

**No. 649,229.**

**Patented May 8, 1900.**

**B. F. WASHBURN.**  
**FARM WAGON BODY.**

(Application filed Mar. 5, 1900.)

(No Model.)

**2 Sheets—Sheet 1.**

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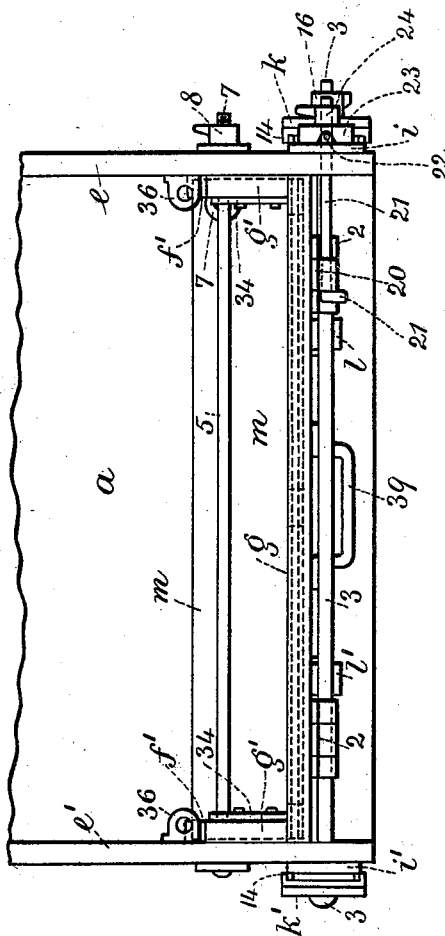
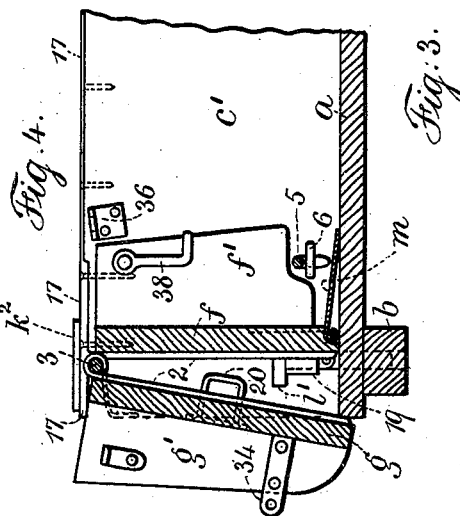
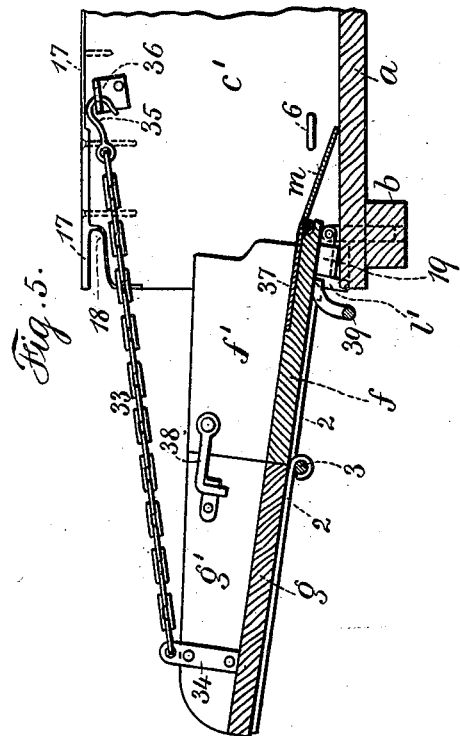
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# UNITED STATES PATENT OFFICE.

BENJAMIN F. WASHBURNE, OF ROCK FALLS, ILLINOIS.

## FARM-WAGON BODY.

SPECIFICATION forming part of Letters Patent No. 649,229, dated May 8, 1900.

Application filed March 5, 1900. Serial No. 7,270. (No model.)

*To all whom it may concern:*

Be it known that I, BENJAMIN F. WASHBURN, a citizen of the United States, residing at Rock Falls, in the county of Whiteside and State of Illinois, have invented an Improvement in Farm-Wagon Bodies, of which the following is a specification.

My invention relates to the rear portion of the wagon-body; and the object of the invention is to adapt this rear portion for the ready handling of merchandise in loading and unloading the same from a wagon.

