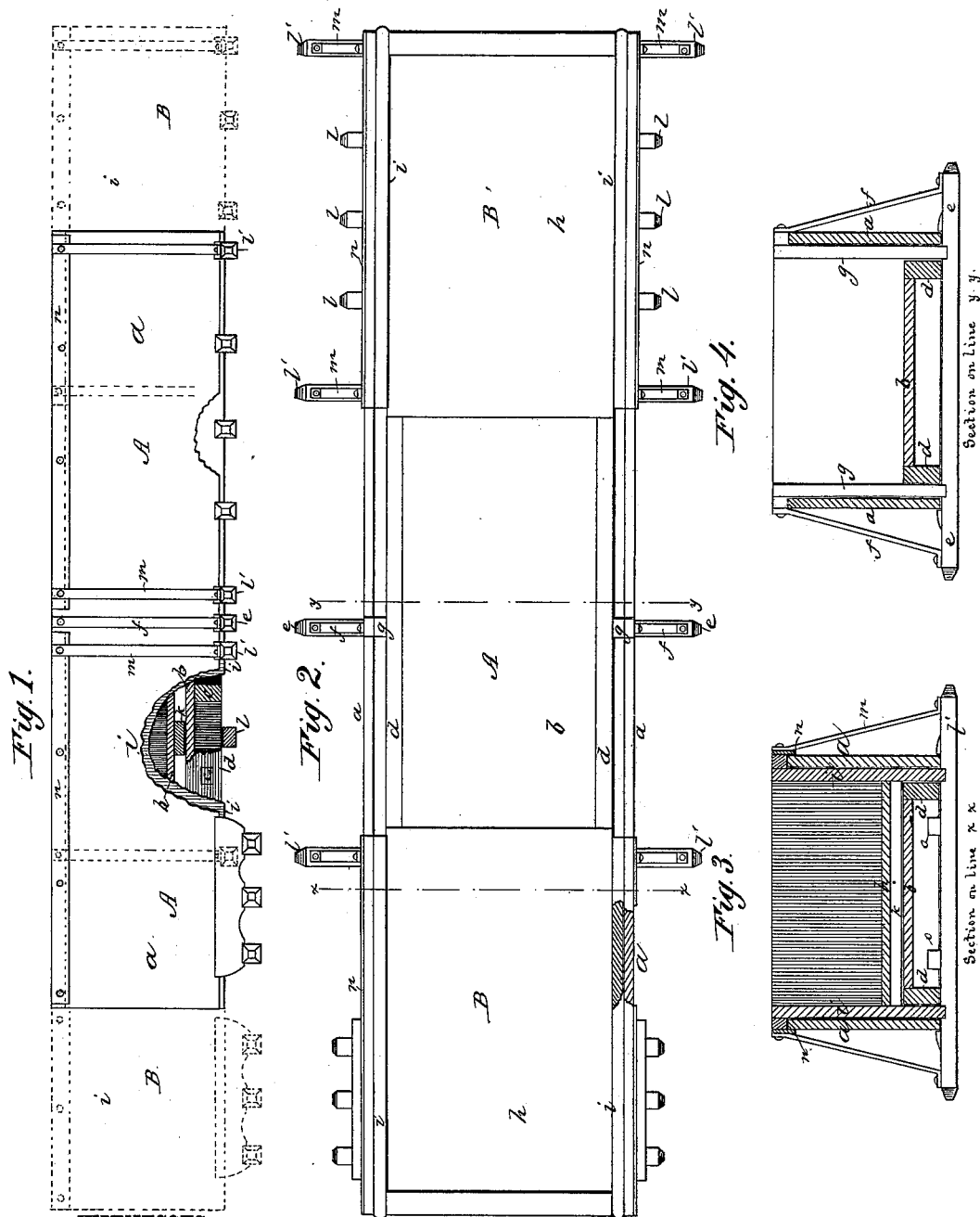


J. M. ROSE.
Extension-Body for Wagons.

No. 220,664.

Patented Oct. 14, 1879.



WITNESSES:
W. W. Hollingsworth.
Amos W. Hart

INVENTOR:
J. M. Rose
BY *Reed & Co*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JACKSON M. ROSE, OF ABINGDON, VIRGINIA.

