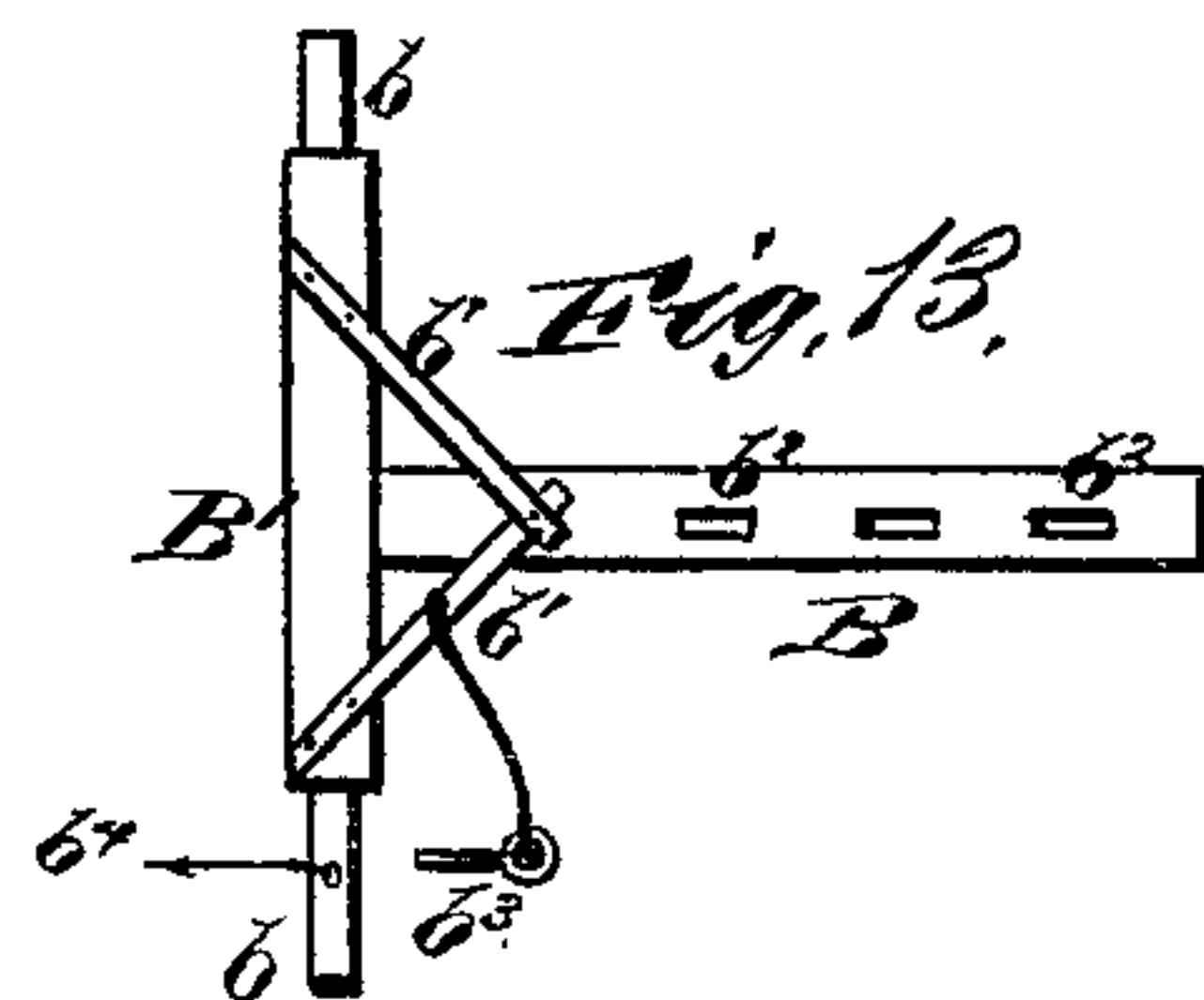
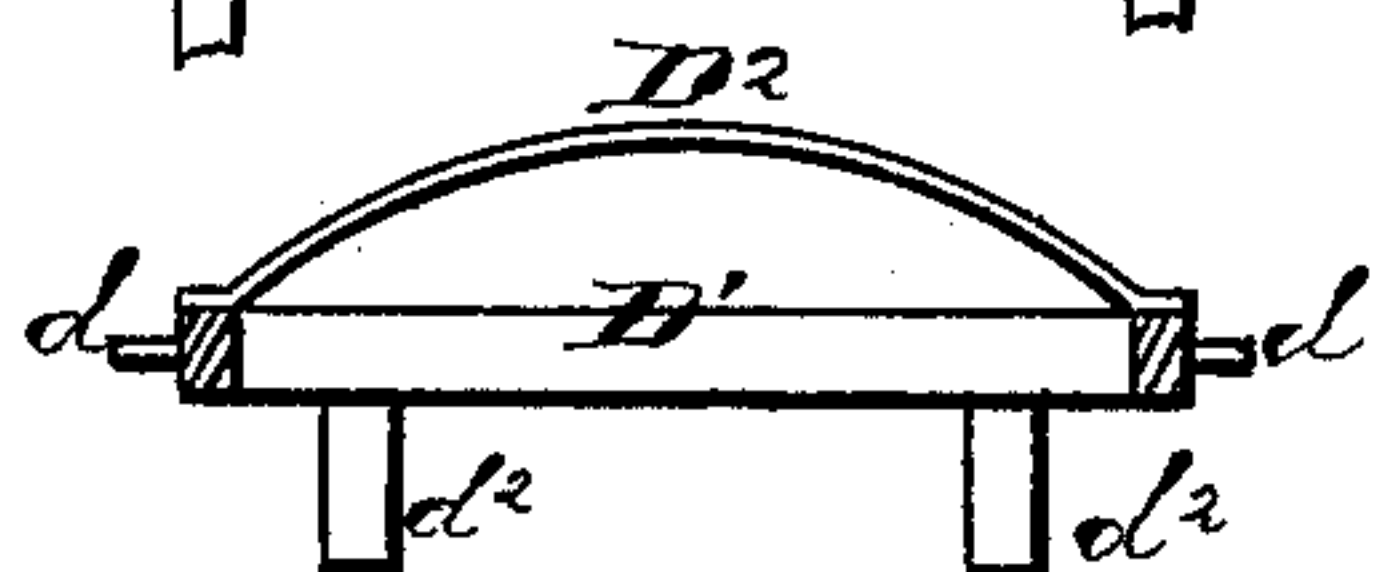
