

No. 850,785.

PATENTED APR. 16, 1907.

E. RIEDINGER.  
EXTENSIBLE WAGON.  
APPLICATION FILED MAY 10, 1906.

Fig. 1.

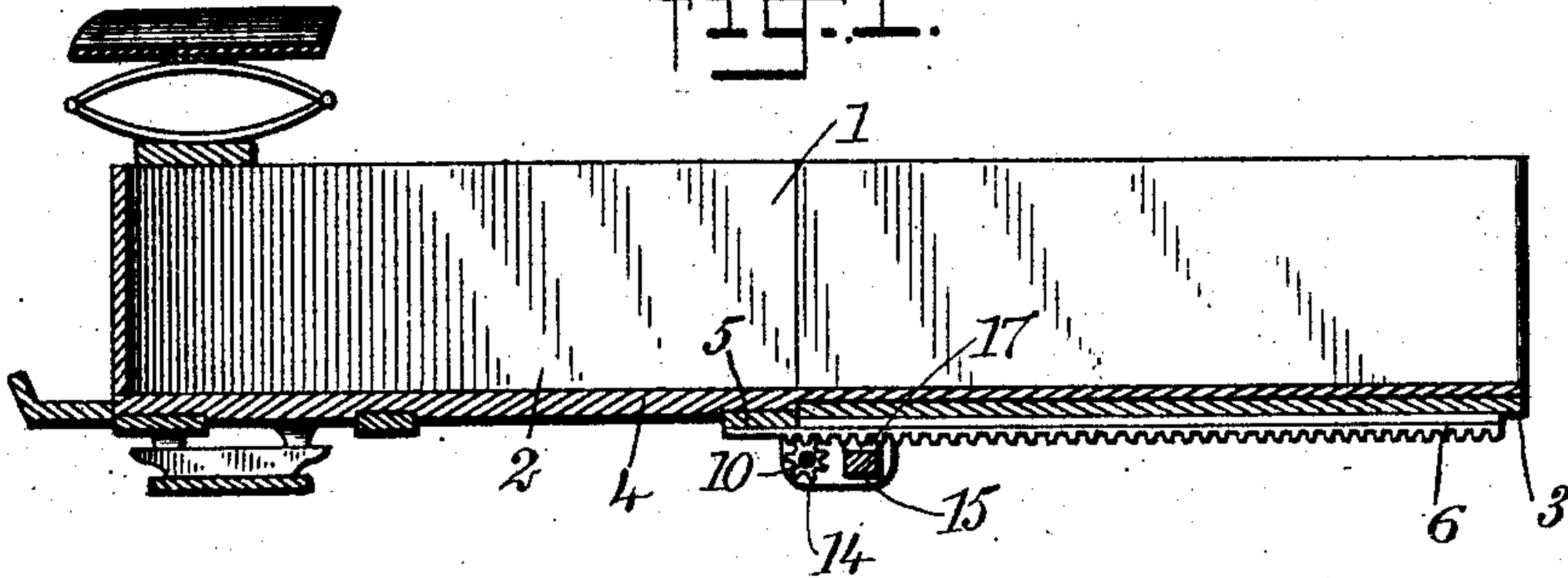


Fig. 2.

