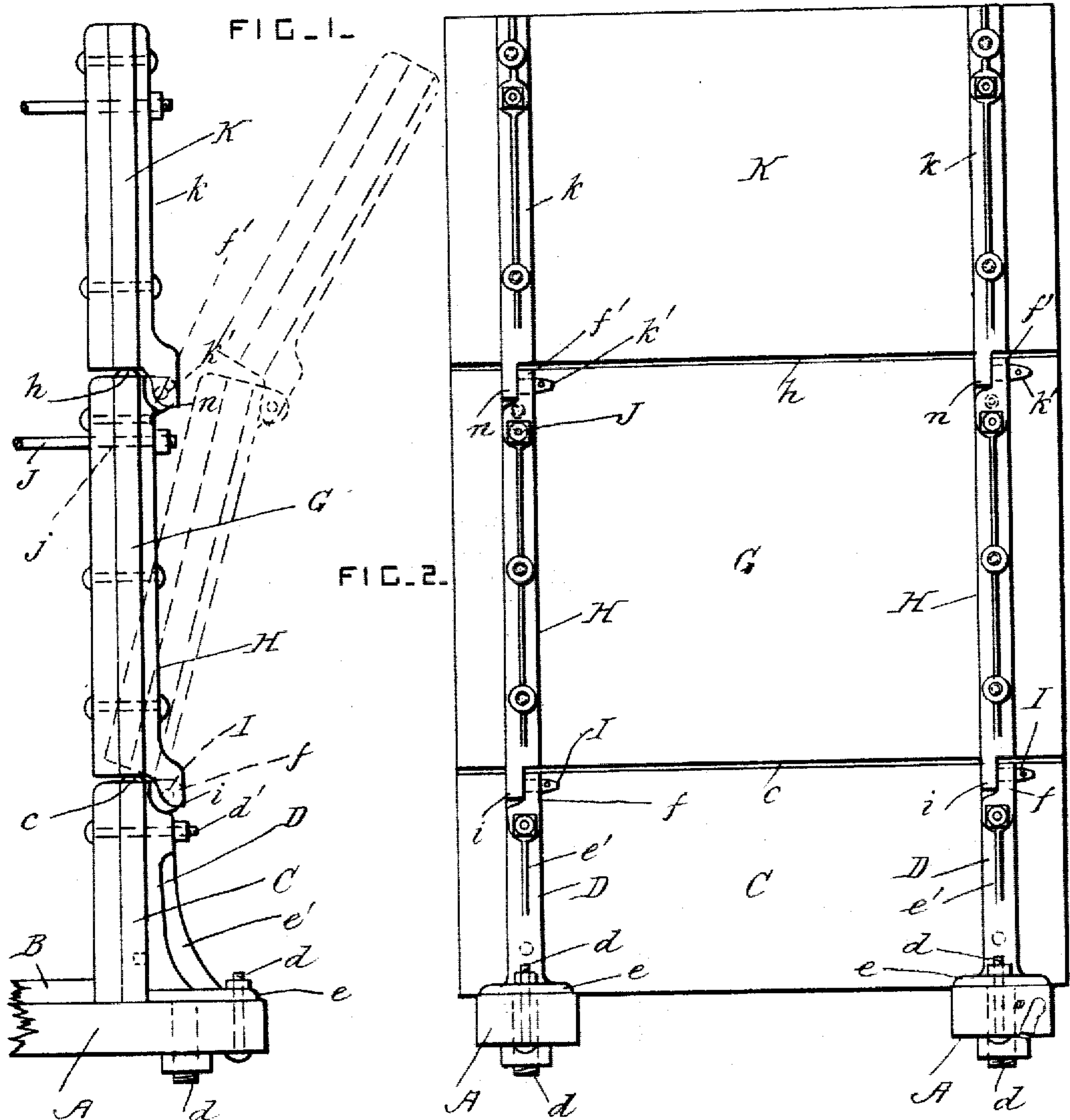


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PATENTED FEB. 6, 1906.

H. E. MARTIN.
WAGON BODY.

APPLICATION FILED JAN. 17, 1905.



WITNESSES:

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HORACE E. MARTIN, OF ATHENS, GEORGIA.

