

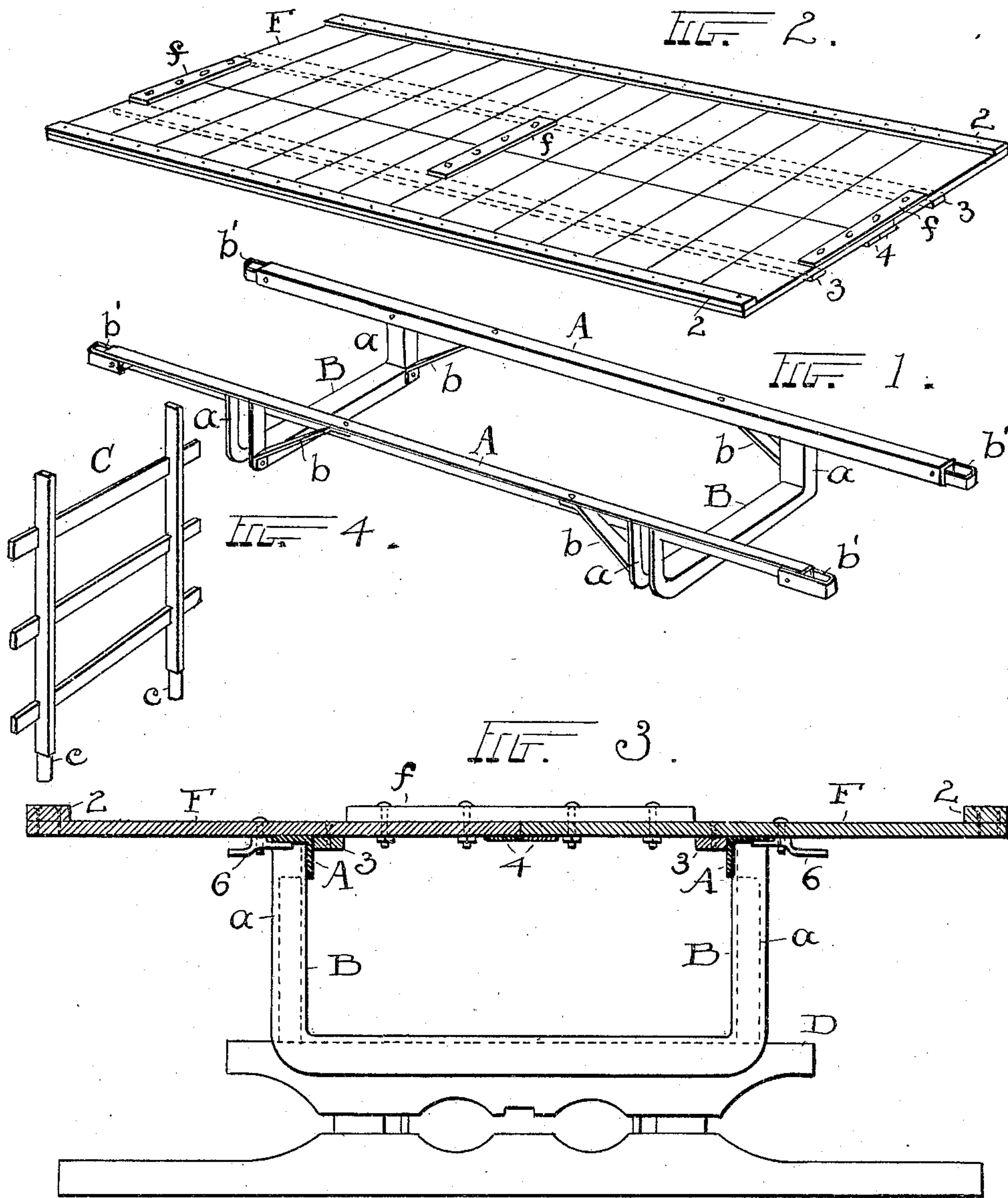
No. 788,394.

PATENTED APR. 25, 1905.

A. L. & C. H. DUDLEY.  
SKELETON FRAME FOR FARM WAGONS.

APPLICATION FILED NOV. 11, 1904.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

FIG. 5.