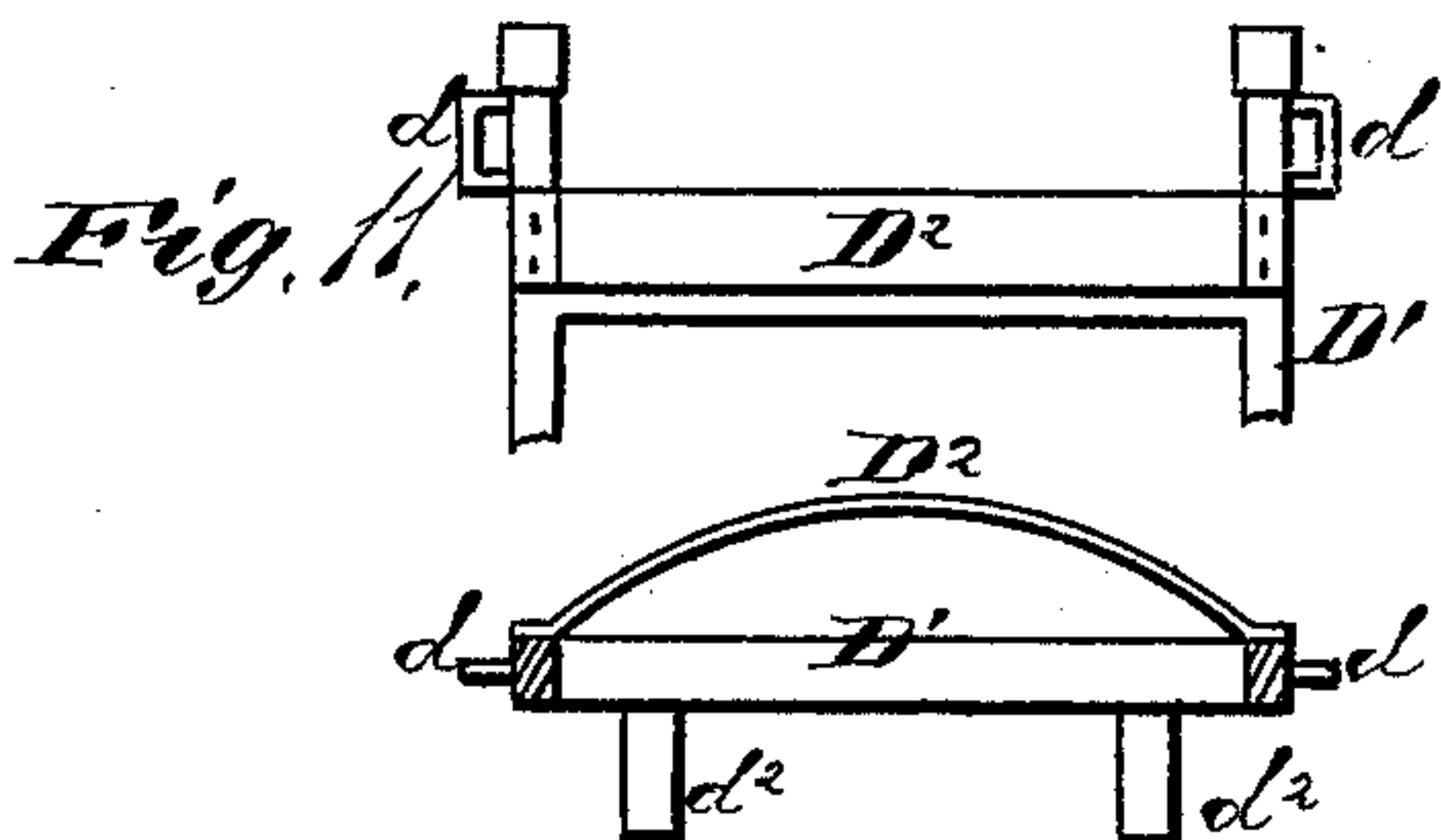
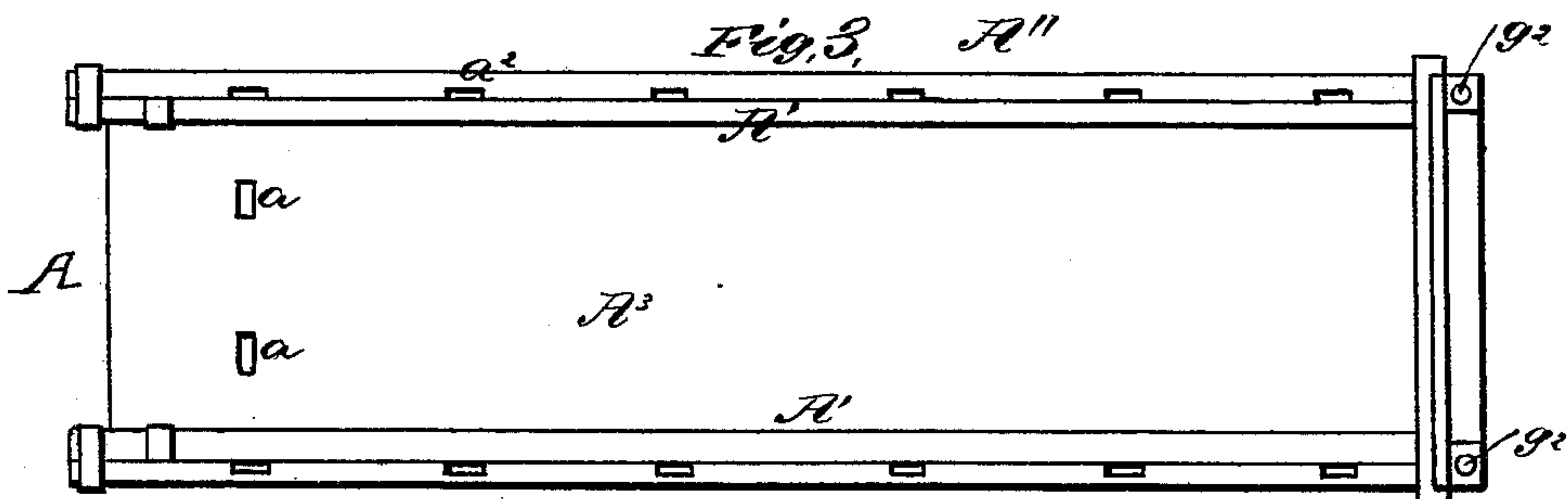
