No. 804,230. PATENTED NOV. 14, 1905.

G. R. HYSOM.

WAGON BODY.

APPLICATION FILED MAR. 17, 1905.

Fig. 1.

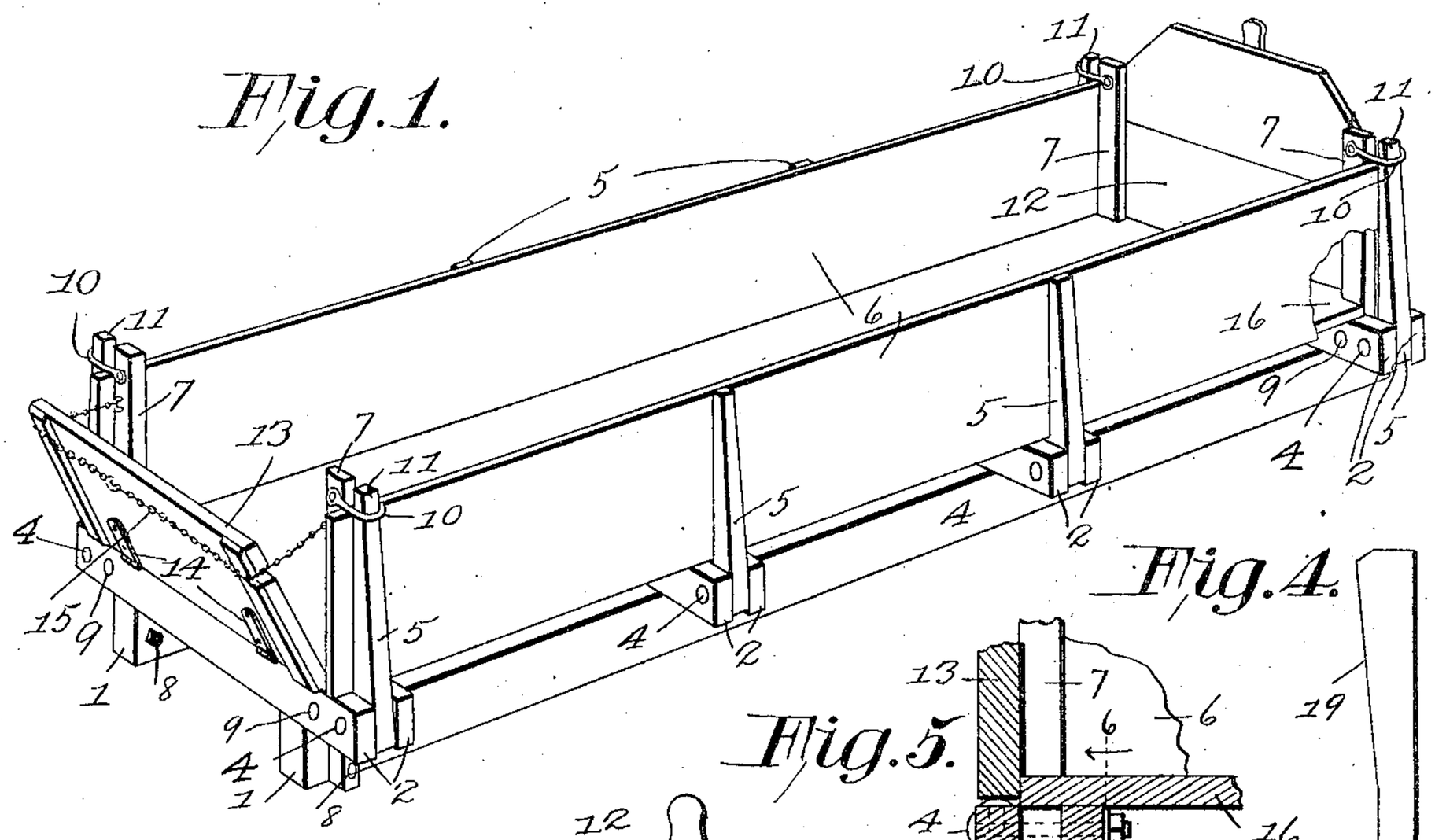


Fig. 4.

