

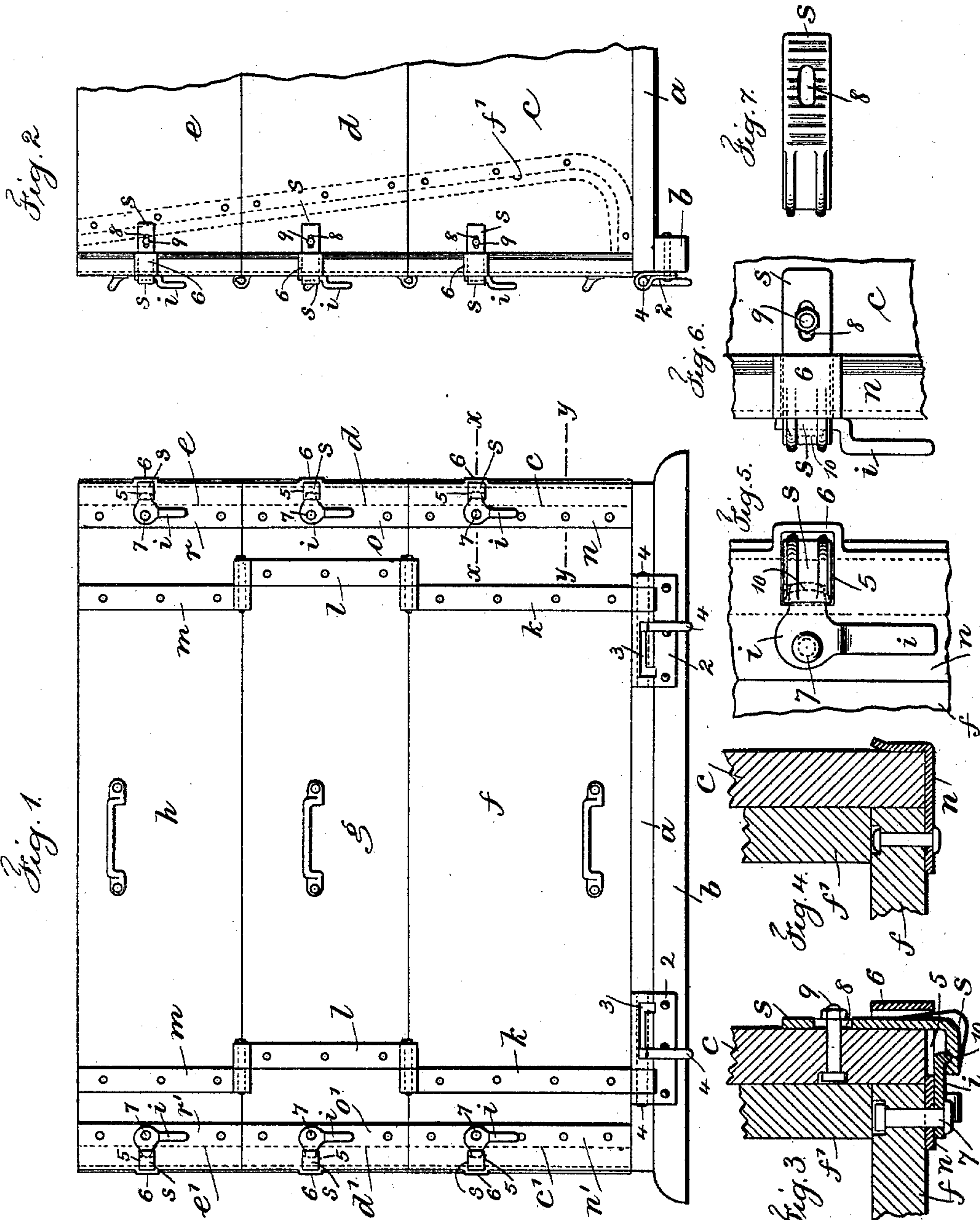
No. 697,225.