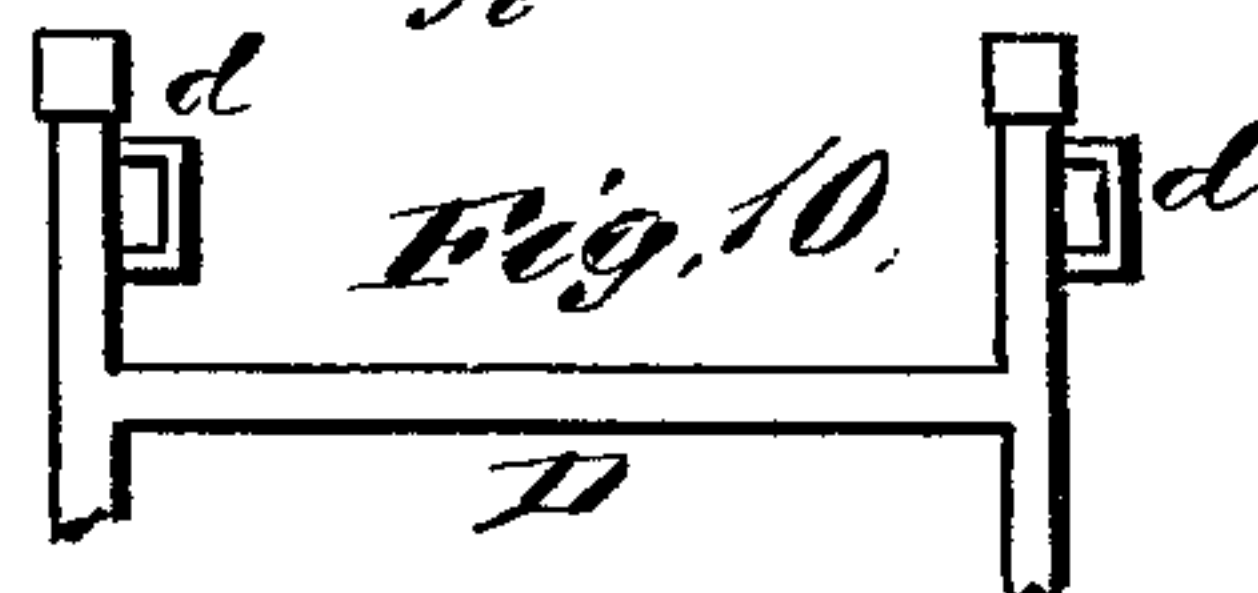
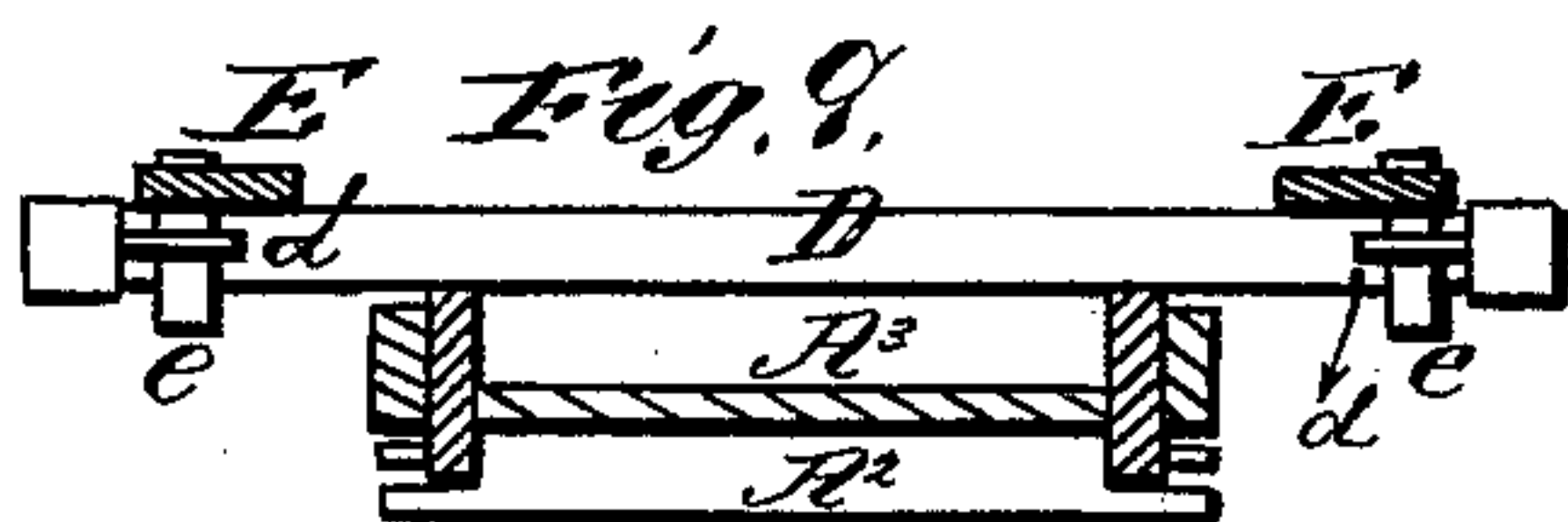