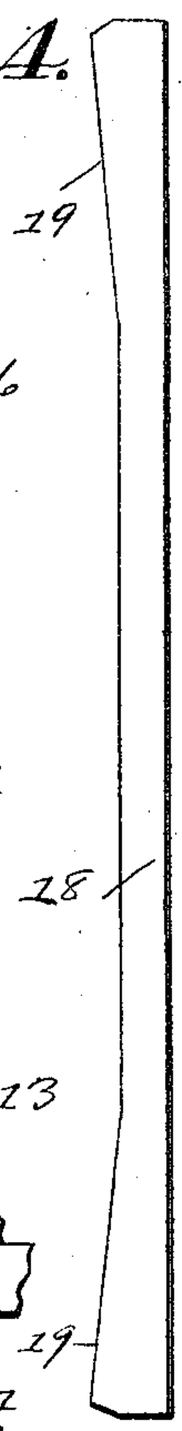


Fig. 5.

Fig. 2.

Fig. 3.

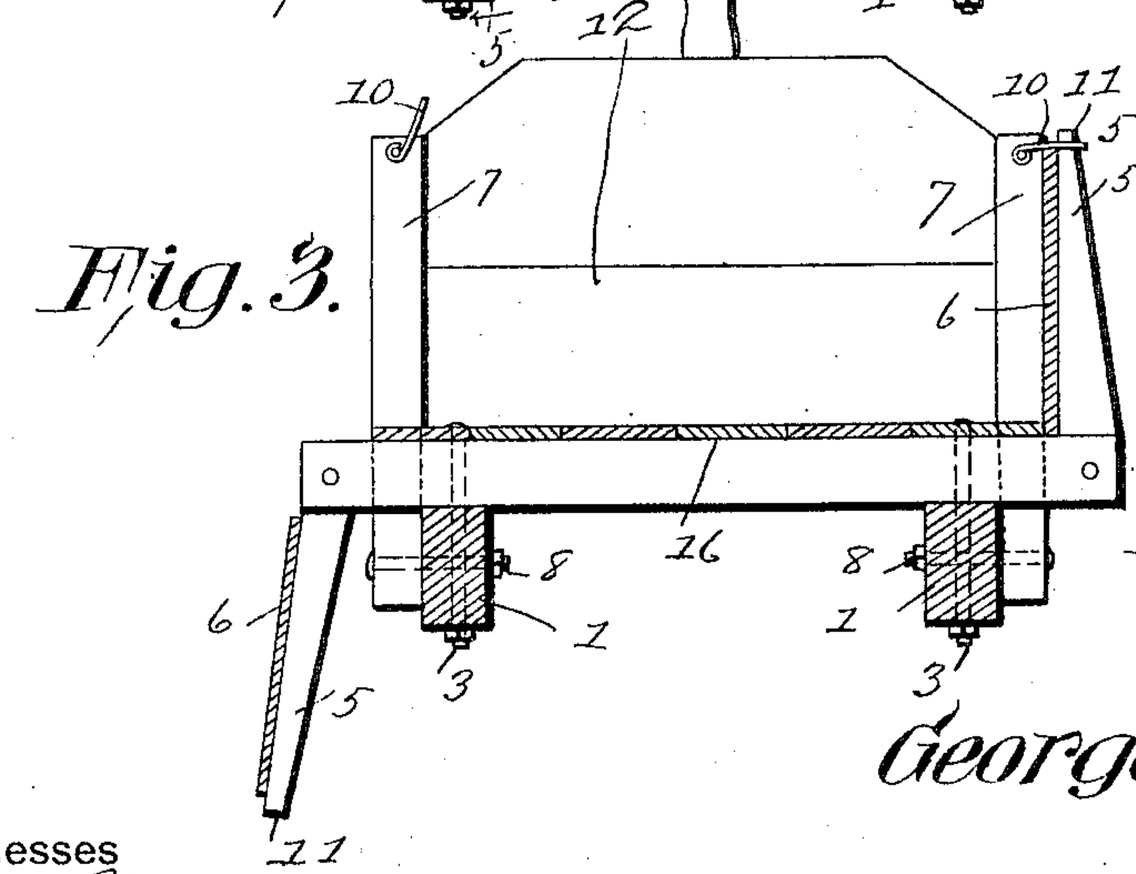
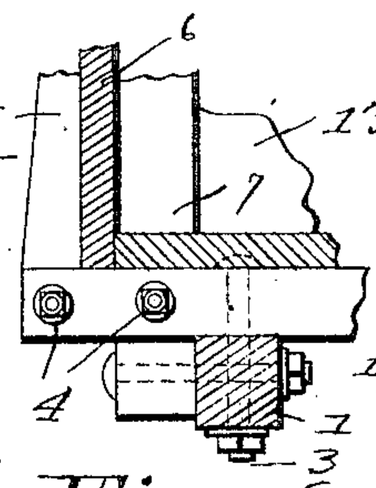


Fig. 6.



