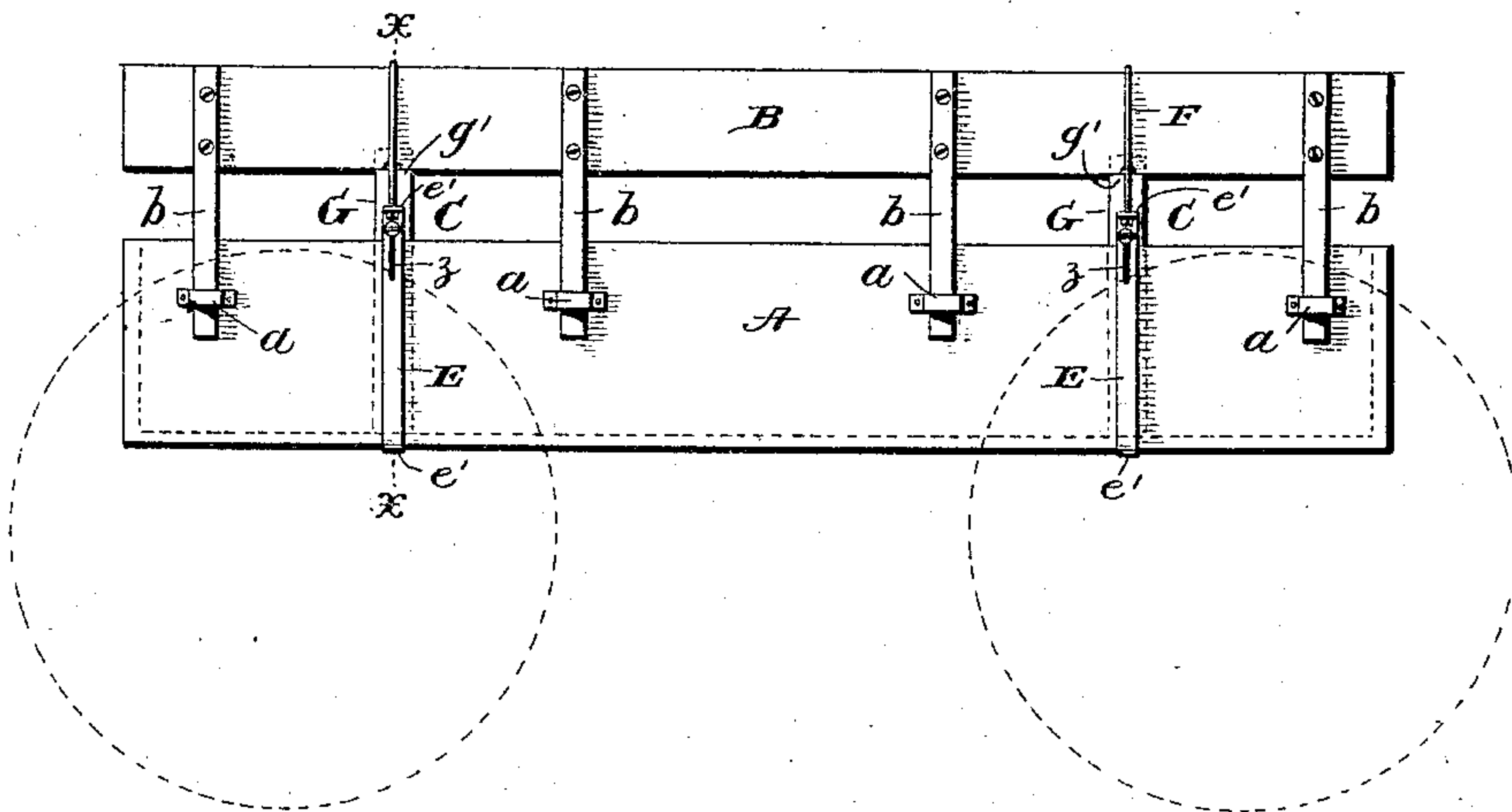


No. 842,216.