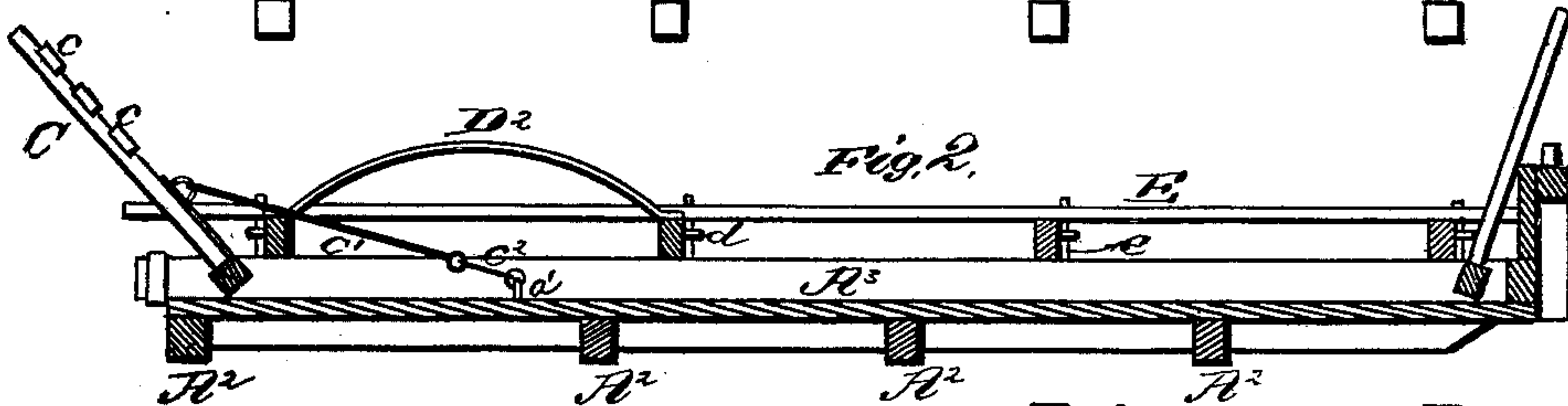
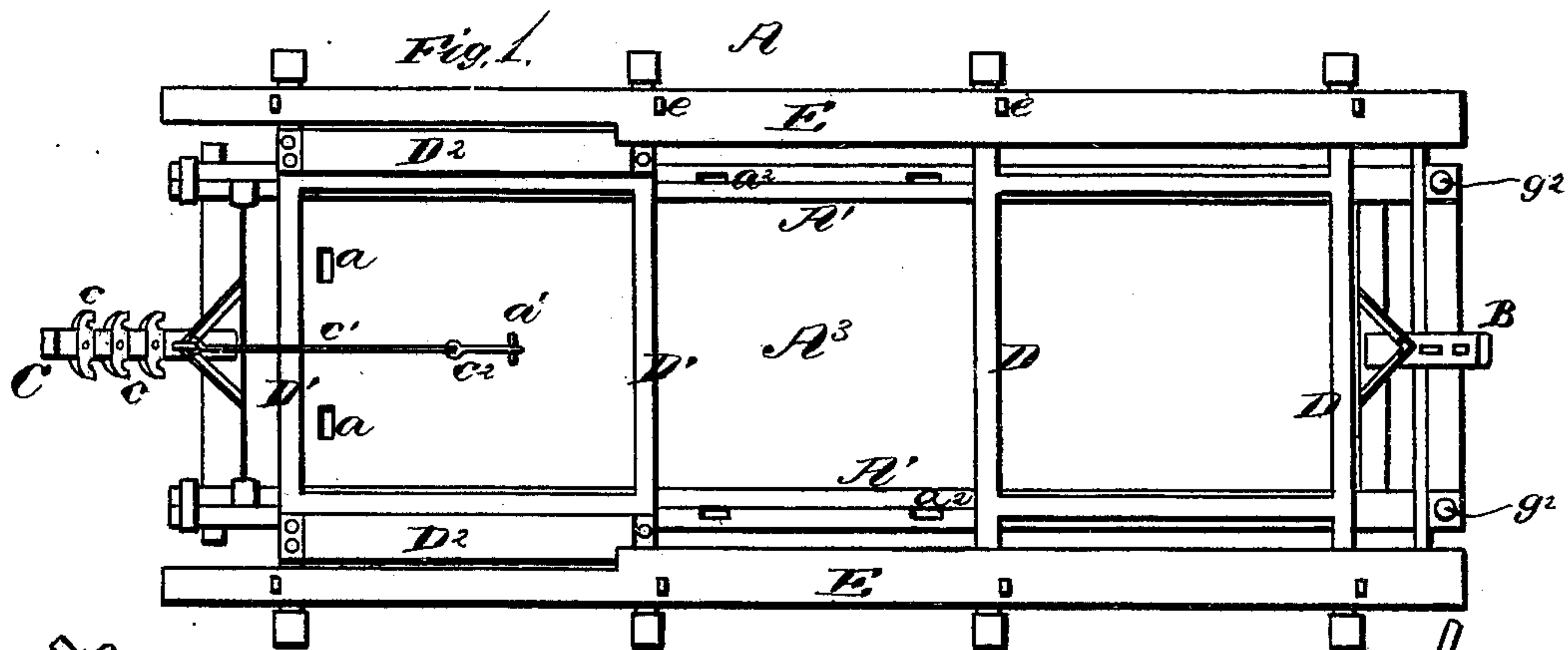


