

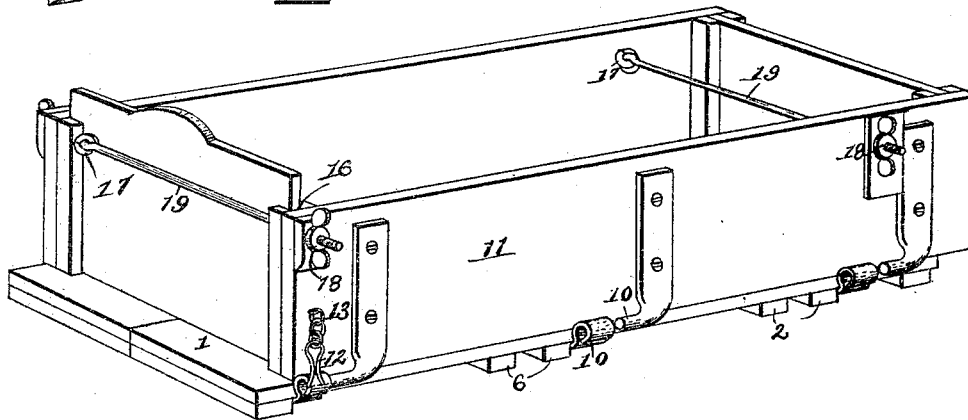
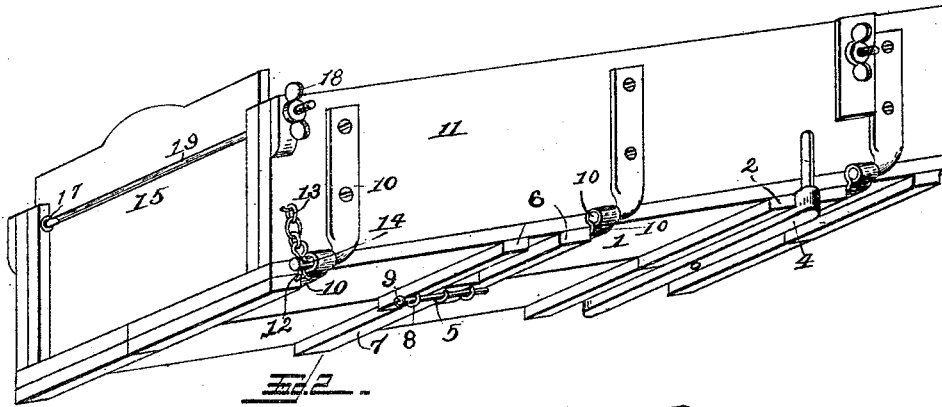
(No Model.)

M. M. BAKER.
WAGON BODY.

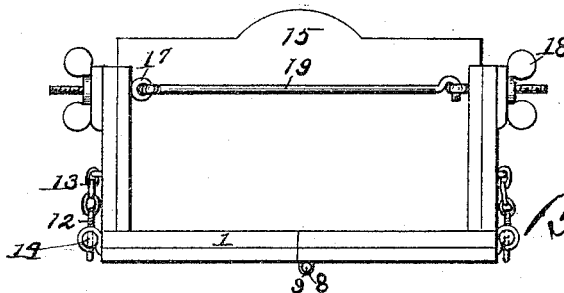
No. 491,461.

Patented Feb. 7, 1893.

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M. M. Baker
Inventor

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Witnesses

C. S. Frye
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UNITED STATES PATENT OFFICE.

MELVILLE M. BAKER, OF CHESTUEE MILLS, TENNESSEE.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 491,461, dated February 7, 1893.

Application filed July 14, 1892. Serial No. 440,019. (No model.)

To all whom it may concern:

Be it known that I, MELVILLE M. BAKER, of Chestuee Mills, county of Polk, State of Tennessee, have invented certain new and useful
5 Improvements in Vehicles, of which the following is a specification, reference being had to the accompanying drawings.

The object of my invention is to produce a new wagon bed that may be taken apart in
10 sections readily and with greater convenience than those now in use, thereby saving considerable time in the handling of the wagon and preventing injury to the part occasioned by rough usage.

15 In the accompanying drawings: Figure 1, is a perspective view of my wagon-body joined together: Fig. 2, is a similar view showing the bed as in the act of being slipped off from the bottom: and Fig. 3, an end view of
20 the bed showing the hooks for uniting the parts together.

Referring to the figures on the drawings. 1, indicates a bottom preferably composed of two pieces that are provided preferably on
25 their under sides with cleats 2, by which they are held upon any suitable support, as for instance, the cross pieces 4, of a wagon. The bottom is preferably divided in the middle and carries a suitable lock 5, for supporting it flat upon the frame pieces. Any
30 suitable device may be employed, as for instance, strips 6, secured in any suitable manner to one side, and another strip 7, secured on the opposite side. The strip 7 lies
35 between the other strips and each is provided with staples 8, through which a bolt or pin 9, may be inserted for holding the box in a fixed position, as illustrated in Fig. 1, of the drawings. Upon the under side of the
40 bottom, preferably are secured the leaves 10 of the hinges preferably six in number, but any suitable number may be employed.

45 The sides 11, are provided with suitable projections 10, corresponding in number and position to the hinge pieces on the bottom and preferably extending toward the front of the wagon, so that when the bed is pushed along the bottom of the wagon, the projec-

tions 10, enter the eyes of the hinge pieces in the bottom and hold the bed securely in place. 50

12, indicates pins, preferably cotter pins secured it may be by chains 13, to the front of the side of the wagon and adapted to enter eyes 14, in the forward projections on the side. By this means it will be perceived that
55 when the bed is set in place upon the bottom and the projection is inserted in the hinges, the pins and the pins inserted in the eyes of the forward projection the body will be secured promptly together and come together as solidly, as if secured in the ordinary way. 60

16, indicates grooves in which the end pieces are slid into place as usual in wagons. The end hooks consist preferably of eye bolts 17, provided with thumb screws 18, by which
65 they are secured in place. The hook consists of a rod, 19, hinged to one of the eye bolts provided at the other end with a hook which it takes into the opposite eye bolt. By this
70 means the parts can be readily separated when desired and firmly united in place for use.

The advantages and utility of my device will be apparent from the description of its operation as follows: Suppose it is desired to separate
75 the bed from the body, I first would draw the pins back from the eyes 10, and pull upon the end gate. The bed slides freely upon the bottom and can be readily removed. If it is desired to remove the parts in sections all
80 that is necessary is to unscrew one of the eye bolts, release the hook 19, and the sides will turn upon their hinges and be ready to remove by simply unfastening them and withdrawing them from their hinges. 85

The bottom can be separated by withdrawing the bolt and taking off in section. By this means one man can handle a heavy wagon without difficulty, while by the ordinary means it requires, that either a wagon-body
90 shall be taken to pieces with considerable trouble or else the services of three or four men are required to lift the several parts.

What I claim is:

A sectional wagon body having on one sectional portion of its bottom strips 6, its oppo-

site sectional bottom portions having a strip
7, the end of which is interposed between the
strips 6, said strips 6 and 7 having staples
with securing bolts, and the side portions 11
5 being provided with projections 10, which
enter hinges, as shown, the front projections
and hinges having securing devices 12 and
13, and the ends of wagon body having secur-

ing devices as 17, 18 and 19, all combined and
arranged to operate as specified.

In testimony of all which I have hereunto
subscribed my name.

MELVILLE M. BAKER.

Witnesses:

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