

No. 795,742.

PATENTED JULY 25, 1905.

M. L. VAUGHAN.  
WAGON BODY.

APPLICATION FILED APR. 22, 1904.

2 SHEETS—SHEET 1.

Fig. 1.

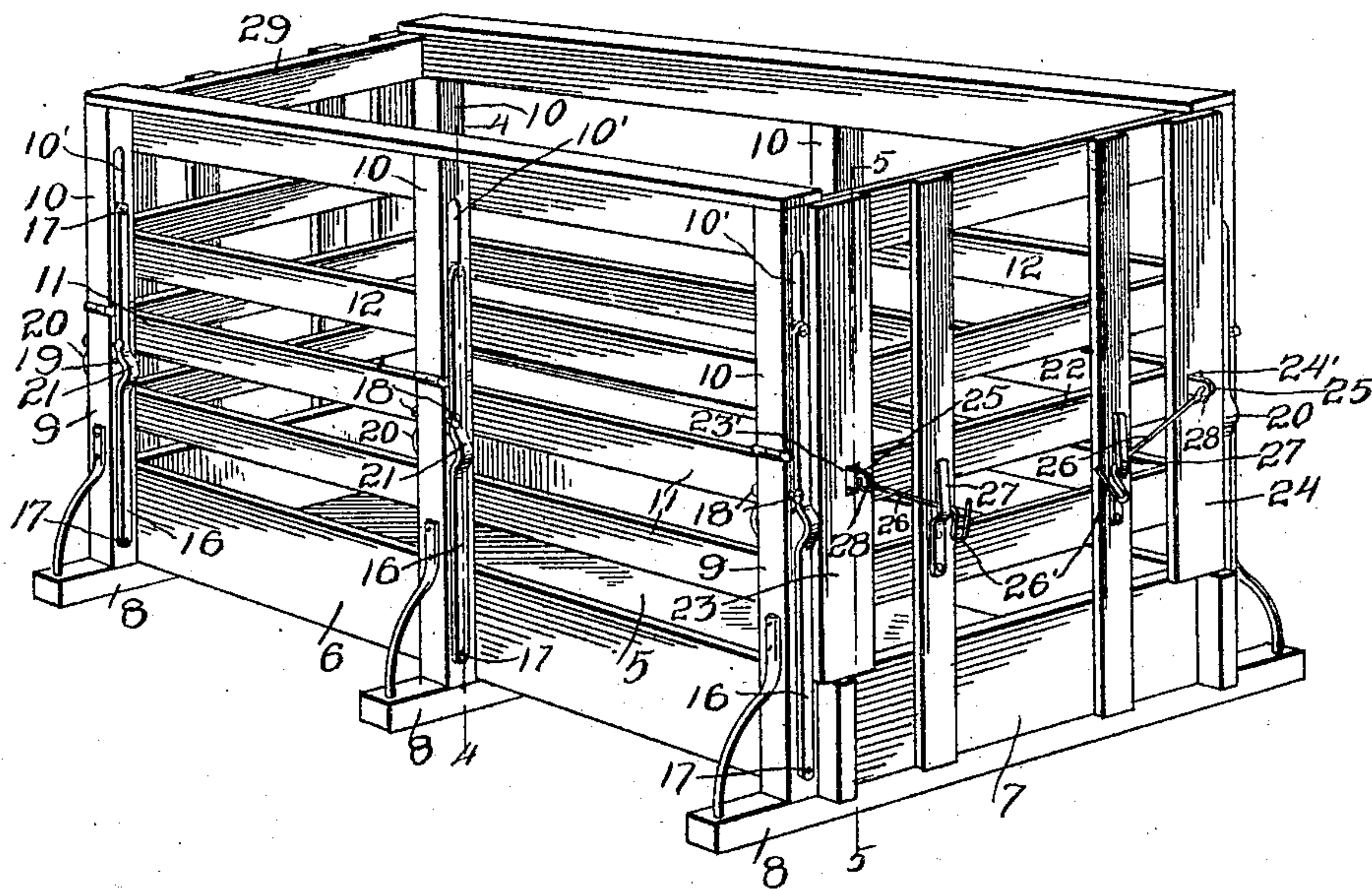
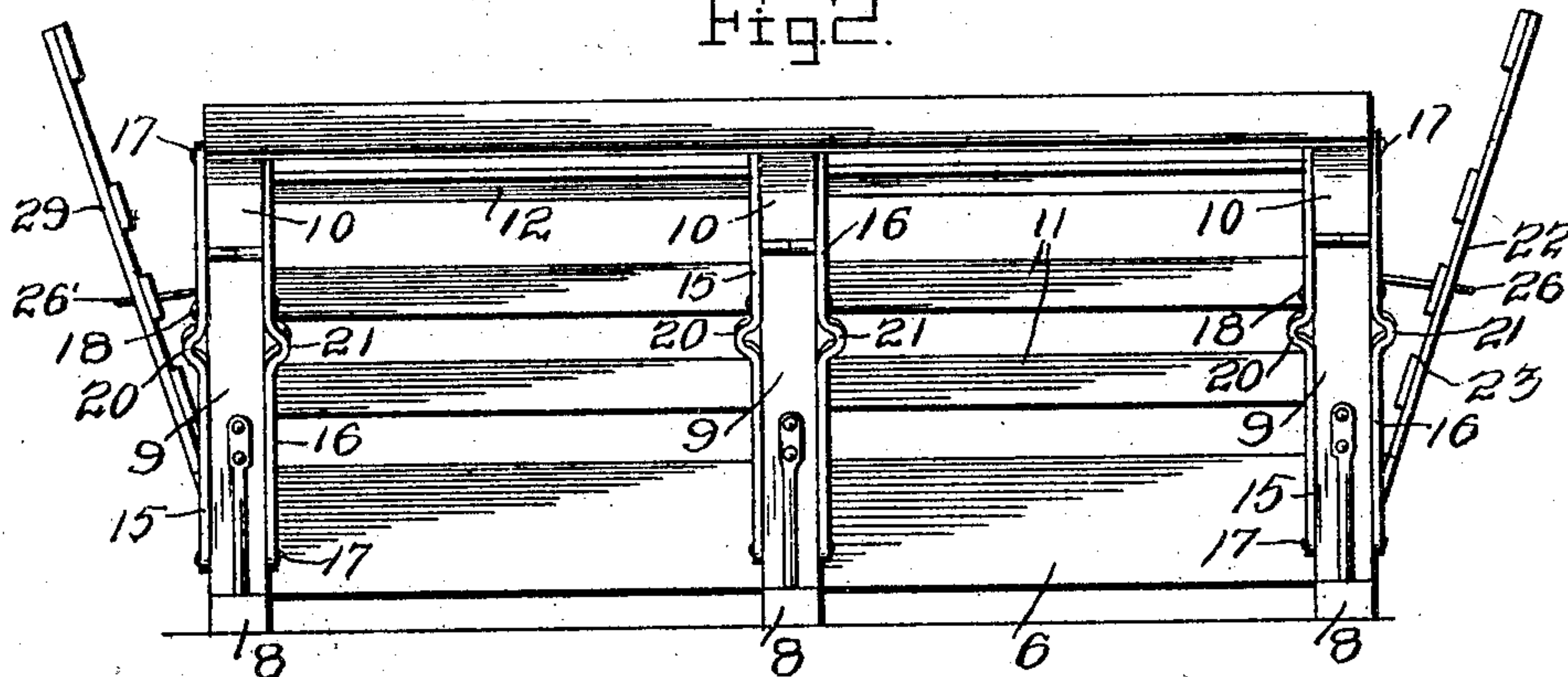


