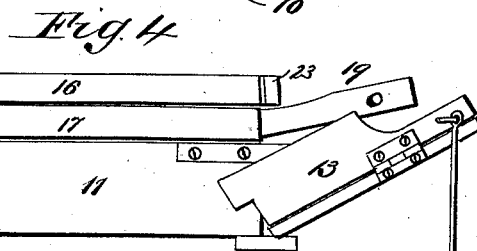
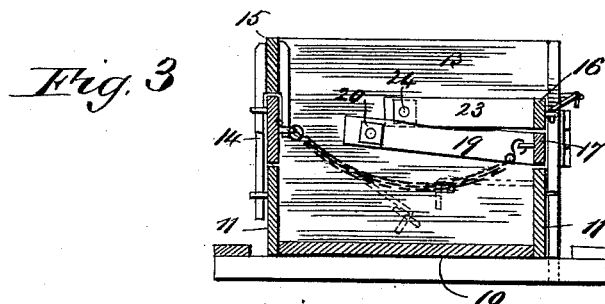
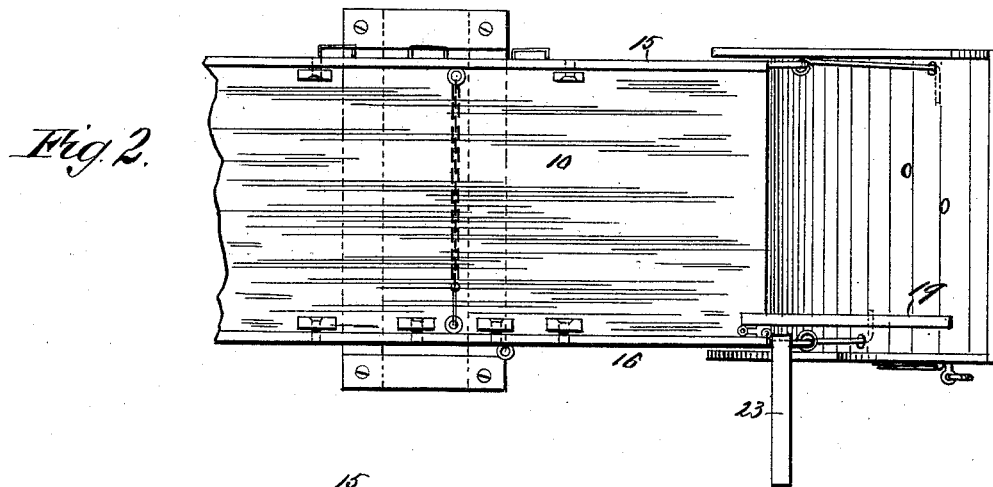
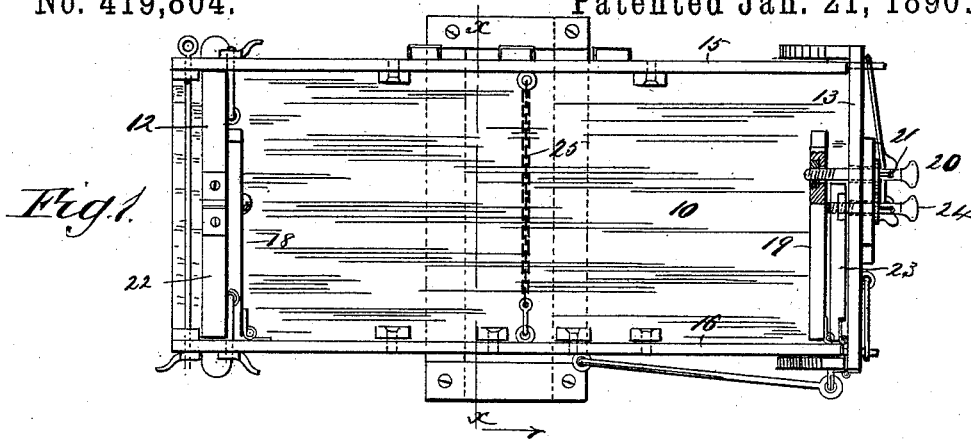


(No Model.)