My improvements relate especially to the construction of a double end-gate the upper part of which is adapted to be thrown over or the under part of which is adapted to be swung out, or the two parts forming the double end-gate may be swung out together on a hinged connection at the lower end to form a shoveling-platform, the same being in this position supported from the bottom of the wagon and from chains connected to the sides of the wagon, and the lower part of the end-gate within the wagon-body is provided with a pivoted apron which prevents the escape of the contents of the wagon and facilitates the removal of the same, forming substantially a continuous surface between the surface of the end-gate and the bottom of the wagon-body.

The details of the improvement are hereinafter more particularly described.

In the drawings, Figure 1 is a rear elevation of the wagon-body, a part of one side being shown in section. Fig. 2 is a side view at the rear of the wagon-body. Fig. 3 is a plan view of the same with one of the tie-rods omitted for clearness. Fig. 4 shows a longitudinal section at the rear portion with the upper part of the end-gate thrown over. Fig. 5 is a longitudinal section at the end of the wagon-body with the end-gate opened out as a shoveling-platform. Fig. 6 is an end elevation of the wagon-body with the upper half of the end-gate removed and with the extension sides of the wagon also removed, and Fig. 7 represents elevations showing the faces of the side plates of the wagon and the reverse faces of the locking-plates engaging the same.

The bottom *a* of the wagon-body is of any desired form, and the same is provided at the

rear with a cross-bearer *b*. The main sides *c c'* of the wagon-body extend above the bottom *a*, and there are extension sides *d d'* and *e e'*, adapted for use in connection with the sides *c c'*, and the extension sides set vertically upon the main sides *c c'* and are held in place by devices hereinafter set forth.

The end-gate is composed of the lower part *f* and the upper part *g*, the lower part *f* having tapering sides *f'* within the wagon and the upper part having tapering sides *g'*, also within the wagon and coming above the sides *f'*, and the parts of the end-gate are connected together by hinges 2, through which passes the rod 3, forming the hinge-pin. Side plates *h h'* are connected to the faces of the sides *c c'* adjacent to their rear edges, and these side plates are provided with screw-stems 4, that pass down through the ends of the cross-bearer *b*, and there are washers and nuts on the said screw-stems against the under side of the cross-bearer to assist in supporting the same and to connect the cross-bearer and the sides *c c'* together, and I would remark that the openings through the cross-bearer *b* for the screw-stems 4 are slightly larger than the stems, so that the said sides *c c'* can be drawn slightly together and tightly against the lower part *f* of the end-gate. These parts are drawn together by the rod 5, the eye 6 in one side of the wagon, the eye-rod 7 in the other side of the wagon, and the hand-nut 8 for tightening the parts. The rod 5, eye-rod 7, and hand-nut 8 are removable at the pleasure of the user of the wagon and especially when it is desirable to place the end-gate in the position shown in Fig. 5, where the same becomes a shoveling-platform, and in which figure the eye 6 is shown, but the other parts are absent. The said side plates *h h'* are secured to the sides of the wagon by screws or bolts 9, and the said plates are made with rims 10 and corrugated faces 11. The extension sides *d d'* have connected to their outer faces, near their ends, auxiliary plates *i i'*, similar to the plates *h h'*, and these are also provided with edge rims 12 and corrugated faces 13, and the respective ends of the hinge-pin rod 3 pass through plates *k k'*, which plates have edge rims 14 and corrugated faces 15 and set over against the respective ends of the plates *h h'* and *i i'*, and the head on one end of the

rod comes against one plate and a hand-nut 16 on the threaded end of the rod comes against the other plate, and it will be noticed that the rims 14 of the plates *k k'* straddle the rims 10 and 12 of the side plates *h h'* and *i i'*, while the corrugated faces mesh with one another, thereby determining and immovably fastening the position of the rod 3.

It will be noticed that the upper edges of the sides *c c'* are surfaced with a metal plate 17, the rear portion of which is formed as an open bearing 18 for the hinge-pin rod 3, and that the parts *h h'* and *i i'*, with the plates *k k'*, firmly connect the said hinge-pin rod with the respective sides, so that the lower portion *f* or the upper portion *g* of the end-gate can be safely swung on the said rod 3.

