

No. 773,239.

PATENTED OCT. 25, 1904.

J. S. STONE.
WAGON BODY.

APPLICATION FILED JAN. 2, 1904.

NO MODEL.

Fig. 1.

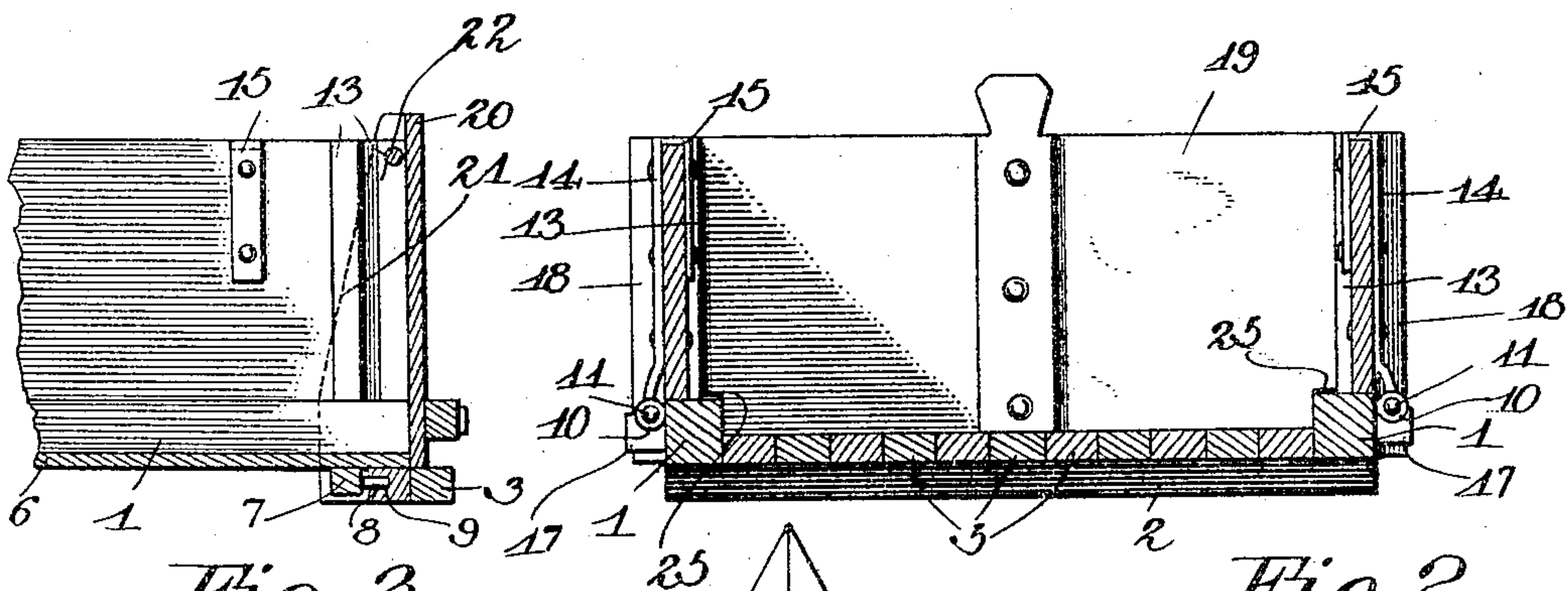
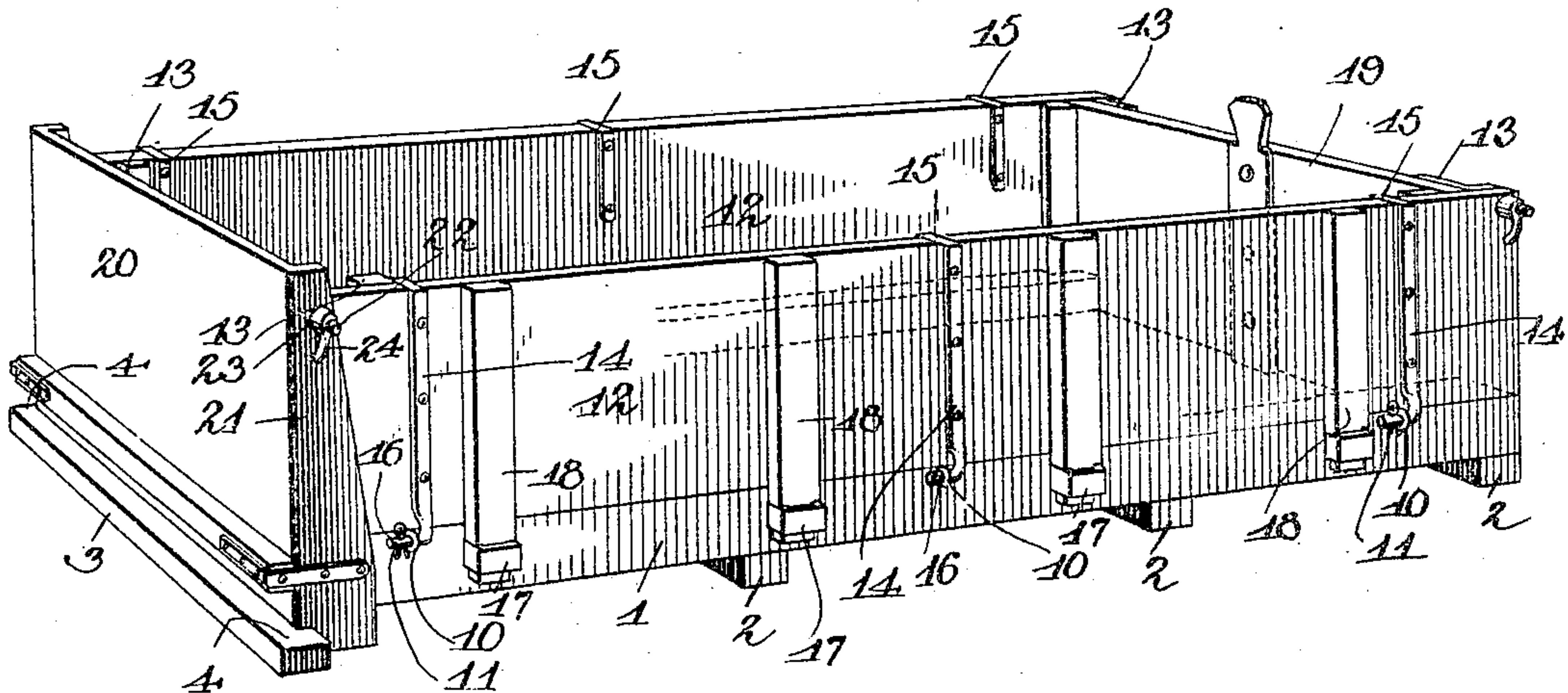