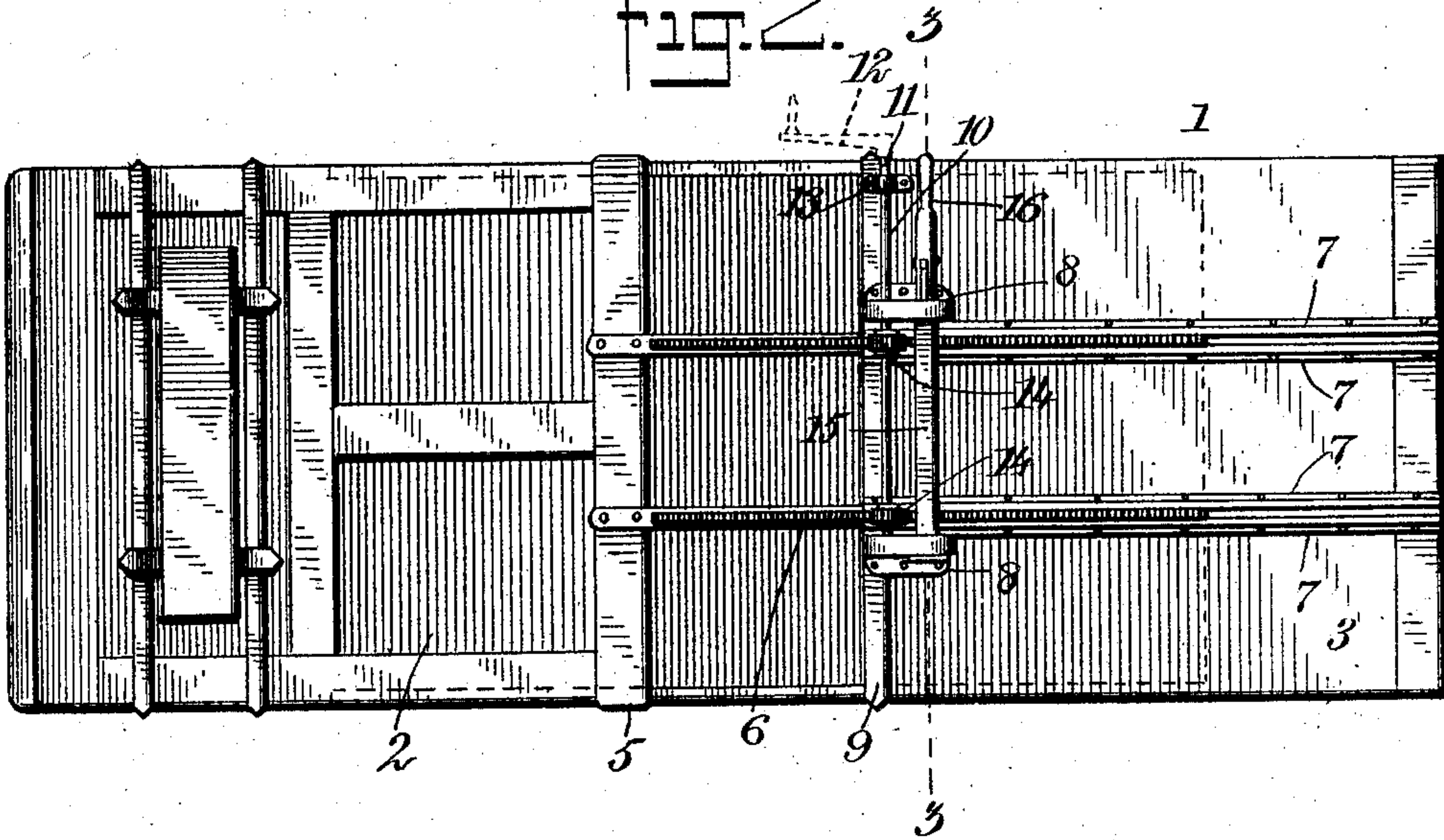
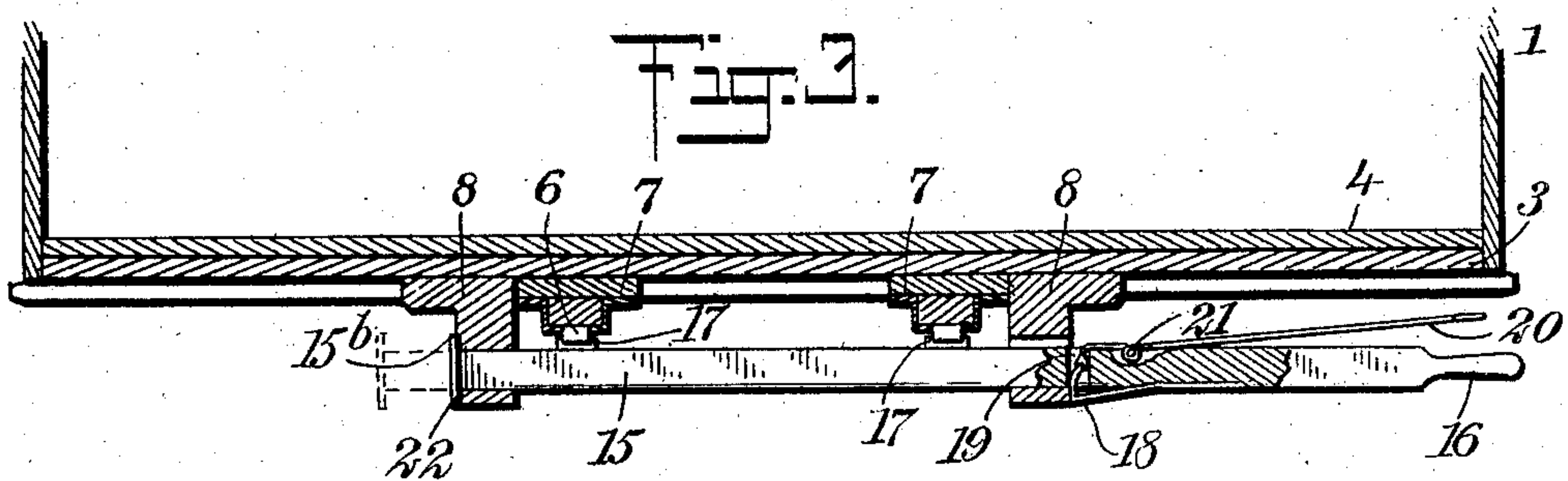


Fig. 3.



WITNESSES

*W. B. Riedinger*  
*J. D. Riedinger*

INVENTOR

*Edward Riedinger*

BY *Munn Co*

ATTORNEYS



# UNITED STATES PATENT OFFICE.

EDWARD RIEDINGER, OF NEW YORK, N. Y., ASSIGNOR TO HIMSELF AND  
ALFRED F. RIEDINGER, OF NEW YORK, N. Y.

## EXTENSIBLE WAGON.

No. 850,785.

Specification of Letters Patent.

Patented April 16, 1907.

Application filed May 10, 1906. Serial No. 316,110.