I provide latches *l l'*, each composed of two parts hinged together, and these latches move through guides 19, secured upon the outer face and at the lower part *f* of the end-gate, the points of the latches going into recesses in the bottom *a* and cross-bearer *b* of the wagon-body, so as to prevent an outward movement of the lower part of the end-gate, and these latches are preferably made with projections 1, serving as stops against the guides 19, to prevent the latches being withdrawn from the guides. These latches form hinges upon which the two parts of the end-gate are swung into the position Fig. 5. The equivalent of the said latches is to be found in the rod 30, Fig. 6, which passes through straps 31 and through the side plates *h h'* and which is provided with the hand-nut 32. Either the hinged latches or the rod 30 forming the hinge is equally efficient as a means by which the two parts of the end-gate are swung outward into the position shown in Fig. 5 to form the shoveling-platform, and when the said end-gate is thus projected it is supported by chains 33 to eye-plates 34 upon the sides *g'*, with hooks 35 on the other ends of the chains engaging eye-plates 36 upon the sides *c c'* of the wagon-body, and in this connection *m* represents a platform formed of a plate of a length agreeing with the length of the lower part of the end-gate, extending across the wagon, and pivoted to the lower edge of the said end-gate by straps 37, the free edge of the platform *m* bearing by its own weight upon the bottom of the wagon and maintaining the said position when the end-gate is swung out, as in Fig. 5, or when it occupies a vertical position, as in Fig. 4, and I prefer in all cases to employ hooks 38, connecting the sides *f' g'* of the parts of the end-gate, and a handle 39 on the outer surface of the lower part of the end-gate to be grasped in operating the said lower portion.

I employ an eye 20 upon the rear surface of the upper part *g* of the end-gate and a rod 21 passing through the same, with an end at right angles to the main portion of the rod bearing against the said eye and a threaded portion at the other end of the rod, the said

rod passing through the extension side *d* of the wagon and the auxiliary plate *i* and through a washer 23, the hand-nut 24 being on the threaded end of the rod and there being a pin 22 in the rod and opposite grooves in the opening made through the side *d* and the plate *i*, the object of this rod 21 being to secure the upper part of the end-gate *g* and prevent a forward or backward movement. This rod is removable, but its position, as shown in Fig. 1, is determined by the pin 22 being in the notch of the washer 23, and it is removable when the said rod is given a quarter, turn to bring the pin 22 into engagement with the notches made in the opposite sides of the opening through the side *d* and the plate *i* to slip the said rod through the plate and side and through the eye 20 to permit the upper part of the end-gate to be swung, and I provide a rod 25, connected by an eye at one end to the eye-rod 27 and with a hook end engaging the eye 26 upon the opposite side of the wagon, and a hand-nut 28 for applying a tension to the said rod to draw the extension sides *e e'* together against the edges of the upper part of the end-gate. This rod 25 and the parts connected therewith are to be removed, as is also the rod 21, when it is desired to swing the upper part *g* of the end-gate over into the position Fig. 4. This position is advantageous in loading the wagon with certain articles of merchandise, and the inclined position or shoveling-platform of the end-gate in Fig. 5 is especially advantageous in removing ear corn or grain from the wagon where men with scoops are employed to unload the merchandise.

In the position of the parts shown in Fig. 6 the extension sides *d d'* and *e e'* have been removed and also the plates *k k'*, and instead of the plates *k k'* plates *k<sup>3</sup>*, similar to the plates *k k'*, but especially adapted to the wagon-body when the extension sides have been removed, are employed, and they engage the upper ends of the side plates *h h'* and rest against the metal plates 17 at the open bearing 18 to so connect the lower part *f* of the end-gate that the same may be swung outward upon the hinge-pin rod 3 either by the lifting of the latches *l l'* or the removal of the rod 30.

My improvement is simple and efficient and adapts the wagon at the rear portion for convenient use in the handling of various articles of merchandise, it being possible to adjust the same for the varying conditions that properly govern the handling of different articles of merchandise.

I claim as my invention—

1. The combination in a wagon-body, with the sides, of a two-part end-gate, a hinge-pin rod for connecting the parts of the end-gate, fastening devices connecting the ends of said hinge-pin rod at the respective sides of the wagon-body and upon which the parts of said end-gate can be swung in one direction, and

means independent of said rod for connecting the lower edge of the end-gate to the bottom of the wagon and upon which the same can be swung in a different direction, substantially as set forth.

2. The combination in a wagon-body with the sides, of an end-gate formed of an upper and lower part, hinges and a hinge-pin rod connecting the same together, the ends of the hinge-pin rod passing through the sides of the wagon-body, means for removably connecting and securing the upper part of the end-gate to the sides of the wagon-body, and means for connecting the lower edge of the lower part of the end-gate to the wagon-body whereby either the upper part of the end-gate may be swung independently of the lower part, or the lower part swung independently of the upper part, or the two parts connected may be swung together to form a shoveling-platform, and means for supporting the same in said position, substantially as set forth.