Fig. 3.

Fig. 2.

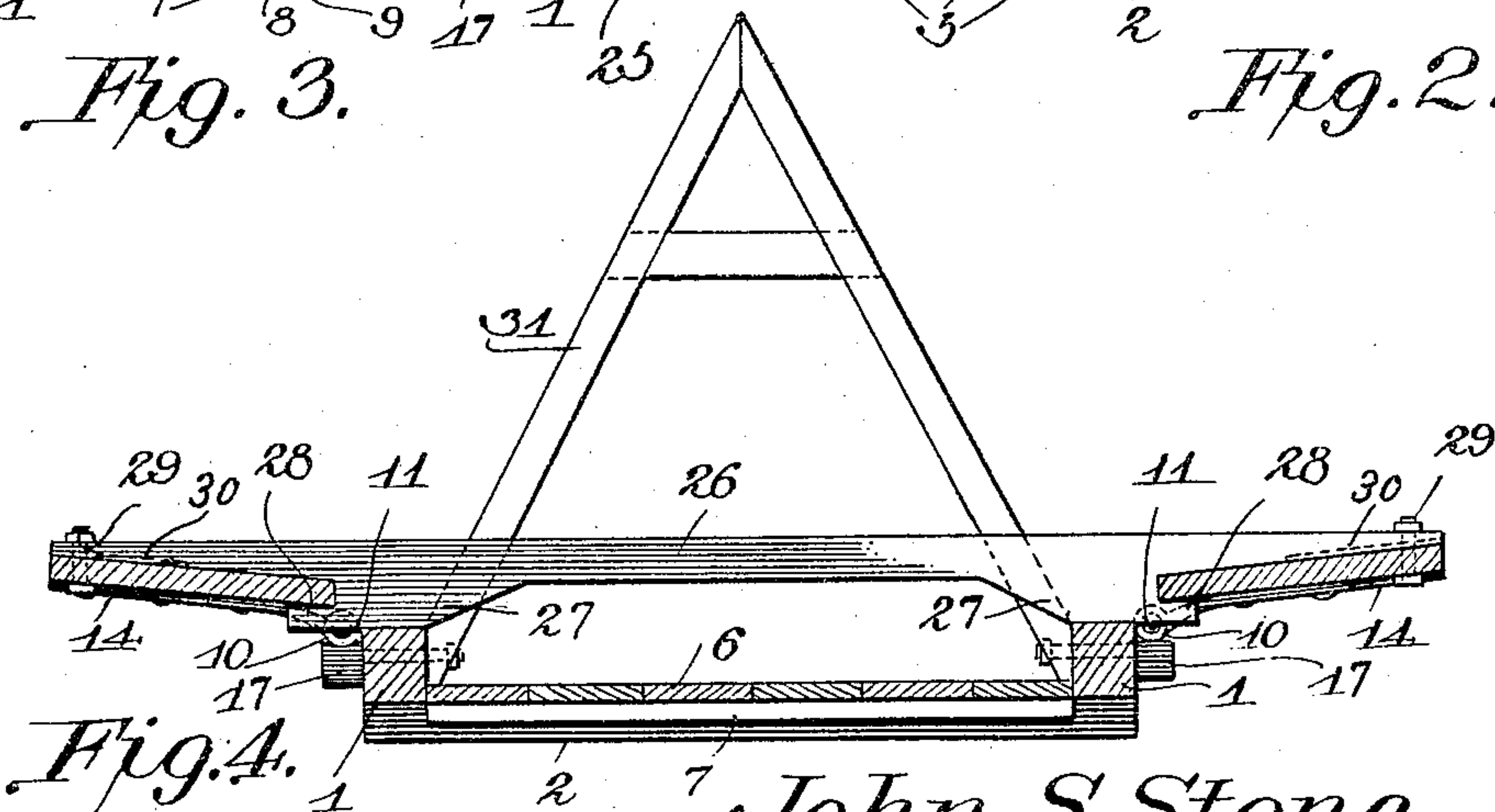


Fig. 4.

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UNITED STATES PATENT OFFICE.

JOHN S. STONE, OF EDGERTON, MISSOURI.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 773,239, dated October 25, 1904.

Application filed January 2, 1904. Serial No. 187,575. (No model.)

To all whom it may concern:

Be it known that I, JOHN S. STONE, a citizen of the United States, residing at Edgerton, in the county of Platte and State of Missouri, have invented a new and useful Wagon-Body, of which the following is a specification.

This invention relates to wagon-bodies; and it has for its object to provide a wagon-body for general use which may be readily converted so as to be useful for a variety of purposes—such as, for instance, for hauling dirt or manure, for hauling corn, grain, or other products, and which shall also be convertible to serve as a hay-rack.

With these and other ends in view the invention consists in the improved construction, arrangement, and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of a wagon-body constructed in accordance with the principles of my invention. Fig. 2 is a transverse sectional view of the same, showing a bottom constructed of movable planks. Fig. 3 is a longitudinal sectional view taken through the rear end of the wagon-body and showing a solid bottom and means for connecting the same with the bed. Fig. 4 is a transverse sectional view showing the device converted into a hay-rack.

Corresponding parts in the several figures are indicated by similar numerals of reference.

The main frame of my improved wagon-body is composed of a pair of side pieces or sills 1 1 of suitable dimensions, said sills being preferably made quite stout in order that the device may be enabled to resist rough usage. The sills 1 1 are connected at intervals by cross-pieces 2 2, secured to the under sides of said sills. An additional cross-piece 3 is also secured to the rear side of the rear cross-piece, and the ends of said cross-piece 3 are extended beyond the outer edges of the sills, forming brackets 4, the use of which will be hereinafter described.