R. R. HUNT.  
WAGON-BED.

No. 189,462.

Patented April 10, 1877.



WITNESSES  
*E. J. B. Star*  
*George E. Upham*

INVENTOR.  
*Ruben R. Hunt.*  
*Gilmore, Smith & Co.*  
ATTORNEYS.

R. R. HUNT.  
WAGON-BED.

No. 189,462.

Patented April 10, 1877.

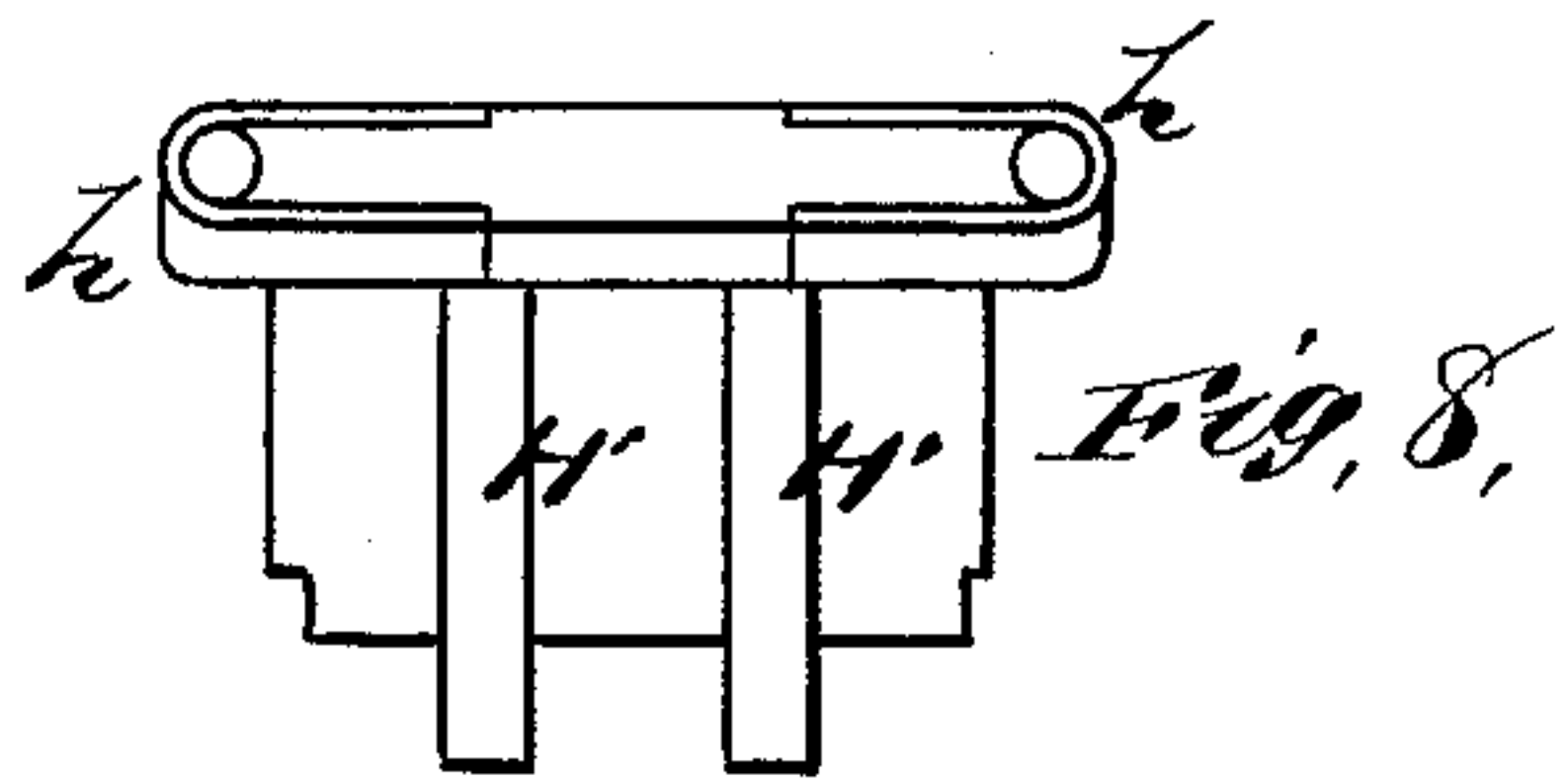