3. The combination in a wagon-body with the sides, of an end-gate formed of an upper and lower part, hinges and a hinge-pin rod connecting the same together, the ends of the hinge-pin rod passing through the sides of the wagon-body, means for removably connecting and securing the upper part of the end-gate to the sides of the wagon-body, and means for connecting the lower edge of the lower part of the end-gate to the wagon-body whereby either the upper part of the end-gate may be swung independently of the lower part or the lower part swung independently of the upper part, or the two parts connected may be swung together to form a shoveling-platform, means for supporting the same in said position, and an apron pivotally connected within the wagon to the lower edge of the lower part of the end-gate and resting by its weight at its free edge upon the bottom of the wagon, substantially as set forth.

4. The combination in a wagon-body, with the sides, of the two-part end-gate, a hinge-pin rod for connecting the parts of the end-gate, fastening devices connecting the ends of said hinge-pin rod at the respective sides of the wagon-body and upon which the parts of said end-gate can be swung in one direction and means independent of said rod for connecting the lower edge of the end-gate to the bottom of the wagon-body and upon which the same can be swung in a different direction, and an apron pivotally connected within the wagon to the lower edge of the lower part of the end-gate and resting by its weight at its free edge upon the bottom of the wagon, substantially as set forth.

5. In a wagon-body, the combination with the sides *c c'*, the bottom *a* and the cross-bearer *b*, of the side plates *h h'* secured to the outer face of the sides and having screw-stems passing down through the ends of the cross-bearer and nuts for connecting the parts, the upper parts of said side plates having

edge rims and corrugated faces, perforated plates also having edge rims and corrugated faces adapted to fit over and upon the said side plates, an end-gate to the wagon and a hinge-pin rod with its ends passing through the said perforated plates and a hand-nut for connecting and tightening the parts, substantially as set forth.

6. In a wagon-body the combination with the sides, of an end-gate composed of two parts, hinges for connecting the parts, sides within the wagon-body each composed of two parts connected to the parts of the end-gate, hooks for connecting the said sides together, a hinge at the lower part of the end-gate for connecting the same to the sides of the wagon-body, whereby the parts of the end-gate may be swung outward to form a shoveling-platform and the supports therefor from the sides of the wagon-body, substantially as set forth.

7. In a wagon-body, the combination with the sides, of an end-gate composed of two parts, hinges for connecting the parts, sides within the wagon-body to the said parts, hooks for connecting the same, a hinge at the lower part of the end-gate for connecting the same to the wagon-body whereby the parts of the end-gate may be swung outward to form a shoveling-platform, and the supports therefor from the sides of the wagon-body, and a platform *m* formed of a plate of metal pivoted along one edge to the lower edge of the end-gate with its free edge resting by its weight upon the bottom of the wagon-body, substantially as set forth.

8. In a wagon-body, the combination with the sides, the bottom, a two-part end-gate and the extension sides above the main sides, of an eye 20 on the rear surface of the upper part of the end-gate, a rod 21 passing through the eye and through the extension side of the wagon, a pin passing through the rod, a washer with a recess fitting over the rod and pin and a hand-nut upon the threaded end of the rod for applying a tension, the said rod being locked by its position in relation to the washer in one position and being removable through channels made in the opposite sides of the opening through the extension side of the wagon-body, substantially as set forth.

9. The combination with the sides *c c'* and the extension sides of the wagon-body, of the side plates *h h'* and the auxiliary plates *i i'*, each having edge rims and corrugated faces, the perforated plates *k k'* each having edge rims and corrugated faces and adapted to set over and connect the side plates and the auxiliary plates, a rod forming a hinge-pin passing through the perforations of the plates *k k'* and an end-gate connected to the hinge-pin rod 3 and between the sides of the wagon-body, substantially as set forth.

10. The combination with the sides and the bottom and end-gate of the wagon-body, of plates 17 upon the upper edges of the sides of

the wagon-body and having open bearings  
18, the hinge-pin rod 3 at the upper edge of  
the end-gate, the side plates *h h'* upon the  
sides of the wagon-body and perforated plates  
5 through which the respective ends of the  
hinge-pin rod pass, and which plates rest  
upon the outer face and over the said plates,  
and a hand-nut for clamping the said plates

together, substantially as and for the pur-  
poses set forth.

Signed by me this 13th day of February,  
1900.

BENJAMIN F. WASHBURNE.

Witnesses:

I. L. WEAVER,  
AMOS DAVELER.