Patented Apr. 8, 1902.

**B. F. WASHBURNE.**  
**FARM WAGON BODY.**

(Application filed Oct. 17, 1901)

(No Model.)



Witnesses  
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# UNITED STATES PATENT OFFICE.

BENJAMIN F. WASHBURNE, OF ROCKFALLS, ILLINOIS.

## FARM-WAGON BODY.

SPECIFICATION forming part of Letters Patent No. 697,225, dated April 8, 1902.

Application filed October 17, 1901. Serial No. 78,921. (No model.)

*To all whom it may concern:*

Be it known that I, BENJAMIN FRANKLIN WASHBURNE, a citizen of the United States, residing at Rockfalls, in the county of Whiteside and State of Illinois, have invented an Improvement in Farm-Wagon Bodies, of which the following is a specification.

My present invention relates to improvements upon the devices shown and described in my application for Letters Patent filed August 12, 1901, Serial No. 71,688.

The present invention relates peculiarly to devices for holding the end-gate sections between and to the sides and extension sides and connecting the said parts so that they are securely fastened together for use, and yet so that any one or more sections may be quickly disconnected.

I provide corner angle-plates in pairs upon the end-gate sections, which project beyond the ends of the sides and extension sides and overlap. In the overlapping portions I provide loops or portions that are bent outward, and in the portions connected to the end-gate sections and adjacent to the looped portions I provide mortises, and locking-levers of peculiar form are connected to the end-gate sections and upon said corner angle-plates, and latch angle-plates are adjustably secured to the sides and extension sides. These latter plates pass through the looped portions of the corner-plates and through the mortises, and they are engaged by the locking-levers.

In the drawings, Figure 1 is a rear elevation representing my improvement. Fig. 2 is a partial side elevation at the rear of the wagon-body. Fig. 3 is a sectional plan at  $xx$  of Fig. 1. Fig. 4 is a sectional plan at  $yy$  of Fig. 1. Fig. 5 is a rear elevation of the connecting devices, and Fig. 6 a side elevation of the same, and Fig. 7 is an elevation of a latch angle-plate of modified form. Figs. 3 to 7, inclusive, are of exaggerated size for clearness.

$a$  represents the bottom of the wagon-body, provided with the usual cross-bearer  $b$ .  $c c'$  are the sides, and  $d d'$  and  $e e'$  the extension sides.  $f$  is the lower section of the end-gate or shoveling-board, and  $g$  the middle section, and  $h$  the upper section of the same.  $k, l$ , and  $m$  are strap-hinges in pairs on the end-gate sections  $f, g$ , and  $h$ . 2 is the lower hinge-

plate, 3 the double-ended bayonet-slot in the same, and 4 the hinge-pin, and  $f'$  side plates upon one end of the lower section  $f$  of the end-gate and which side plate is curved at its lower end. These parts are the same as corresponding parts in applications heretofore made by me.

Figs. 3 to 7, inclusive, show in large size the special features of my present improvement.

I provide corner angle-plates in pairs  $n n'$ ,  $o o'$ , and  $r r'$  upon the respective end-gate sections  $f, g$ , and  $h$ . These are secured to the respective ends of said sections, project beyond the same and beyond the extension sides, and overlap. They extend sufficiently beyond the extension sides to receive the ends of said sides between the ends of the end-gate sections and the overlapping portions of the corner angle-plates. (See Figs. 3 and 4.) Vertically the ends of the said corner angle-plates come into opposition when the end-gate sections are in place, and the edges of the overlapping portions of said corner angle-plates are bent outward to an appreciable extent, so that the entrance between the overlapping portions and the ends of the end-gate sections is facilitated. These corner angle-plates, with the exception of their lengths, are all made alike, being reversed upon the opposite ends of the sections. Each corner angle-plate is provided with a mortised portion in the part secured to the end-gate section and parallel therewith, and each one is provided adjacent to said mortised portion with a looped or outwardly-bent portion in the overlapping part that is at right angles to the part connected directly to the end-gate section.