IMPROVEMENT IN EXTENSION-BODIES FOR WAGONS.

Specification forming part of Letters Patent No. **220,664**, dated October 14, 1879; application filed May 26, 1879.

To all whom it may concern:

Be it known that I, JACKSON M. ROSE, of Abingdon, in the county of Washington and State of Virginia, have invented a new and Improved Extension Wagon-Bed; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention is an improvement in the class of beds or bodies of farm-wagons which are made in sections to adapt them for extension longitudinally.

The invention consists in the construction and combination of parts, as hereinafter described and claimed.

In the accompanying drawings, forming part of this specification, Figure 1 is a side view of my improved wagon-bed, part of the side being broken out. Fig. 2 is a plan view of the same extended or drawn out. Fig. 3 is a cross-section on line *x x* of Fig. 2. Fig. 4 is a cross-section on line *y y*, Fig. 2.

A indicates the middle section or wagon-bed proper, and B B the sliding end sections, which are attached to axles (not shown) in the usual way. The section A has vertical sides *a* and a horizontal floor, *b*, which extends its whole length. The floor *b* is attached to a series of parallel joists or cross-pieces, *c*, whose ends are tenoned in the sills *d*.

The sides *a* are separated from the sills *d* by a narrow space, and the two parts (sides *a* and floor *b*) are connected by a cross-bar, *e*, and braces *f*, such as are ordinarily employed in the construction of farm or freight wagons.

A vertical stay-bar, *g*, is attached to each of the sides *b* at the middle of their length, and is tenoned into the cross-bar *e*. The upper ends of the braces *f* are bolted to these bars *g*.

The sliding box ends B B have floors *h* and sides *i*, like the middle section, A. Both said floors and sides *h i* are connected rigidly by joists *k* and cross-bars *l v*, the latter having braces *m* attached.

The floors *h* and their joists *k* slide on the middle-section floor *b*, and the sides *i* slide in the spaces between the sills *d* and sides *a* of the middle section.

The projecting ends of the cross-bars *l* of the end sections, B, are provided with shallow grooves to receive the lower edges of the sides *a* of the middle section, A, and prevent their spreading apart. The upper edges of the sides *a* likewise fit and slide in grooves formed by the attachment of a narrow plate or pendent flange, *n*, to the upper edges of sides *i* of the end sections, B B.

The aggregate length of the sides of sections B is equal to the length of section A less the thickness of the stay-bars *g*.

From the above-described construction and arrangement of parts it results that when the ends B B are pushed in their sides *i* are separated by the bars *g*, while their floors *h*, being a little longer than the sides, meet and form a continuous flat surface, which is the floor of the bed. When the parts A B B are thus adjusted the wagon-bed has the appearance of being constructed in the usual manner.

When the ends B B are drawn out or extended, as shown in Fig. 2, the bottom of the same is formed of the floors *i i* of the end sections, B B, and a portion of the floor of the middle section, A; but the floor *a* is below the level of the others, *i i*, to the extent of the thickness of the latter and the bars to which they are attached.

To prevent the ends B B from being drawn out too far I employ stops *o o*, which are attached to the ends of the bottom of the middle section, A, and project downward, so as to come in contact with cross-bars of the end sections, B.

To secure the sections A and B B together in either position—*i. e.*, whether the bed is contracted or extended—I employ screw-bolts, which pass through the ends of the sides of the middle section, A, and enter nuts (not shown) in the sides *i* of the end sections, B. These bolts may be easily and quickly removed from one location and placed in the other holes when the adjustment of the sections B is made.

What I claim is—

1. In an extensible wagon-bed, the combination of the middle section or bed proper,

having its floor and sills separated from its sides by a narrow slot or space, and the end sections, having their sides extended down through such slot, and the bars and floor-supporting cross-pieces, separated by a space, into which the ends of the middle section are received, as shown and described.

2. In an extensible wagon-bed, the combi-

nation of the vertical stay-bars and stops with the floor *a*, sides *b*, and cross-bar of the middle sections and the sliding end sections, as shown and described.

JACKSON M. ROSE.

Witnesses:

JNO. G. PRESTON,

E. L. STANLEY, Jr.