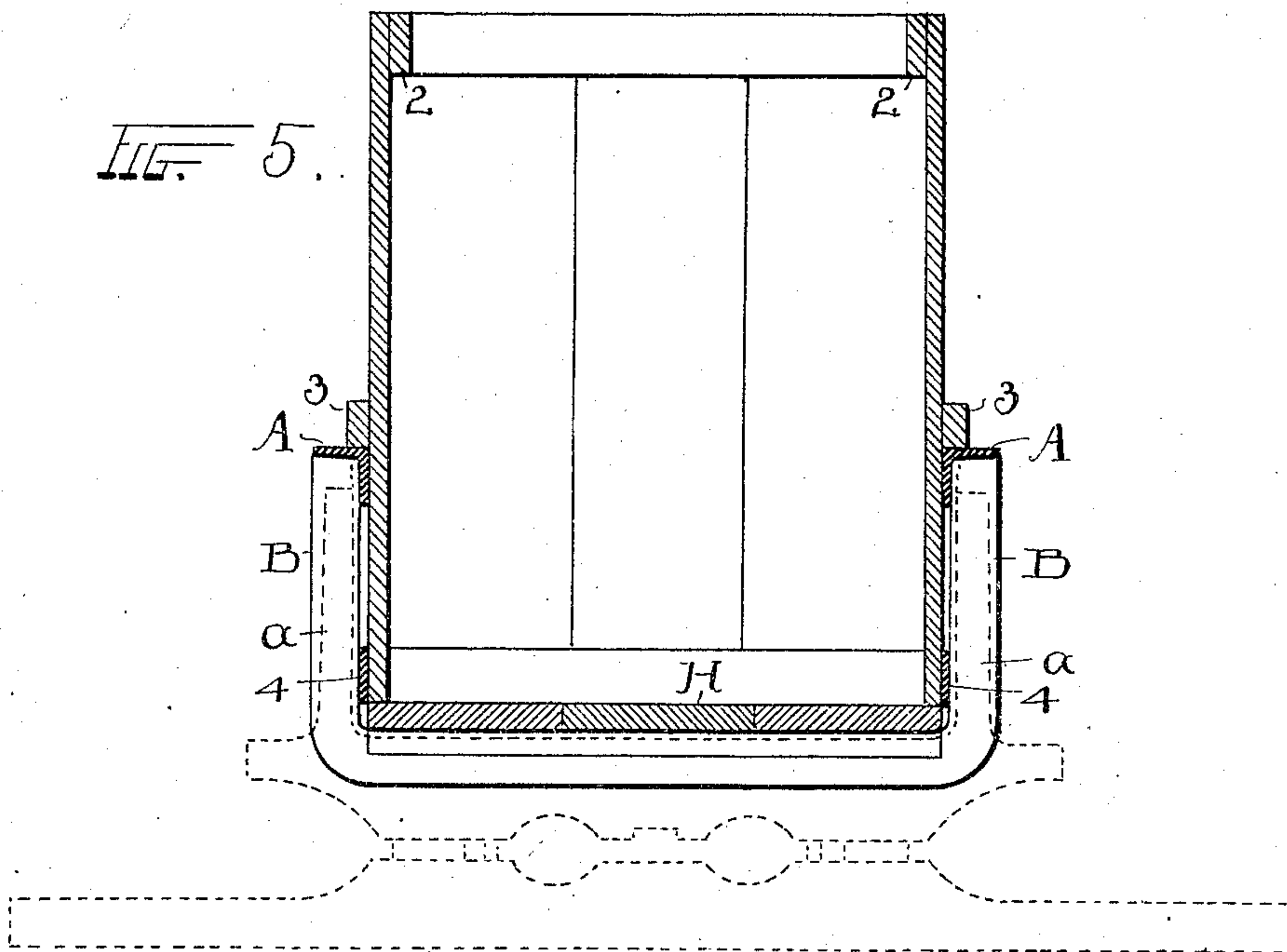
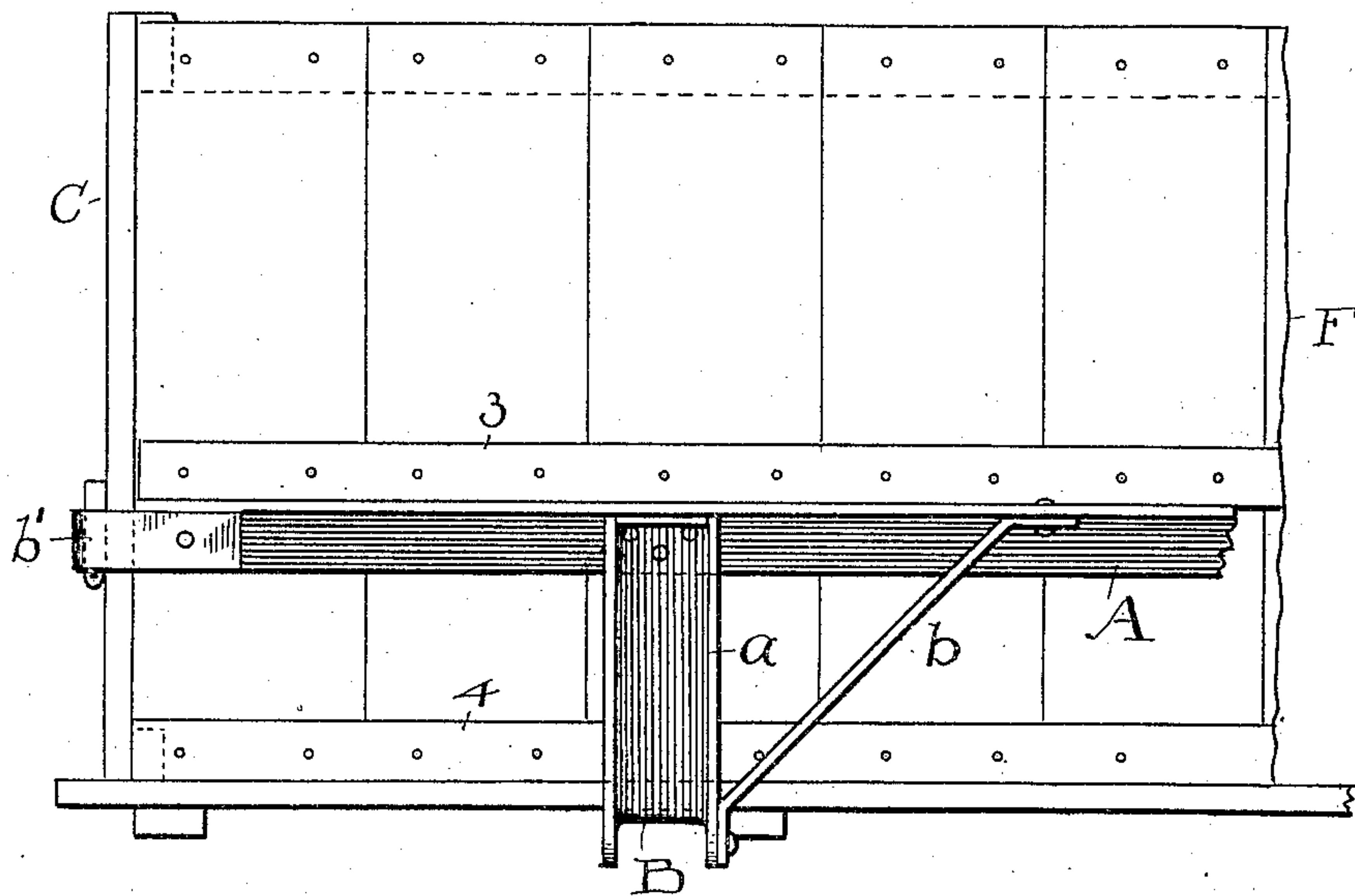