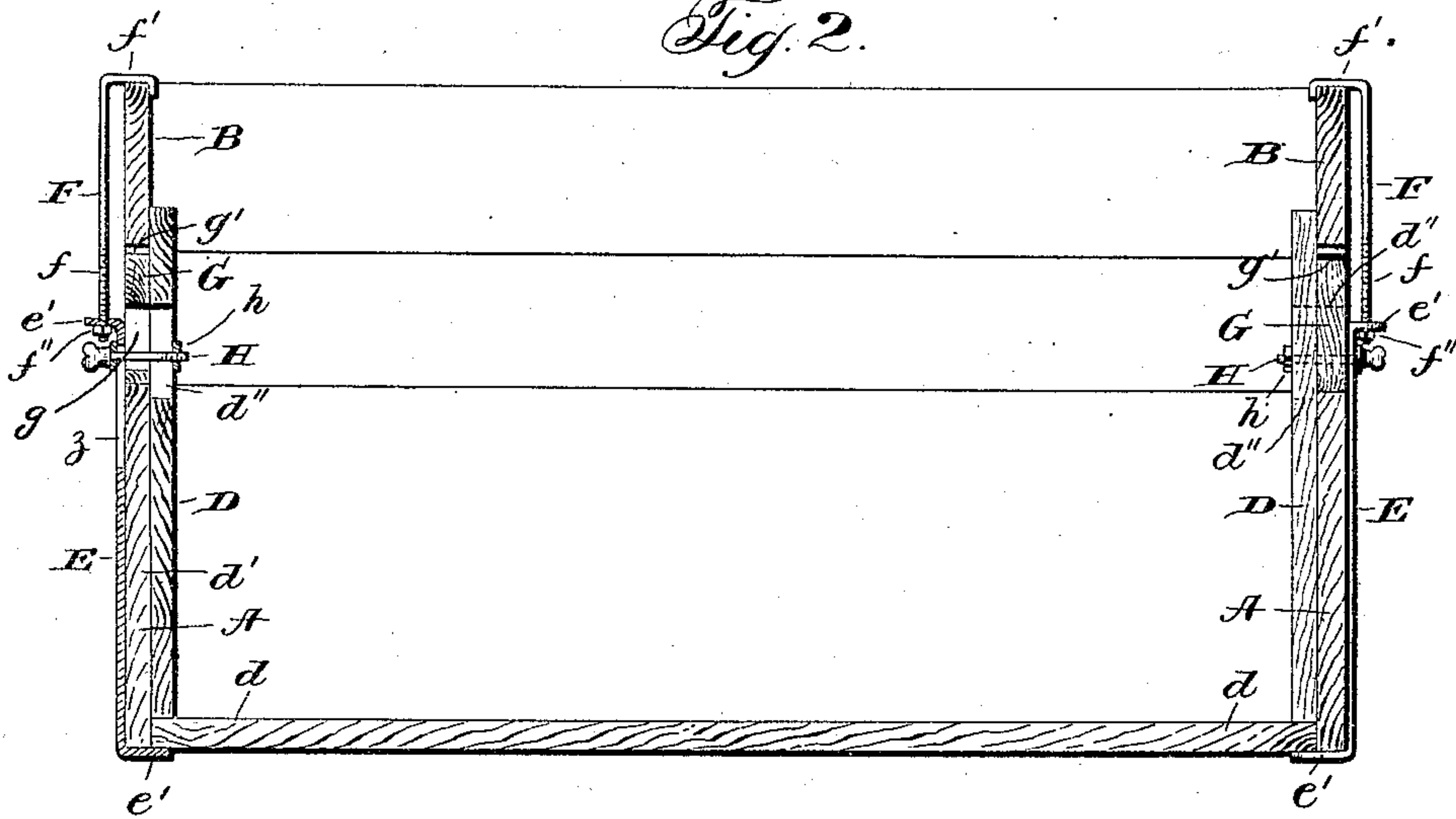
PATENTED JAN. 29, 1907.

O. MARK.  
ATTACHMENT FOR WAGON BODIES.  
APPLICATION FILED JUNE 13, 1906.

*Fig. 1.*



*Fig. 2.*



Witnesses.  
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# UNITED STATES PATENT OFFICE.

OTTIS MARK, OF AINSWORTH, NEBRASKA.

## ATTACHMENT FOR WAGON-BODIES.

No. 842,216.

Specification of Letters Patent.

Patented Jan. 29, 1907.