The parts thus far described constitute the bed of the wagon-body, and it is adapted to be supported in the ordinary manner upon the bolster of an ordinary truck. The latter be-

ing no part of the invention has not been shown in the drawings.

When the device is used for hauling lumber, cord-wood, or the like, the material to be hauled may be supported either longitudinally upon the cross-pieces 2 2 or transversely upon the sills 1 1 of the bed. If loose material, such as dirt or manure, is to be hauled, I provide the bed with a bottom composed of a plurality of longitudinally-disposed planks supported upon the cross-pieces 2 between the sills 1 1, a sufficient number of planks being used to form a solid body. These planks, which have been designated 5, will support loose material dumped thereon and will greatly assist in rapidly unloading the material hauled by simply tilting or canting the planks successively from under the load, as will be readily understood. A bottom of this construction may be used independently or in connection with the side pieces and end-gates of the box, which will be presently described.

For general purposes I provide my improved wagon-body with a bottom 6 of suitable size to fit between the side sills and having on its underside a plurality of cross-pieces 7, which may serve to connect the separate planks which usually enter into the construction of said bottom. The cross-pieces 7 are obviously so disposed as not to interfere with the cross-pieces 2, which connect the sills, and the rear cross-piece 7 has a rearwardly-extending pin 8, adapted to engage a recess 9 in the rear cross-piece 2. When the bottom is placed in position, it will be seen that the engaging pin 8 serves to retain the rear end of said bottom in position against vertical displacement, thus preventing unnecessary and obnoxious rattling. The front end of the bottom will be retained partly by the weight of the driver and also when the wagon-body is completed by means of the front end-gate, as will be presently shown.

Each of the side sills is provided at intervals with outwardly-extending eyes 10, adapted for the reception of hinge-hooks 11, connected with the side pieces 12 of the wagon-body. Each of said side pieces is provided on its inner side with cleats 13 for the accom-

modation of the front and rear end-gates, and each of said side pieces is likewise provided with straps 14, disposed against the outer sides thereof, provided at their upper ends with
 5 hooks 15, engaging over the upper edges of the side pieces 12 and bent laterally at their lower ends to form the hinge-hooks 11, to which reference has already been made. The straps 14 may be flat, round, or of any other suitable
 10 shape, the hook portions 11 being, however, preferably round to enable the sides 12 to swing freely in the eyes 10, which form the bearings for said hooks. The straps 14 may be attached to the side pieces 12 by means of
 15 bolts, rivets, staples, or in any other suitable and convenient manner. I prefer to provide one or more of the hinge members 11 associated with each of the side pieces 12 with perforations 16 for the reception of cotter-pins or other suitable retaining means. Each
 20 of the side sills 1 is also provided at suitable intervals with sockets or brackets 17 for the reception of stakes 18, which when the side-boards 12 are employed serve to retain the
 25 latter securely in position against upward displacement.

End-gates of ordinary construction may be used in connection with my improved wagon-body. One such end-gate has been shown at
 30 19 at the front end of the box. At the rear end of the box I have shown a shoveling-board 20, having sides 21, which engage the side-boards of the wagon-body exteriorly and which normally rest upon the cross-piece 3,
 35 having the extended brackets 4. The detailed construction of the shoveling-board has not been shown, as it forms no part of the present invention. When an end-gate is used, the side-boards of the wagon are connected, in
 40 the usual manner, by means of an ordinary wagon-rod 22, having a nut 23, provided with a handle 24. It will be noticed that the end-gate 19 is provided at its lower corners with recesses 25 for the accommodation of the sills
 45 of the wagon-bed, thus causing the lower edge of said end-gate to abut upon the bottom. The front end of the bottom is in this manner secured against displacement.