T. TYSON.
WAGON BODY.

No. 419,804.

Patented Jan. 21, 1890.



WITNESSES:
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UNITED STATES PATENT OFFICE.

THOMAS TYSON, OF MOUND CITY, MISSOURI.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 419,804, dated January 21, 1890.

Application filed June 18, 1889. Serial No. 314,746. (No model.)

To all whom it may concern:

Be it known that I, THOMAS TYSON, of Mound City, in the county of Holt and State of Missouri, have invented a new and useful Improvement in Wagon-Bodies, of which the following is a full, clear, and exact description.

My invention relates to an improvement in wagon-bodies especially adapted for farm use, and has for its object to simplify the construction of the wagon-body for which Letters Patent were granted to myself September 25, 1888, No. 390,043, whereby the side-boards may be more conveniently manipulated and the rear end of the wagon-body less obstructed when the end-gate is thrown downward to remove the load.

The invention consists in the novel construction and combination of the several parts, as will be hereinafter fully set forth, and pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a plan view of the improved wagon-body, illustrating the end-gate in its closed or locked position. Fig. 2 is a partial plan view illustrating the end-gate as thrown down and the body in position to have the load removed therefrom. Fig. 3 is a section on line $x x$ of Fig. 1, looking in the direction of the arrow; and Fig. 4 is a partial side elevation of the wagon-body with the end-gate in the position shown in Fig. 2.

In carrying out the invention the wagon-body comprises, primarily, a bottom 10, a stationary side-board 11, secured to the bottom—one at each side—a fixed front end-board 12, and a hinged end-gate 13.

The wagon-body as far as described and the end-gate are constructed in like manner to that shown and described in the patent above referred to. The left-hand side, for instance, of the wagon-body is provided with a second side-board 14, secured to the permanent side-board in such manner that it may be readily removed therefrom when desired; and in practice, should this side of the body need to be built up higher, a bump-board 15, of any approved construction, is detachably

secured to the side-board 14, as illustrated in Fig. 3. This construction is also fully illustrated and described in my former patent.

The side of the wagon opposite that carrying the two fixed side-boards is provided with two or more (preferably two) hinged side-boards, (respectively numbered 16 17 and illustrated in Figs. 3 and 4.) These hinged side-boards 16 and 17 may, if desired, be of unequal width; but the combined width of the two side-boards should be equivalent to the width of the side-board 14 at the opposite side of the wagon-body. In the drawings the two hinged side-boards are illustrated as being of equal width.

The lower side-board 17 is pivoted to the inner face of the front stationary board 12 of the wagon-body through the medium of a link 18, as illustrated in Fig. 1.

Near the rear end of the lower side-board 17 a bar or beam 19 is hinged to its inner side in such a manner that the said bar or beam when the end-gate is thrown downward is capable of being folded outward parallel with the side-board, as illustrated in Fig. 2. This bar or beam 19 is preferably of sufficient length to extend slightly beyond the center of the bottom of the body, and a space is made to intervene the opposed faces of the end-gate and the beam or bar 19 when the former is in its vertical or locked position. A bolt 20 is passed through the end-gate, and the inner end of the said bolt, which is threaded, is adapted to be screwed into a threaded aperture produced in the inner end of the beam or bar 19, or in a nut inserted in the said bar or beam, as in practice may be found desirable.

The outer end of the bolt 20 is provided with a suitable head, whereby it may be conveniently turned and withdrawn from connection with the bar or beam 19 when occasion may demand, and a pin 21 is ordinarily passed downward through the bolt outside of the end-gate when said bolt is attached to or connected with the bar or beam 19 to retain the said bar or beam the same distance at all times from the end-gate. It will be understood that when the inner end of the bolt is threaded the said bolt is capable of turning readily in its bearings in the end-gate, and

should it in practice become necessary the bearings in the end-gate through which the bolt passes may be re-enforced in any approved manner.