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WAGON-BODY.

No. 804,230. Specification of Letters Patent. Patented Nov. 14, 1905.

Application filed March 17, 1905. Serial No. 250,637.

To all whom it may concern:

Be it known that I, GEORGE R. HYSOM, a citizen of the United States, residing at Paola, in the county of Miami and State of Kansas, have invented a new and useful Wagon-Body, of which the following is a specification.

This invention relates to wagon bodies or boxes, especially to such as are intended and adapted to be used in connection with low running-gears in which the front and the hind wheels are of the same size, although the improved wagon-body may be used in connection with various kinds of running-gears.

The objects of the invention are to simplify and improve the construction and operation of this class of devices, and with these and other ends in view, which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the accompanying drawings has been illustrated a simple and preferred form of embodiment of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that the right is reserved to any changes, alterations, and modifications to which recourse may be had within the scope of the invention and without departing from the spirit or sacrificing the efficiency of the same.

In said drawings, Figure 1 is a perspective view of a wagon-body constructed in accordance with the principles of the invention, a portion of one corner being broken away for the purpose of illustrating the construction more clearly. Fig. 2 is a transverse sectional view of the wagon-body, showing the sides of the same extended to form a hay-rack and showing also the temporary supporting means for said side members in position. Fig. 3 is a transverse sectional view showing one side of the wagon-body folded down in position to enable the wagon to be unloaded. Fig. 4 is a detail view of the temporary supporting device for the sides of the wagon-box. Fig. 5 is a sectional detail view taken on the line 5 5 in Fig. 2. Fig. 6 is a sectional detail view taken on the line 6 6 in Fig. 5.

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

The bed or frame of the improved wagon-body is composed, essentially, of a pair of longitudinal sills 1 1, which are connected and spaced apart at suitable intervals by pairs of cross-braces 2 2, the ends of which project beyond the outer edges of the sills. In practice one of each pair of cross-braces 2 is connected with the sills by means of bolts 3. The other cross-piece of each pair is not directly connected with the sills, but is connected with the first cross-piece by means of bolts 4, constituting pivots for the stakes 5 of the sides 6 of the wagon-body, said stakes being inserted between the projecting ends of the pairs of cross-pieces 2 2, which are thereby spaced apart, the connections being formed by the bolts 4 4, as just described.

At the four corners of the frame are disposed uprights 7 7, the lower ends of which extend between the pairs of cross-braces 2 2 at the ends of the sills and are secured to the outer sides of the latter by means of transverse bolts 8. The uprights 7 are also secured between the cross-pieces 2 2 by means of bolts 9, which are disposed at right angles to the bolts 8. In this manner the uprights 7 7 at the corners of the frame are very firmly secured in position, and likewise serve to strengthen and to maintain the integrity of the frame structure. The sides 6 of the wagon-body are adapted to fold up against these uprights, as will be clearly seen in Fig. 1 of the drawings, and may be maintained in position by means of clevises 10, connected with the upper ends of the uprights and adapted to engage the extended ends 11 of the stakes 5 at the ends of the side members 6 of the wagon-box.

A front gate 12 of suitable construction is provided. A rear end gate 13 is connected by means of hinges 14 with the rear cross-bar 2 of the frame. To sustain said end gate in any desired position, a chain 15 is provided, and it is obvious that said end gate may be supported either in a closed position to form a complete wagon-box or in an open position to form a shoveling-board or in any desired intermediate position, according to the nature of the load carried in the wagon-box.

The bottom of the wagon box or body is composed of boards 16, supported upon the cross-bars 2. Said boards may be either permanently connected with the cross-bars or they may be loosely supported upon the same or, if preferred, they may be connected with each other, so as to form a detachable bottom.