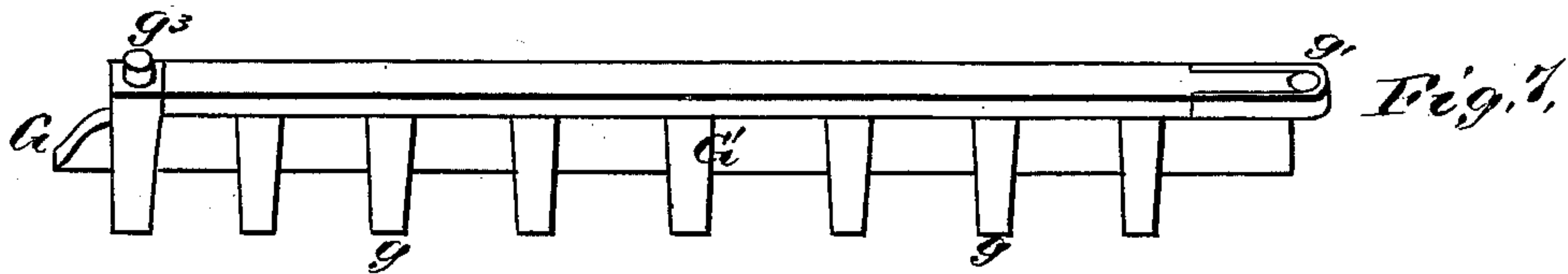
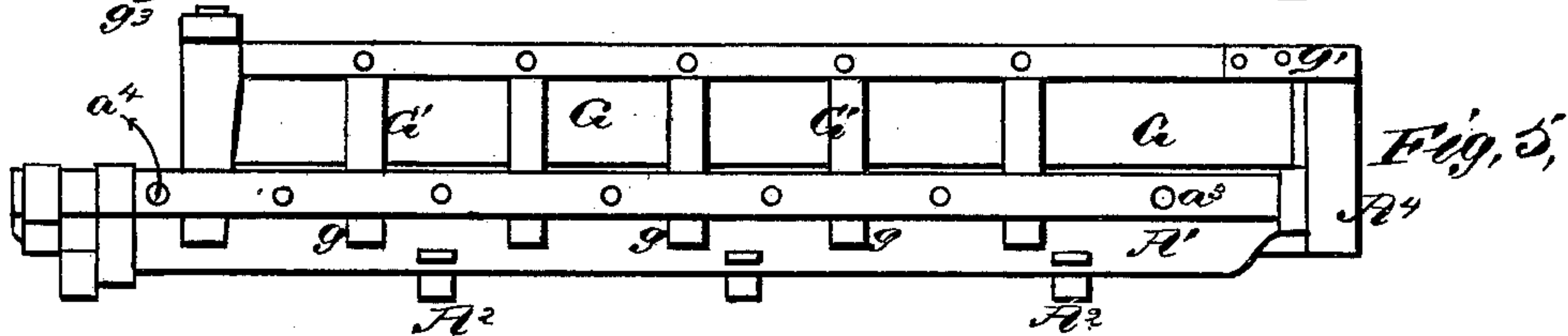
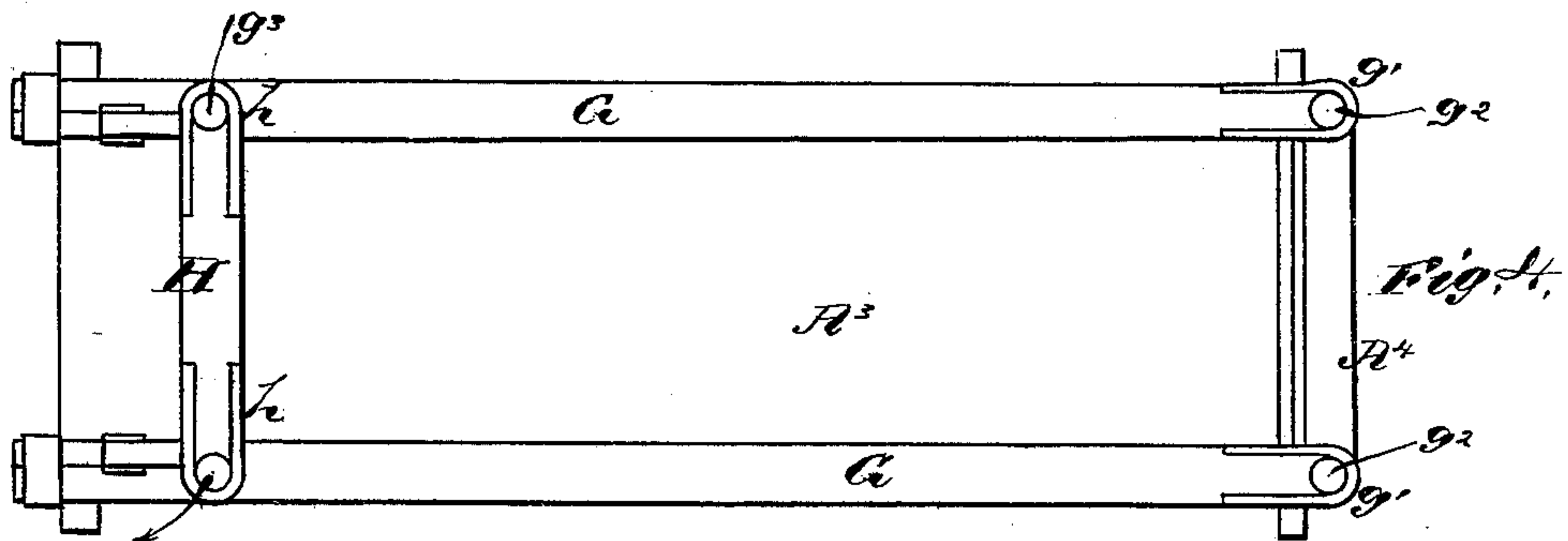
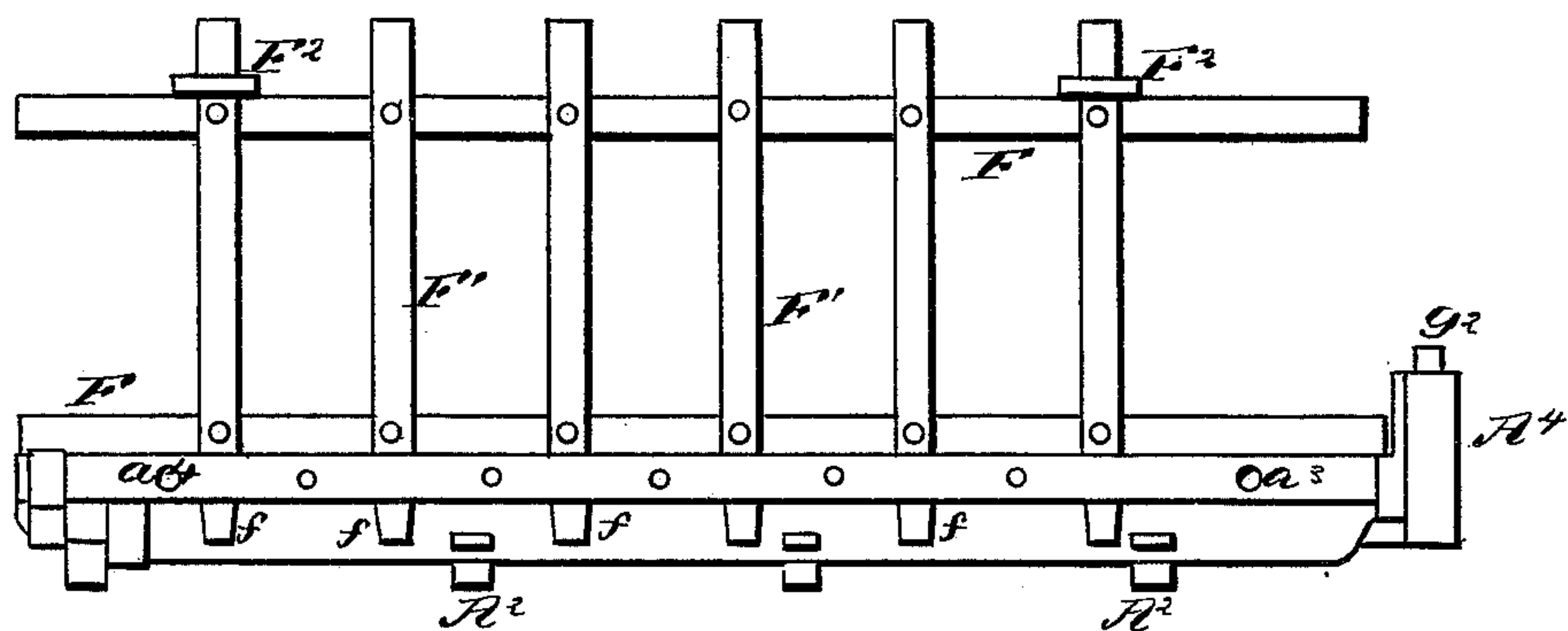