FIG. 6.



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# UNITED STATES PATENT OFFICE.

ARTHUR L. DUDLEY AND CARL H. DUDLEY, OF OBERLIN, OHIO.

## SKELETON FRAME FOR FARM-WAGONS.

SPECIFICATION forming part of Letters Patent No. 788,394, dated April 25, 1905.

Application filed November 11, 1904. Serial No. 232,308.

*To all whom it may concern:*

Be it known that we, ARTHUR L. DUDLEY and CARL H. DUDLEY, citizens of the United States, residing at Oberlin, in the county of Lorain and State of Ohio, have invented certain new and useful Improvements in Skeleton Frames for Farm-Wagons; and we do declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

Our invention relates to skeleton frames and attachments therefor for farm-wagons; and the invention consists in the construction and combination of parts substantially as shown and described, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view of our new and improved wagon-frame in its preferred form, and Fig. 2 is a perspective view of a platform adapted to be secured thereon for conveying hay and the like. Fig. 3 is a cross-sectional view of the wagon-frame and the platform thereon and showing the rear portion of a wagon with the wheels omitted. Fig. 4 is a perspective view of an end-gate or upright member adapted to be detachably supported on the ends of the wagon-frame. Fig. 5 is a cross-section of the wagon-frame and of the platform shown as converted into the sides of a box or body adapted for hauling farm products and the like in which a close body is required. Fig. 6 is a side elevation of one end of the wagon-frame and the box or body seen in Fig. 5 with the end-gate or member secured in place thereon.

As thus shown, the invention comprises a frame of steel or iron adapted to be supported upon an ordinary wagon and to be used for various purposes according to the material to be transported, and particularly adapted for the hauling of hay, straw, fodder, and the like, in lieu of the ordinary or common styles of hay-ricks in use among farmers, of which there are several, and the said frame is so constructed as to be easily handled and removed from or placed upon a wagon, so that one man may do this if two are not convenient for this purpose.