*To all whom it may concern:*

Be it known that I, EDWARD RIEDINGER, a citizen of the United States, and a resident of the city of New York, Williams Bridge, borough of the Bronx, in the county and State of New York, have invented a new and Improved Extensible Wagon, of which the following is a full, clear, and exact description.

This invention relates to wagons, and the object of the invention is to provide a construction for the body which will enable the same to be extended when desired and locked in the extended position.

The invention consists in the construction and combination of parts, to be more fully described hereinafter, and particularly set forth in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a longitudinal vertical section of a wagon-body constructed according to my invention. Fig. 2 is a bottom plan showing the wagon-body partially extended; and Fig. 3 is a cross-section, upon an enlarged scale, taken on the line 3 3 of Fig. 2.

Referring more particularly to the parts, 1 represents the wagon-body, which comprises a fore body 2 and an after body 3. The floor or bottom of the forward body is extended rearwardly, so that it constitutes a bottom for the after body when the body is in its unextended condition, as shown in Fig. 1. At the rear extremity of the fore body I attach a transverse bolster 5 on the under side, and to this bolster I attach a pair of rearwardly-extending racks 6, which lie parallel with each other and are disposed on the under side of the bottom of the after body. On the under side of the after body I provide cleats 7, between which the racks 6 are guided, as indicated. This construction is very clearly shown in Fig. 3.

At the forward extremity of the after body and on the under side of the bottom thereof I attach brackets 8, and I also attach a transverse cleat 9. In these brackets there is rotatably mounted a shaft 10, which extends laterally and is provided at one extremity with a square head 11, which facilitates the application of a socket-wrench or

crank 12 for rotating the shaft. Adjacent to the square head 11 I provide a bearing 13 for the shaft, as shown.

Near the brackets 8 the shaft 10 is provided with pinions 14, which mesh with the teeth of the racks 6 aforesaid. By this arrangement it should be understood that when a crank is applied to the shaft 10 and rotated the after body of the wagon will be moved rearward.

I provide means for locking the after body in any position desired. For this purpose I mount in the brackets 8 a transversely-disposed locking-bar 15, and this locking-bar is adapted to slide longitudinally in the brackets, as indicated in Fig. 3. It is extended at one extremity so as to form a handle 16, which is in convenient reach from a point near the side of the body.

On the upper face of the locking-bar 15, near the racks 6, I provide shoes 17, which are formed on their upper sides with teeth adapted to engage with the teeth of the racks 6. As shown in Fig. 3, the shoes 17 are in engagement with the racks, for if the locking-bar is moved longitudinally until its inner extremity occupies the position indicated in the dotted lines the shoes 17 will become disengaged from the racks. With this construction evidently the wagon-body may be locked in an extended position or unlocked, so as to extend or telescope the parts.

In order to fix the locking-bar 15 in its locked position, I provide a resilient catch 18, (as indicated in Fig. 3,) which is attached to the under side of the bar and presents a shoulder adapted to abut against the outer side of the brackets 8. Adjacent to the shoulder the locking-bar is provided with an opening 19, into which the inner extremity of the catch 18 is turned, and at this point the catch attaches to a releasing-lever 20, which is pivotally mounted at 21. The end of the releasing-lever lies adjacent to the catch 16, so as to be conveniently reached by a person operating the bar. Evidently by pressing the releasing-lever 20 down against the bar the catch 18 may be drawn inwardly, so as to remove the projecting shoulder. The bar then may be slid inwardly, as will be readily understood. When the bar is operated outwardly in locking the body, evidently the resiliency of the catch 18 operates to form the



shoulder referred to, so that the catch operates automatically to fix the bar in its locking position.

In order to limit the outward movement of the locking-bar when the shoes 17 are moved in the direction to rock the racks above referred to, I provide the inner extremity of the bar with an enlarged head 22, which comes against the side of the bracket, as shown in Fig. 3.

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

1. In combination, a wagon comprising an extensible body having racks attached to the under side thereof and transversely-movable shoes adapted to engage said racks to lock the body in an extended position.

2. In combination, a wagon having a fore body and an after body movable with respect to each other, racks attached to said fore body, means for guiding said racks upon the after body, pinions coöperating with said racks, to extend the parts, and shoes coöperating with said racks, for locking the body in an extended position.

3. In combination, a wagon-body comprising a fore body and an after body mov-

able with respect to each other, racks attached to said body, means for guiding the same longitudinally on said after body, a transverse shaft rotatably mounted on said after body, pinions guided by said shaft, engaging said racks, a transversely-disposed locking-bar carried on said after body, and shoes on said locking-bar, engaging said racks.

4. In combination, a wagon-body comprising a fore body and an after body movable with respect to each other, racks attached to said body, means for moving the same longitudinally on said after body, a transverse shaft rotatably mounted on said after body, pinions guided by said shaft, engaging said racks, a transversely-disposed locking-bar carried on said after body, shoes on said locking-bar, engaging said racks, and means for fixing said locking-bar when said shoes are in engagement with said racks.

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

EDWARD RIEDINGER.

Witnesses:

ROBERT WALLACE,  
WELLS RIPPE.