5 The upper side-board 16 is provided at its forward end with a block 22, secured to its inner face, which block is adapted to fit in a recess in the permanent front board of the wagon-body, and is hinged to the said front
10 board, as illustrated in Fig. 1, and as fully shown and described in the patent heretofore referred to. A bar or beam 23 is hinged to the inner face of this upper side-board at its rear end in such manner that when the end-
15 gate is dropped down the said bar or beam 23 may be carried outward to extend at a right angle beyond the side-board, as illustrated in Fig. 2. This bar or beam 23, which is the equivalent of the bar or beam 19 of the lower
20 side-board, is shorter than the bar or beam 19, and extends parallel and almost in contact with the inner face of the end-gate, as clearly illustrated in Fig. 1. This shorter bar or beam 23 is also provided with a bolt 24
25 of like construction with the bolt 20, and attached to the said beam in a similar manner. For convenience hereinafter in describing the operation and claiming this device, I designate the bars or beams 19 and 23 "hinged
30 arms."

The side-boards of the wagon-body are connected, preferably at or near the center, by means of a chain 25, to prevent the said boards from being bent outward or otherwise
35 carried out of vertical alignment with the permanent side-boards.

In operation, when the wagon is to be used upon a field, for instance, the end-gate is closed and the bolts passed through the end-
40 gate to a connection with the hinged arms of the side-boards. When the bolts are thus inserted, they form the pivot-point of the said arms, and the side-boards 16 and 17 may be thrown over upon the opposite side of the
45 wagon-body as expeditiously and more conveniently than when the construction illustrated in my former patent is employed. After the wagon has been filled, or partially so, and it is desired to remove the load there-
50 from, the bolts 20 and 24 are withdrawn from contact with the hinged arms of the side-boards and the end-gate is dropped. Before shoveling out the load the arm 23 is carried outward at a right angle to and beyond its

side-board 16, and the arm 19 is carried out- 55 ward parallel with the side-board 17, to which it is attached. Thus the said arms do not in the least obstruct the opening at the rear end of the wagon-body, nor do they interfere in the slightest degree with the movements 60 of the operator when removing the load.

I desire it to be understood that the arms 19 and 23 may be made of any suitable material, such as wood or metal.

Having thus described my invention, I 65 claim as new and desire to secure by Letters Patent—

1. The combination, with a wagon-body provided with a permanent bottom, one stationary side-board on each side, and an end-gate, of a series of pivoted side-boards, each provided with a hinged arm at the rear end, and pins detachably passed through the end-gate, one pin passing also through each arm of the side-boards, substantially as shown and described, whereby a removable pivot or fulcrum is formed for the said arms, substantially as shown and described. 75

2. The combination, with a wagon-body provided with a permanent bottom, one stationary 80 side-board on each side, and an end-gate, of pivoted side-boards capable of folding over upon the fixed side-boards, each side-board provided with a hinged arm at its rear end, which arms are of unequal length, and pins 85 detachably passed through the end-gate, one pin passing through the inner end of each of the said arms, all combined for operation substantially as shown and described.

3. The combination, with a wagon-body provided with a permanent bottom, one stationary 90 side-board on each side, and an end-gate, of pivoted side-boards folding over upon the fixed side-boards, an arm hinged to the upper pivoted side-board at its rear end capable of 95 folding outward at a right angle therefrom, and another arm hinged to the lower pivoted side-board a slight distance from its rear end capable of folding outward parallel with the said side-board, and detachable pins passed 100 through the end-gate, one pin being entered into the inner end of each of the said arms, all combined for operation substantially as shown and described.

THOMAS TYSON.

Witnesses:

JONAS SLONIKER,

J. FOSTER MARSHALL.