Fig. 2.



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2 SHEETS—SHEET 2.

Fig. 3.

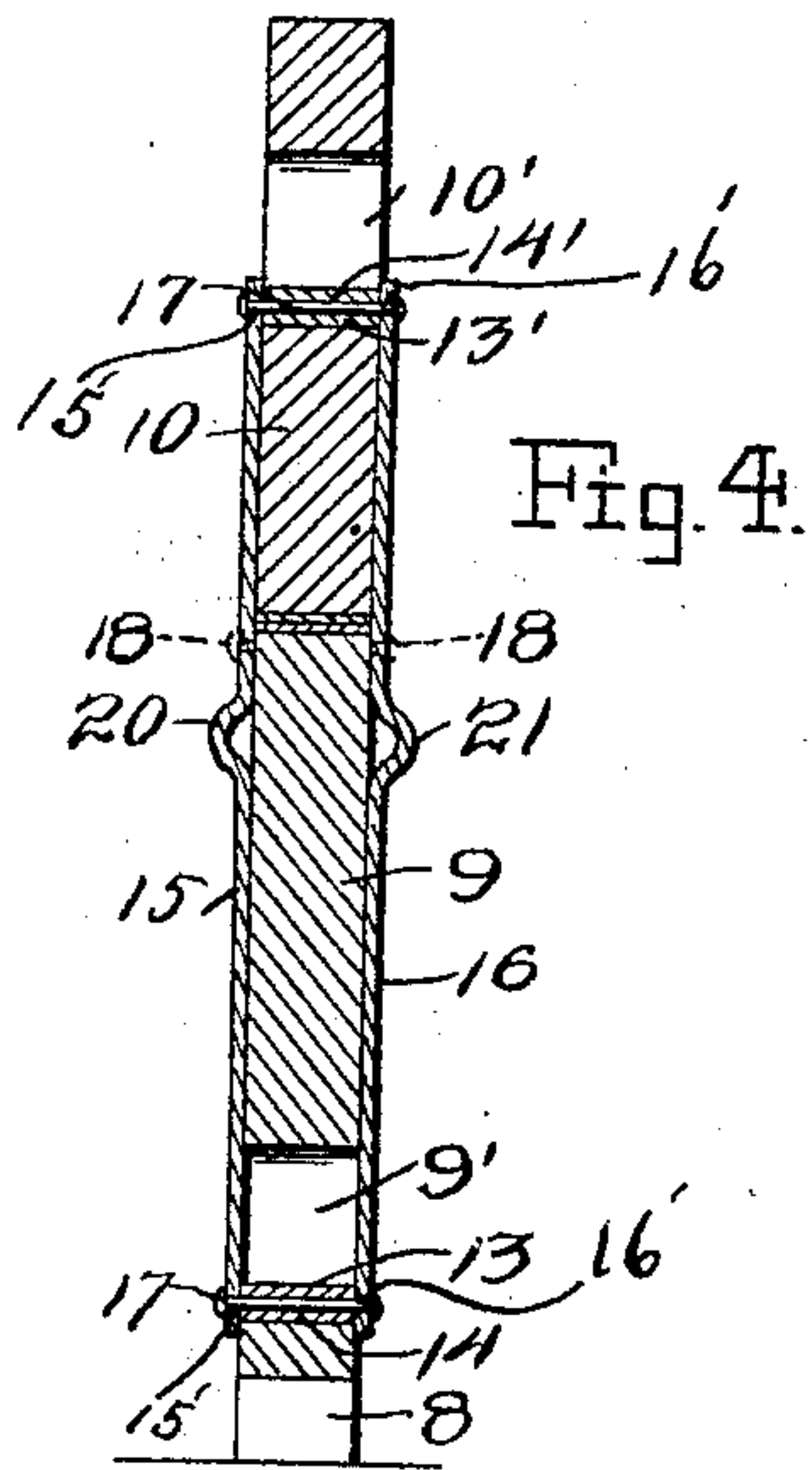
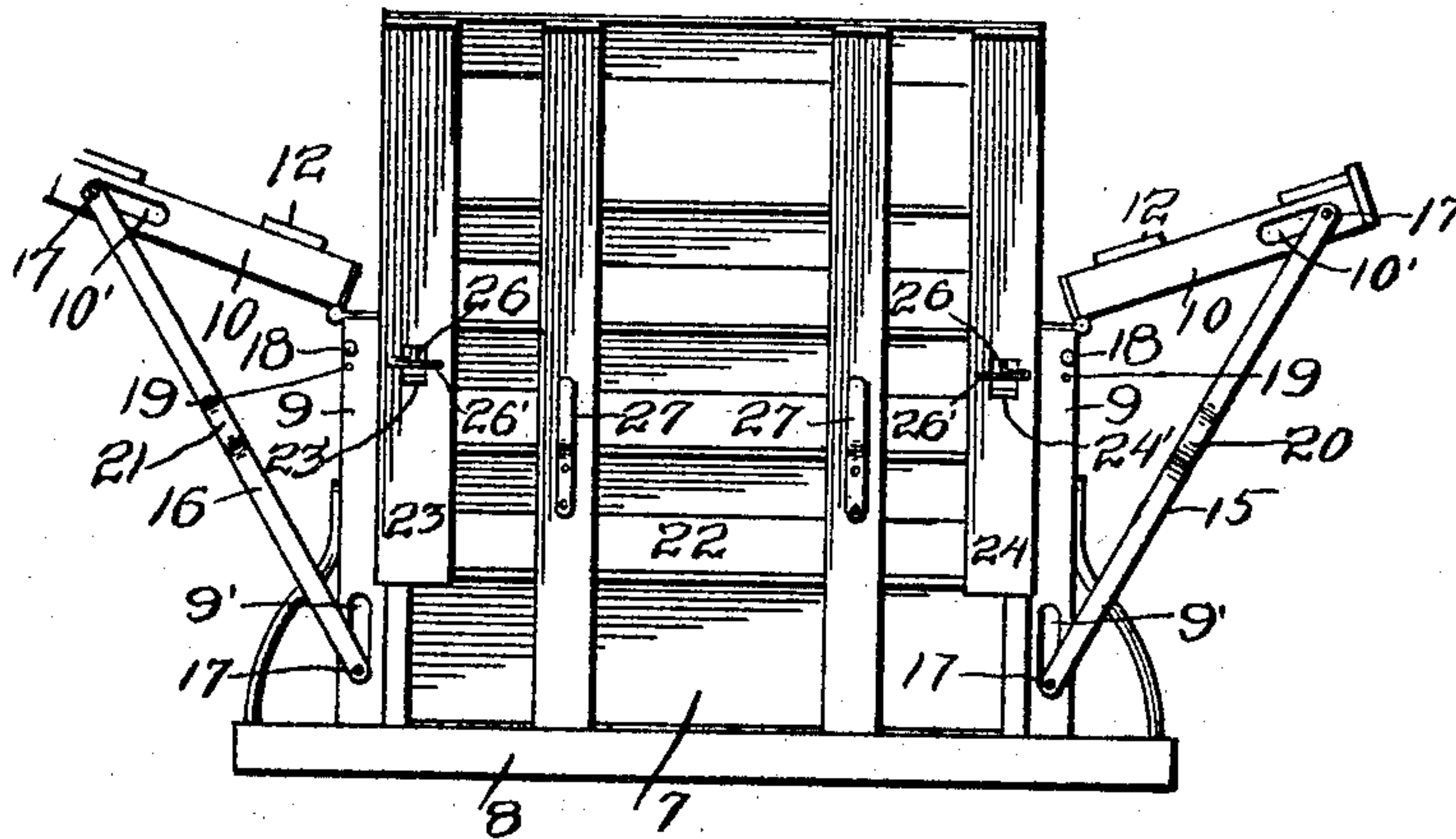