Application filed June 13, 1906. Serial No. 321,556.

*To all whom it may concern:*

Be it known that I, OTTIS MARK, a citizen of the United States, residing at Ainsworth, in the county of Brown and State of Nebraska, have invented certain new and useful Improvements in Attachments for Securing Supplemental Wagon-Bodies, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to a novel attachment which is susceptible of various uses, though primarily designed for securing a supplemental frame or body to the ordinary wagon-body, whereby to increase the depth or holding capacity of the wagon.

Advantageous characteristics of a device constituting a convenient embodiment of the invention include means for removably engaging the ordinary wagon-body and the supplemental body or frame when holding them in operative relation and means whereby such supplemental body or frame may be spaced from or adjustably mounted with respect to the ordinary body in connection with which it is employed.

The details and arrangement of the several parts of the device will be apparent from the detailed description hereinafter contained when read in connection with the accompanying drawings, forming part hereof, and wherein the above-mentioned convenient embodiment of the invention is illustrated.

In the drawings, Figure 1 is a side elevation of a fragmentary character, showing an ordinary wagon-body, a supplemental frame or body, the two being secured in operative relation by means of my attachment; and Fig. 2 is a transverse sectional view on the line *xx* of Fig. 1.

Referring more specifically to the drawings, wherein like reference characters refer to corresponding parts in the several views, A designates the side of an ordinary wagon-body having several series of staples or brackets *a* projecting outwardly from one of the surfaces thereof, in the present instance the outer surface.

B represents the supplemental body or frame, adapted to be supported above the body A to increase the depth or holding capacity of the wagon, said supplemental body having depending arms *b*, arranged to be slipped into the staples or brackets *a* to hold the two bodies against relative longitudinal or lateral movement, as is obvious, and C C designate my improved attachment for se-

curing the two bodies against separation and also for adjusting the supplemental body vertically with respect to the body A.

A description of one of the attachments C will suffice for both, and with reference especially to Fig. 2 it will be noted that the attachment comprises a standard D, adapted to rest upon the wagon-body *d* and abut the inside surface of the side *d'* of said body, a Z-shaped metal bar E, spaced from said standard and adapted to abut the outer face of said side, the offset *e'* at the lower end thereof being arranged to underlie said side, as also the bottom, while the offset *e'* at its upper end is turned outwardly and perforated for the passage of the threaded shank *f* of a hooked rod F, the hook *f'* being arranged to engage over the top of the adjacent sides of the supplemental frame or body B and a nut *f''* engaging the threaded shank *f* to draw down upon the supplemental body to firmly clamp the same in place, as will more fully hereinafter appear.

G designates an adjustable supporting-block mounted on the outer surface of the standard D and the top of the side of the body A, this block being slotted, as at *g*, and the standard D and Z-shaped bar E being slotted, as at *d''* and *z*, respectively, for the passage of an adjustable locking-bolt H, carrying a binding-nut *h*. The upper end *g'* of the block G constitutes the seat upon which the bottom of the side of the supplemental body or frame rests, it being observed that the upper end of the standard D normally projects somewhat above said block to engage the inner face of said side of the supplemental body. By adjusting the supporting-block G it will be appreciated that the supplemental body or frame will be spaced a greater or less distance from the body A, whereby to secure different depths or holding capacities of the wagon or any desired open space between the two bodies, according to the use to which the wagon is to be put, the supplemental frame or body being a desirable feature for wagons employed in transporting grain and other articles, as well as live stock.

I claim—

1. An attachment of the character described, comprising a bar having an offset part at its lower end, a rod having offset portions at its upper end and having sliding engagement with said bar, and means for securing said bar and rod in adjusted position, in combination with a standard spaced from

said bar and arranged substantially parallel therewith, and means for connecting said standard and bar.

2. An attachment of the character described, comprising a bar having an offset part at its lower end, a rod having offset portions at its upper end and having sliding engagement with said bar, and means for securing said bar and rod in adjusted position, in combination with a standard spaced from

said bar and arranged substantially parallel therewith, means for connecting said standard and bar, and an adjustable supporting-block intermediate said standard and bar.

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

OTTIS MARK.

Witnesses:

A. C. TOLIVER,  
J. H. HART.