In order to convert my improved wagon-body into a hay-rack, the end-gates are removed and the sides are permitted to drop
 50 down to either side. In order to support the side members, I provide a plurality of cross-pieces 26, each of which is provided on its
 55 under side with a pair of blocks 27, having outwardly-extending hook members 28. The cross-pieces 26 are supported by the blocks 27 upon the upper sides of the sills, and the hook members 28 are caused to extend under
 60 the inner hinged edges of the side members. The latter are provided near their outer edges with perforations for the reception of bolts 29, whereby they are connected with the cross-pieces 26, near the ends of the latter, said cross-
 65 pieces being also provided with bolt-holes

aligning with those in the side members. The under sides of the ends of the cross-pieces 26 are sloped upwardly, so that the side members when connected therewith will be slightly inclined in an upward and an outward direction
 70 from the wagon-body. I preferably provide the side members at the places where the bolt-holes are formed with reinforcing-plates 30, of metal, said reinforcing-plates being preferably extended vertically across the inner sides
 75 of the side members. When the cross-pieces 26 have been placed in position and the side members have been connected therewith, I secure, by means of bolts or otherwise, an inverted-V-shaped frame or binder-yoke 31 at
 80 the front end of the wagon-bed, the inclined sides of said frame being preferably bolted to the side sills 1. Standards 32 may be bolted near the rear ends of the sills 1 when the device is used as a hay-rack for the purpose
 85 of preventing the load from sliding.

My improved wagon-bed is susceptible of other modifications, which I do not deem it necessary to herein illustrate. It may be mentioned, however, that by using properly-constructed side pieces of suitable height the device may be readily converted into a stock-rack, also that when the device is used as an ordinary wagon-box for hauling grain and the like extension-boards may be placed upon the
 90 side-boards in the usual well-known manner.

I have in the foregoing described a simple and preferred form of embodiment of my invention; but I desire it to be understood that I do not necessarily limit myself to the structural details herein set forth, but reserve the right to any changes, alterations, and modifications which may be resorted to within the scope of my invention without departing from the spirit or sacrificing the utility of the same.
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Having thus described my invention, I claim—

1. A wagon-bed comprising side sills, connecting-pieces secured to the under sides of said sills, the rear connecting-piece being provided with a socket at its front side and a bottom provided on its under side with cross-pieces, the rear cross-piece having a pin engaging the socket in the rear cross-piece of the bed.
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2. A wagon-bed comprising side sills and cross-pieces secured to the under sides of and connecting said sills, a bottom having cross-pieces on the under side thereof, a pin extending from the rear cross-piece and engaging a recess in the rear cross-piece of the wagon-bed, side members connected hingedly and detachably with the sills, sockets upon the outer sides of the sills, stakes engaging said sockets, cleats upon the inner sides of the side-board, and a front end-gate engaging said cleats and having recesses at its lower corners to place the lower edge of said end-gates in engagement with the bottom.
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3. A wagon-bed having side sills provided
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with outwardly-extending eye members, in combination with side-boards provided on their outer sides with vertical straps, hooked at their upper ends over the edges of said side-boards and provided at their lower ends with hinge members engaging the eyes upon the sills.

4. A wagon-bed having sills provided with outwardly-extending eye members, in combination with side-boards having hinge-straps hooked at their upper ends over the edges of the side-boards, permanently secured to the latter by bolts or rivets and provided at their lower ends with hinge members perforated for the reception of cotter-pins or equivalent securing means.

5. A wagon-bed having side sills, side members hingedly and detachably connected with said sills, and cross-pieces having supporting-blocks adapted to rest upon the sills and provided with outwardly-extending hook members engaging under the hinged edges of the side-boards.

6. A wagon-bed having sills, side-boards hingedly and detachably connected with said sills, cross-bars having extended ends beveled upon their under sides, and means for con-

necting the free edges of the side-boards with the extended ends of the cross-bars.

7. A wagon-bed having sills, side members hingedly connected with said sills, cross-bars having extended ends, supporting means upon the under sides of said cross-bars having extended hook members engaging under the hinged edges of the side members, and means for connecting the free edges of the latter with the extended ends of the cross-bars.

8. A wagon-bed having sills and cross-pieces, a bottom having cross-pieces on its under side, means for connecting the rear cross-pieces of the bed and the bottom, a frame adapted to be mounted between the front ends of the side sills and to bear upon the front end of the bottom, side-boards hingedly connected with the sills, and means for sustaining said side-boards in an outwardly and upwardly inclined position.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN S. STONE.

Witnesses:

R. W. BERRY,

A. O. HAMILTON.