$i$  represents locking-levers, alike, but reversed. These are secured to the portions of the corner angle-plates connected to and parallel with the end-gate sections. Each locking-lever comprises a portion of circular form having a curved cam-rib 10 (seen to best advantage in the section Fig. 3) and a handle portion depending and normally occupying a vertical position by gravity.

7 represents the pivot-pins of the locking-levers.

I provide latch angle-plates  $s$ , preferably having mortises 8 and connected by attaching-bolts 9 to the sides and extension sides, said



mortises providing for a longitudinal adjustment within reasonable limit. The straight longer portion of each latch angle-plate *s* lies flat upon the surface of the side of the wagon-body, and the bent or angular end projects beyond the end of the side and is adapted to pass through the mortised portion 5 of the corner angle-plate and to occupy a position in the looped or outwardly-bent portion 6 of said corner angle-plate, and in the position of the parts shown in the drawings a curved groove in the inner surface of the said angle-plate *s* is engaged by the cam-rib 10 of the locking-lever *l* in performing its function of holding the sections of the end-gate to the sides and extension sides and preventing rearwise or vertical movement, it being a fact that the corner angle-plates, with their overlapping portions, when the parts are brought together prevent a separating or sidewise movement of the sides and extension sides with reference to the end-gate sections.

I have shown ribbed corners to the latch angle-plate *s*, Figs. 3, 5, and 6, and in Fig. 7 I have shown on the same part not only the ribbed corners, but a ribbed surface. This ribbed characteristic is solely for the purpose of strengthening and stiffening the part to prevent accidental change of shape or distortion, and I may or may not employ the same.

It will be apparent from the construction illustrated and from the foregoing description that the parts are not only very easily connected, but very readily disconnected, said disconnection being effected by simply imparting to the locking-levers a quarter-rotation to bring the cam-ribs thereof free from engagement with the free ends of the angle-plates *s*, after which any one or all of the end-gate sections may be moved rearwise with relation to the sides and extension sides of the wagon-body.

I claim as my invention—

1. In a wagon-body, the combination with the sides, the bottom and an end-gate section, of corner angle-plates secured to the ends of the said section projecting beyond the same to receive and overlapping upon the ends of

the sides, and devices attached to the sides and adapted to pass through the said corner angle-plates and other devices pivotally connected to the said corner angle-plates and adapted to engage the aforesaid devices in connecting the parts, substantially as set forth.

2. In a wagon-body, the combination with the sides, the bottom and an end-gate section, of corner angle-plates secured to the ends of the said section projecting beyond the same to receive and overlapping upon the ends of the sides, said corner angle-plates having mortises and looped or outwardly-bent portions, and latch angle-plates secured to the sides and adapted to pass through the looped and mortised portions and project beyond the surface of the corner angle-plates, and pivoted locking-levers adapted to engage the free ends of the latch angle-plates in connecting and holding the parts together, substantially as set forth.

3. In a wagon-body, the combination with the sides, the bottom and an end-gate section, of corner angle-plates secured to the ends of the said section projecting beyond the same to receive and overlapping upon the ends of the sides, having mortises in the rear portions that are secured upon the said end section and looped or outwardly-bent portions in the overlapping ends of said angle-plates and adjacent to the mortises, latch angle-plates connected to the sides by bolts passing through mortises therein and which provide an adjustment, said latch angle-plates passing beneath and through the looped portions and mortises and projecting beyond the surface of the corner angle-plates and pivoted locking-levers with gravity-handles and cam-ribs secured to the corner angle-plates at the ends of the end section and adapted to engage grooves in the free edges of the latch angle-plates in connecting the parts and securing the same together, substantially as set forth.

Signed by me this 11th day of October, 1901.

BENJ. F. WASHBURN.

Witnesses:

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