Fig. 4.

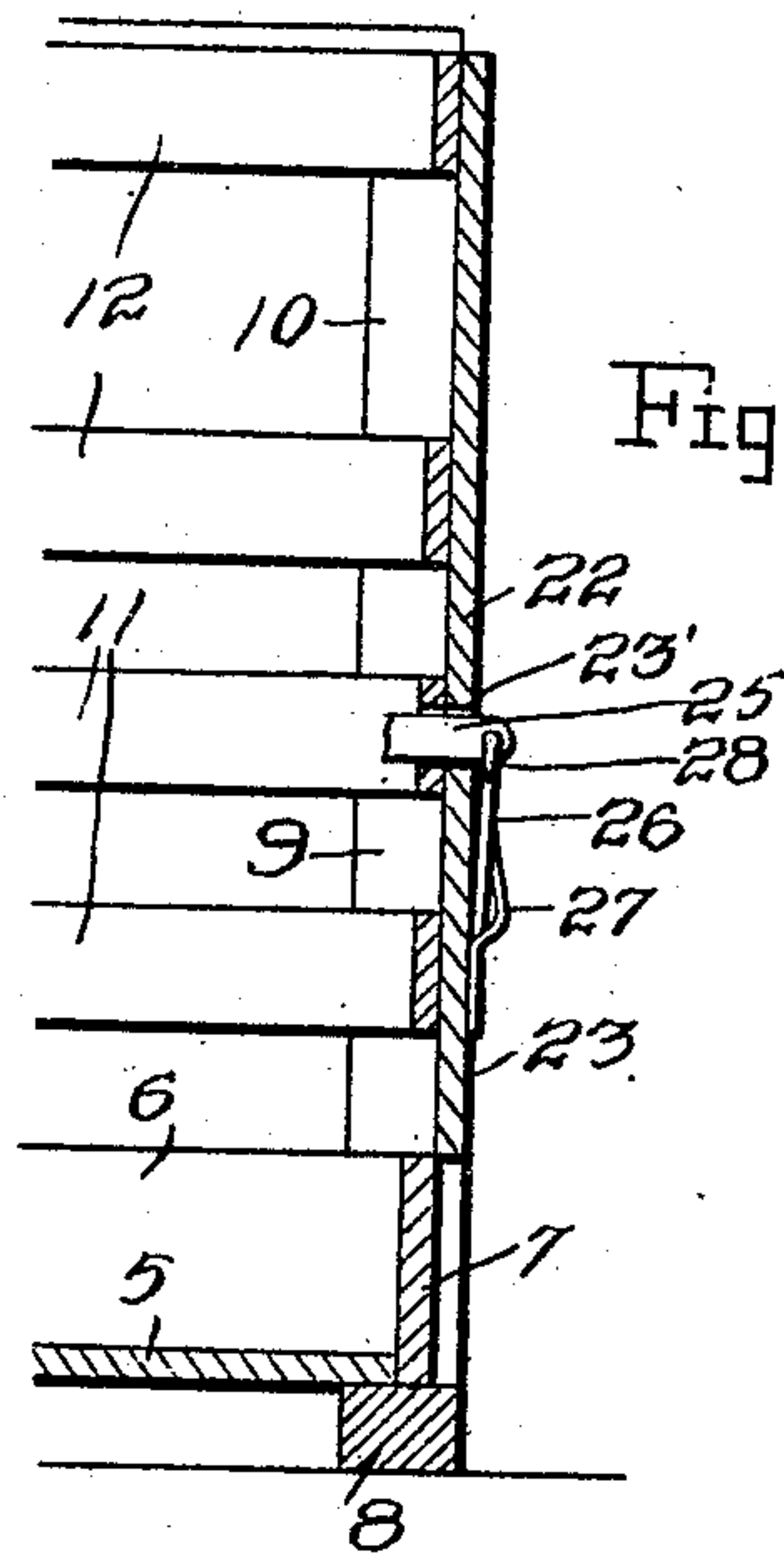


Fig. 5.

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# UNITED STATES PATENT OFFICE.

MANSON L. VAUGHAN, OF BETHANY, ILLINOIS.

## WAGON-BODY.

No. 795,742.

Specification of Letters Patent.

Patented July 25, 1905.

Application filed April 22, 1904. Serial No. 204,386.

*To all whom it may concern:*

Be it known that I, MANSON L. VAUGHAN, a citizen of the United States, residing at Bethany, in the county of Moultrie, State of Illinois, have invented certain new and useful Improvements in Wagon-Bodies; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to wagon-bodies, and has for its object to provide a body which will be so arranged that it may be converted into either an animal-rack or hay-frame, as desired.

A further object is to provide an efficient mechanism for holding the parts in either position.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a perspective view of the wagon-body as an animal-rack. Fig. 2 is a side elevation of the wagon-body as a hay-frame. Fig. 3 is an end view of Fig. 2. Fig. 4 is a section of one of the uprights, taken on line 4 4 of Fig. 1. Fig. 5 is a section through a portion of the tail-gate, taken on line 5 5 of Fig. 1.

Referring now to the drawings, there is shown a wagon-body comprising the usual bottom 5, having side and end boards 6 and 7 and the usual transverse braces 8. Attached to the braces 8 exteriorly of the side-boards 6 are uprights 9, which have upper end sections 10 hinged thereto for movement outwardly of the wagon-body. To these uprights 9, against the inner faces thereof, are attached horizontal slats 11, and similar slats 12 are secured to the inner faces of the end sections 10.