Fig 6



WITNESSES  
E. A. Bate  
George E. Upham

INVENTOR,  
Reuben R. Hunt.  
Gilmore, Smith & Co.  
ATTORNEYS.



# UNITED STATES PATENT OFFICE.

REUBEN R. HUNT, OF LEXINGTON, KENTUCKY.

## IMPROVEMENT IN WAGON-BEDS.

Specification forming part of Letters Patent No. 189,462, dated April 10, 1877; application filed January 20, 1877.

*To all whom it may concern:*

Be it known that I, REUBEN R. HUNT, of Lexington, in the county of Fayette, and State of Kentucky, have invented a new and valuable Improvement in Wagon-Beds; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a plan view of my wagon-bed when used for hay, and Fig. 2 is a central vertical section of the same. Fig. 3 is a plan view of my wagon-bed alone. Fig. 4 is a plan view when used for dirt. Fig. 5 is a side view of the same. Fig. 6 is a side view of my wagon-bed when used for wood; and Figs. 7, 8, 9, 10, 11, 12, and 13 are detail views.

This invention relates to wagon-bodies; and it consists in certain improvements therein hereinafter more fully set forth.

In the accompanying drawings, A designates a wagon-bed, consisting of two longitudinal bars or beams,  $A^1 A^1$ , with rails  $A''$ , cross-bars  $A^2$ , and flooring  $A^3$ . Said floor  $A^3$  is provided near its rear end with two perforations or mortises,  $a a$ , arranged as shown in Figs. 1 and 3, and with a fixed eye or staple,  $a^1$ , in advance of said mortises. Longitudinal bars  $A^1 A^1$  are provided with mortises  $a^2 a^2$  arranged in parallel and corresponding rows, as shown in Fig. 3; also, near their ends with transverse perforations  $a^3 a^4$ , Fig. 5, the former character designating the two front perforations, the latter the two rearward ones. To the forward end of bed A is rigidly secured an upright front piece or dash-board,  $A^4$ .

The form and function of the wagon-body built upon said bed A may be varied by changing the parts which are attached thereto. To adapt it for carrying hay, as shown in Figs. 1 and 2, I insert in front transverse perforations  $a^3$ , already described, the journals  $b b$  of the bottom piece  $B'$  of an inverted T-shaped standard B, shown in detail in Fig. 13. Said standard is also provided with oblique braces  $b^1 b^1$ , perforations  $b^2$ , and a locking-pin,  $b^3$ , which latter is adapted to pass through a small perforation,  $b^4$ , in one of said journals  $b$ , thereby

locking said standards to said wagon-bed until said pin is withdrawn. In rear transverse perforations  $a^4$  I insert and lock in like manner the journals of a similar standard, C, which is provided with cleats  $c$  corresponding in number and arrangement to perforations  $b^2$ , already described, and also with a loosely-hung rod or chain,  $c^1$ , carrying at its free end a hook,  $c^2$ , that engages with eye or staple  $a^1$ , already described, when said standard assumes the rearwardly-inclined position shown in Figs. 1 and 2. The front standard B is also inclined forward, though in a less degree, being stopped, as well as braced, by front piece  $A^4$ . The journaled attachment of said standards allows them to be readily thus inclined divergently, (thus increasing the space available for the reception of hay,) or to be raised into a vertical position, while said rod  $c^1$ , hook  $c^2$ , and front-gate or dash-board  $A^4$  prevent said standards from being forced too far downward by the pressure of the same.

I also place upon said bed two transverse frames,  $D D^1$ , which extend some distance beyond the sides of said bed and thereby practically widen it. One of said frames, D, is arranged over the front wheels, and consists of two long bars arranged transversely to the line of draft, and two shorter ones connecting them. Each of said short bars is provided with two studs or tenons,  $d^2$ , which set into two of the mortises,  $a^2$ , already described. Said long bars are provided, near each end, with staples  $d d$ , two of which are shown in Fig. 11. Frame  $D^1$ , Fig. 12, is similarly constructed in every respect, and provided, in addition, with arched fenders or wheel-guards  $D^2 D^2$  for the large rear wheels of the vehicle. On the extended ends of frame  $D D^1$  rest two stringers or side strips,  $E E$ , which are provided on their under sides with stout locking pins or studs  $e e$  that set into said staples  $d d$ , and thereby secure said side strips firmly to the rest of the wagon-body. On the broad platform thus formed the hay is piled in the usual manner, and secured by longitudinal ropes passing over cleats  $c$  on standard C, and through perforations  $b^2$  in standard B.

To transform the above-described hay-wagon into a lumber-wagon I remove all of the above parts except wagon-bed A and the front



piece  $A^4$ , and insert into mortises  $a^2$  the tapering lower ends or tenons  $f$  of upright standards or posts  $F^1$ , which, with rails  $F$ , form the side racks of said wagon. The front and rear pairs of said uprights are, respectively, connected at their tops by cross-bars  $F^2$ . A side view of the lumber-wagon thus constructed is given in Fig. 6.

To form a wagon suitable for carrying earth, sand, or loose substances of any sort, I set into mortises  $a^2$  the tenons  $g$  formed upon the lower ends of short standards or posts  $G^1$ , which are rigidly attached to closed side pieces  $G$ . At the front end of each side piece  $G$  is attached a metal eye or loop,  $g^1$ , which sets over an upright stud,  $g^2$ , formed on front piece or front gate  $A^4$ ; and on each one of said side pieces is formed, at the rear end thereof, an upright stud,  $g^3$ .  $H$  designates an end-gate, which is provided at its upper corners with eyes or loops  $h$ , which set over said studs  $g^3$ . Said end-gate is provided with two small posts or standards,  $H'$ , which have tenons at their rear ends that set into mortises  $a$ .

By means of the above described studs and eyes, tenons, and mortises, all parts of the said wagon are firmly, though detachably, connect-

ed. End-gate  $H$  may be readily removed, to facilitate dumping, without loosening the attachment of the remaining parts.

The changes above described may all be made by a single person. When the wagon is in use for one purpose, the parts necessary to adapt it to another purpose may be kept under cover, occupying far less room and involving far less expense than separate vehicles.

What I claim as new, and desire to secure by Letters Patent, is—

1. The wagon-bed  $A$ , provided with longitudinal rails  $A''$ , mortised at  $a^2$ , in combination with the hinged standards  $BC$ , and transverse frames  $D D^1$ , provided with tenons on their under faces, substantially as described, and for the purpose set forth.

2. Transverse frame  $D^1$ , provided with staples  $d$ , fenders  $D^2$ , and tenons  $d^2$ , substantially as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

REUBEN ROBINSON HUNT.

Attest:

THOS. W. BULLOCK,  
MOSES N. WEBSTER.