WAGON-BODY.

No. 811,569.

Specification of Letters Patent.

Patented Feb. 6, 1906.

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To all whom it may concern:

Be it known that I, HORACE E. MARTIN, a citizen of the United States, residing at Athens, in the county of Clarke and State of Georgia, have invented certain new and useful Improvements in Wagon-Bodies; 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.

This invention relates to the bodies of wagons and other similar vehicles; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is an end view of a portion of a wagon-body constructed according to this invention. Fig. 2 is a side view of the same.

A represents two cross-pieces below the bottom board B of the wagon.

C is a stationary side portion which is provided with a wearing-strip of metal *c* at its top edge. The two cross-pieces have end portions which project beyond the side C.

D represents supporting-pillars secured to the projecting end portions of the cross-pieces A by bolts *d* and to the side C by bolts *d'*. The pillars have base-flanges *e*, which rest on the cross-pieces, and they also have stiffening-ribs *e'*, which extend vertically, so that the side C is very strongly secured and supported. Each pillar D has an eye *f* at one side of its upper end.

G is a hinged side provided with brace-bars H, which are rigidly secured to it, and *h* is a wearing-strip, of metal, at the top edge of the side G. The brace-bars project below the bottom edge of the side G and have laterally-projecting hinge-pins I, which engage with the eyes *f*. Each brace-bar has also a stop *i* below its hinge-pin and which prevents the side G from being turned over beyond a pre-arranged extent, as indicated by the dotted lines in Fig. 1.

J is a brace rod or bolt which passes through a hole *j* in one of the brace-bars and which normally holds the hinged side in a vertical position over the stationary side, as shown in full lines in Fig. 1.

The brace-bars H have eyes *f'* at their upper ends similar to the eyes *f*.

K is an upper hinged side. This upper hinged side is provided with brace-bars *k*, simi-

lar to the brace-bars H. These brace-bars *k* are provided with laterally-projecting hinge-pins *k'*, which engage with the eyes *f'*, and they also have stops *n*, which prevent them from being turned over to more than a pre-arranged extent. The hinged sides can be removed from the wagon-body whenever desired, and the lower hinged side can be used without the upper hinged side, if desired.

The hinge-pins I and also the hinge-pins *k'* both project in the same direction and preferably have their end portions slightly tapered in order that they may be slid into and out of engagement with the eyes in which they are pivoted. In this manner the hinged sides, or either of them, can be quickly disconnected and removed from the wagon-body or its supporting-pillars.

What I claim is—

1. The combination, with a lower and stationary wagon side, and supporting-pillars secured to the said side and having outwardly-projecting eyes on one-half of their upper end portions; of an adjustable side, and brace-bars secured to the said adjustable side and provided with downwardly and outwardly projecting stop-lugs on one-half of their lower end portions which overlap the said eyes and pivot-pins projecting from the said stop-lugs and engaging with the said eyes.

2. The combination, with a lower and stationary wagon side, and supporting-pillars secured to the said side and having outwardly-projecting eyes on one-half of their upper end portions; of an adjustable side, brace-bars secured to the said adjustable side and provided with downwardly and outwardly projecting stop-lugs on one-half of their lower end portions which overlap the said eyes and pivot-pins projecting from the said stop-lugs and engaging with the said eyes; said brace-bars having also outwardly-projecting eyes on one-half of their upper ends, a second adjustable side, and brace-bars secured to the said second adjustable side and provided with downwardly and outwardly projecting stop-lugs on one-half of their lower ends and having pivot-pins which engage with the last said eyes.

3. The combination, with a lower and stationary wagon side, and two pillars secured to the said side and having eyes on one side of their upper end portions; of a removable and adjustable wagon side, two bars secured to the said adjustable side and provided with

stop-lugs on one side of their lower end portions which overlap the said eyes and bear against the said pillars and support the adjustable side when in an inclined position,
5 and pivot-pins which project laterally in the same direction from one side of the said stop-lugs and which engage with the said eyes.

In testimony whereof I have affixed my signature in the presence of two witnesses.

HORACE E. MARTIN.

Witnesses:

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J. W. McELHANNON.