To these ends the invention consists of a rigid wagon-frame constructed of angle steel or iron side bars A and flanged bolsters B, preferably of channel metal, as shown, with integral right-angled extremities *a*, serving as standards and as immediate supports for the parallel angle-iron bars or rails A, which are rigidly riveted or otherwise secured upon the top of the said standards. These standards are of a height to clear the wagon-wheels, and braces *b* are employed in the angles between said bolsters and side rails to make the structure perfectly rigid. Together these parts constitute the main frame or wagon-frame constituting the foundation of our invention. Sockets *b'* for supporting the ends of standards *c* of the end-gate or upright member C are provided upon the extremities of the side rails A (seen in Fig. 4) and designed to be used when hay, fodder, or the like is to be conveyed.

It will be observed that the bolsters B are shown in this instance with down-flanges on both sides adapted to engage over the bolster D of the wagon, and any suitable means may be employed to prevent the lateral sliding of the frame upon the wagon.

The foregoing construction provides a wagon with a bottom frame which is strong and rigid and easily handled and adapted to be used according to the varying needs of a farm and with any kind of farm products. If it be necessary to haul hay or the like, a platform F, as seen in Figs. 2 and 3, may be used. The said platform is made strong enough to carry whatever load may be placed upon it and is built in two sections or parts longitudinally and united by removable cross-strips *f*. Each section has a strengthening-strip 2 along its outer or upper edge, a cleat or strip 3 substantially midway its depth, and metallic or wood strips 4, preferably along its inner or lower edge. The strips or cleats 3 come just inside rails A when the platform is thereon, and short bolts secure the cross-pieces *f*. If the wagon is to be used with loose products—such as apples, potatoes, and the like—or for live stock—such as calves, pigs, or sheep—the platform F is formed with the sections or parts thereof. In this latter arrangement of parts



the cleats or strips 3 come directly over or upon rails A, as in Fig. 5, and the sides of the box or body are braced laterally at their ends by end-gates or members of a suitable kind. Horizontally-rotatable catches 6 on the bottom of platform F serve to engage the same with rails A.

When the platform is separated to form sides, as in Fig. 5, suitable boards or planks H are used to form the bottom.

Obviously other than angle-metal side bars might be used and be the equivalent of the bar shown, and heavy wooden bars or rails would serve the purpose; but the angle-bars are preferred for various reasons.

By using a metallic bolster formed as herein set forth and suitable side bars or pieces A, fixed upon the standards thereof, brings the supports for the platform farther apart than is possible otherwise, and this gives a better-equalized support to the platform and eliminates the necessity of cross-pieces to fasten a table upon. It also raises the side bars or pieces A to such an elevation that the wheels will turn as far as they can be and clear to the reach.

What we claim is—

1. As a new article of manufacture, a rigid skeleton frame for wagons consisting of a set of metallic bolsters constructed along their bottom to seat upon the bolsters of the wagon and having their ends bent upward at right angles to form standards, and side rails rigidly fixed to the top of said standards, substantially as described.

2. A skeleton frame for wagons, comprising front and rear metallic bolsters having flanges along their bottom edges and their ends bent upward and constituting standards, and side rails extending from one bolster to the other and fixed on the tops of said standards, and braces in the angles of the said parts, substantially as described.

3. In frames for wagons, a metallic frame

consisting of downwardly-flanged bolsters having integral right-angled ends constituting standards and flanged side rails rigid with said standards, in combination with a sectional platform resting upon said rails and means locking the platform to said rails, substantially as described.

4. In appliances for wagons adapted to carry loads, a platform comprised of two sections horizontally and each section having a strengthening-strip along each of its edges and said sections constructed to be converted into a rigid platform and to be used separately as sides for a wagon-body, substantially as described.

5. A platform for wagons consisting of two sections and each section having a cleat lengthwise substantially midway between its edges and reinforcing-strips along its edges, and removable cross-pieces connecting said sections at intervals and constituting a rigid structure, substantially as described.

6. A wagon-frame having front and rear standards and parallel bars fixed on the top of said standards, in combination with a platform resting on said bars and provided with stops on its bottom bearing against the inner sides of said bars and latches engaging the said platform with the outer edges of said rails, substantially as described.

7. A frame for a wagon having metallic bolsters with right-angled ends forming standards and flanges along the bottom and ends of said bolster and said standards, and angle-iron bars fixed lengthwise on the top of said standards and provided with means at their ends to support end-gates, substantially as described.

In testimony whereof we sign this specification in the presence of two witnesses.

ARTHUR L. DUDLEY.  
CARL H. DUDLEY.

Witnesses:

DAN MCGINTY,  
OLIN ROSE.