A wagon-body of the improved construction herein described possesses a great many advantages which will be readily apparent to those familiar with this class of devices. It may be constructed very inexpensively from ordinary lumber, and it will be observed that no special castings or trimmings of any kind are required, the component parts being connected with each other in the simplest possible manner by means of bolts of ordinary construction. When the sides of the wagon-box are extended to the position illustrated in Fig. 1 for the purpose of forming a hay-rack, the said side members are supported upon cross-bars 18, which are inserted between the sills and the bottom of the wagon-box intermediate the pairs of cross-bars 2 2, said bars 18 being provided with slightly-inclined ends 19, upon which the sides of the wagon-box may be supported in a slightly-inclined position, as will be readily apparent with reference to Fig. 2 of the drawings. These auxiliary bars when not in use may be stored away or they may be suitably supported upon the running-gear of the wagon beneath the wagon-box. By properly manipulating the sides and the tail-gate of the wagon-box the latter may be adapted for a great variety of purposes. It is a complete farm-wagon, and may be readily converted into a rack for hauling stock as well as into a rack for hauling hay, fodder, and the like. For hauling material—such as brick, gravel, sand, and the like—this improved wagon-box is also extremely useful, especially owing to the facility with which it may be loaded or unloaded by folding one or, if desired, both sides to the position indicated in Fig. 3. When sand or like material is unloaded at one side of the wagon in such a manner as to interfere with the restoration of the side to a closed position, the wagon may be driven a few steps ahead out of the way of the unloaded material. For loading extremely heavy weights, such as dead horses or cattle, one side of the wagon-body may be lowered, skids placed in position, and ropes attached to one of the sills, said ropes being passed under the carcass and thence in an upward direction over the opposite side of the wagon-box, where draft may be applied, thus enabling the carcass to be rolled over the skids and onto the wagon-box, where it may be secured by raising and fastening the side of the wagon-box. Other uses of the device will readily suggest themselves.

Having thus described the invention, what is claimed is—

1. A wagon-body including a pair of longitudinal sills, cross-pieces disposed in pairs on said sills, side members having stakes extending between the projecting ends of said cross-pieces, means for connecting one of each pair of cross-pieces securely with the sills, means for connecting the cross-pieces of each pair with each other, and stakes pivoted upon the connecting means.

2. In a wagon-body, a frame including a pair of longitudinal sills, pairs of cross-pieces supported at intervals upon said sills, corner-posts or uprights extending between the pairs of cross-pieces at the ends of the sills adjacent to the outer sides of the latter, and means for securing said uprights to the sills and between the cross-pieces.

3. In a wagon-body, a frame including a pair of longitudinal sills, cross-pieces supported at intervals upon said sills, corner-posts or uprights extending between the pairs of cross-pieces at the ends of the sills adjacent to the outer sides of the latter, and means for securing said uprights to the sills and between the cross-pieces, in combination with side members having stakes extending between the projecting ends of the cross-pieces, and connecting-bolts pivotally engaging said stakes.

4. A pair of sills, pairs of cross-pieces supported thereon and having projecting ends, uprights secured between the cross-pieces and to the outer sides of the sills at the four corners of the frame, and side members having stakes supported pivotally between the projecting ends of the pairs of cross-pieces, said side members being provided with means adapted to be engaged by fastening devices for securing them in an upright or folded position.

5. A pair of sills, pairs of cross-pieces supported thereon and having projecting ends, uprights secured between the cross-pieces and to the outer sides of the sills at the four corners of the frame, clevises at the upper ends of said uprights, and side members having stakes supported pivotally between the projecting ends of the pairs of cross-braces; the stakes at the ends of the side members being extended beyond the free edges of said side members and adapted for engagement with the clevises at the upper ends of the uprights.

6. A frame comprising a pair of sills and a plurality of pairs of cross-pieces supported thereon and having ends projecting beyond said sills, and side members having stakes supported pivotally between the projecting ends of the cross-pieces; in combination with flooring upon the cross-pieces, a supporting-bar adapted to rest upon the sills between the cross-pieces and beneath the flooring and having slightly-inclined ends extending in the path of and adapted to support the hinged side members.

7. A wagon box or body comprising a pair of longitudinal sills, pairs of cross-pieces supported upon said sills, one cross-piece of each pair being connected with its mate and the other with the sill, and side members having stakes extending between the cross-pieces and pivotally engaging the bolts connecting the latter.

8. A wagon box or body comprising a pair of longitudinal sills, pairs of cross-pieces sup-

ported upon said sills, corner-posts or uprights secured between the uprights and to the sills at the four corners of the frame, side members having stakes extending between and pivotally connected with the projecting ends of the pairs of cross-pieces, means for connecting the side members, when in raised position with the corner-posts, a front gate, a tail-gate connected hingedly with the rearmost cross-piece, and means for sustaining said tail-gate in adjusted position.

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

GEORGE R. HYSOM.

Witnesses:
J. M. BRYAN,
C. F. PETTYJOHN.