The uprights 9 have longitudinal slots 9' adjacent to their lower ends, in which there is slidably disposed a collar 13, having a passage 14 therethrough, and each of the end sections 10 is provided with a similar slot 10', in which is slidably disposed a collar 13', having a passage 14'. The collars 13 and 13' of each upright and its corresponding end section are connected by means of metal plates 15 and 16, which are pivotally connected to the collars by means of bolts 17 passed through perforations 15' and 16' in the ends of the plates and through the passages 14 and 14' of the collars. It will be seen from the drawings that when the wagon-body is used as a hay-frame the upper portions of the sides, which

are formed by the end sections 10 and the slats 12, are turned outwardly at an angle to the upright 9 and in this position are supported by the plates 15 and 16, the collars 13 and 13' lying at the lower and upper ends of the slots 9' and 10', respectively. When the upper portions of the sides are alined with the lower portions thereof to form the animal-rack, as shown in Fig. 1, the collar 13 rises to the upper end of the slot 9' to permit of this movement, and when the operation has been completed both of the collars 13 and 13' are allowed to descend to the lower ends of the slots. To hold the plates 15 and 16 in the position which they occupy in Fig. 1, pins 18 are disposed in perforations 19 in the uprights and extend outwardly at opposite sides thereof, and in order to permit the plates to pass these pins the plates are provided with convolutions 20 and 21, which are so disposed that the end pins register therewith when the collars are at the upper ends of the slots 9' and 10', and it will be understood that when the collars are allowed to descend to the lower ends of the slots, as mentioned above, the convolutions will move out of registration with the ends of the pins and the plates 15 and 16 will lie against the inner faces of the pin, as shown in Fig. 1.

The rear end-board 7 is pivoted between the ends of the side-boards 6, and secured to this end-board 7 is the tail-gate 22 of the wagon, which includes end portions 23 and 24, as shown, which have passages 23' and 24' there-through disposed to register with perforated lugs 25, projecting from the rearward ends of the uppermost slats 11. As shown, when the tail-gate is in the position occupied in Fig. 1 the lugs 25 project through the passages 23' and 24' and have engaged with their perforations the ends of links 26, which lie against the rearward face of the tail-gate and in engagement with spring-clips 27, which are secured thereto, thus holding the tail-gate in upright position. When it is desired to move the tail-gate upon its pivot to form the hay-frame, the links 26 are disengaged from the clips 27 and are alined with the lugs 25, in which position they pass through the passages 23' and 24' as the tail-gate is moved. Each of the links 26 is provided with a head 26' upon its free end, against which the tail-gate rests when in the position shown in Figs. 2 and 3. When it is desired to lower the tail-gate entirely for the introduction of animals to the wagon-body, the links 26 are disengaged from the lugs 25, which is made possible by



the hooked ends 28 of the links, after which the tail-gate may be lowered.

A front portion 29 is provided and suitable braces 30 are attached to the uprights 9 and transverse members 8.

In practice modifications of the specific construction shown may be made and any suitable materials and proportions may be used for the various parts without departing from the spirit of the invention.

What is claimed is—

1. A wagon-body comprising a bottom, uprights connected with the bottom and having slats connecting them, said uprights having longitudinal slots therein, end sections hinged to the upper ends of the uprights and having connecting-slats, said end sections having longitudinal slots therein, transverse members slidably disposed in the slots of the uprights and the end sections, links pivoted at their ends to the ends of the transverse members of each upright and corresponding end section, said links having outwardly-offset portions therein between their ends, and pins carried by the uprights, said links being arranged to lie behind the pins when the end sections and uprights are in alinement with each other and

to be moved vertically to bring their offset portions into registration with the pins to permit of movement of the end sections out of alinement with the uprights.

2. A wagon-body comprising a bottom, uprights secured to the bottom and having connecting-slats, end sections hinged to the upper ends of the uprights for movement into and out of alinement therewith, links pivoted at one end to the uprights and at their remaining ends to the end sections, said links having laterally-offset portions intermediate of their ends, pins carried by the uprights and disposed for engagement of the links to hold the latter with the end sections in alinement with the uprights, said links being arranged for vertical movement bodily to bring their offset portions into registration with the pins to permit of movement of the end sections out of alinement with the uprights.

In testimony whereof I affix my signature in presence of two witnesses.

MANSON L. VAUGHAN.

Witnesses:

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