

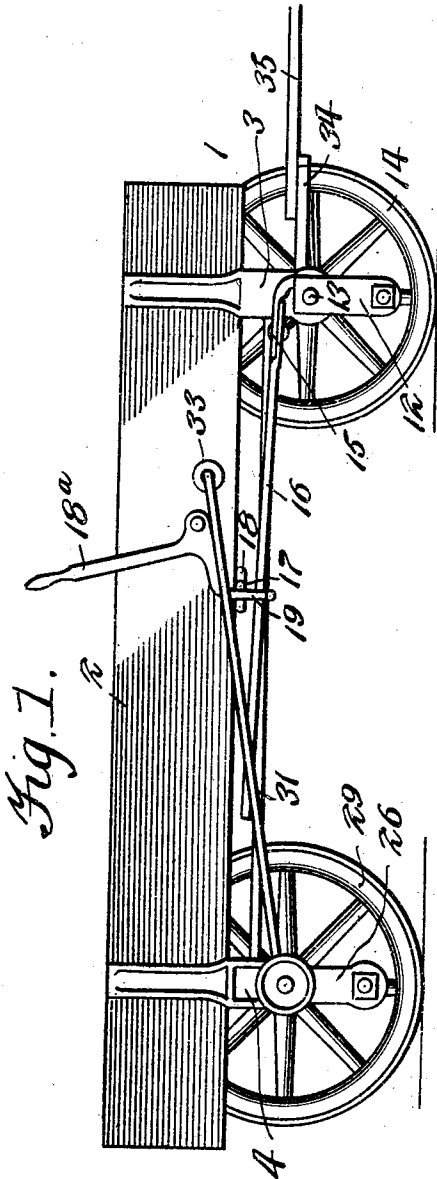
G. W. GAYLE.
WAGON.

APPLICATION FILED OCT. 9, 1908.

940,456.

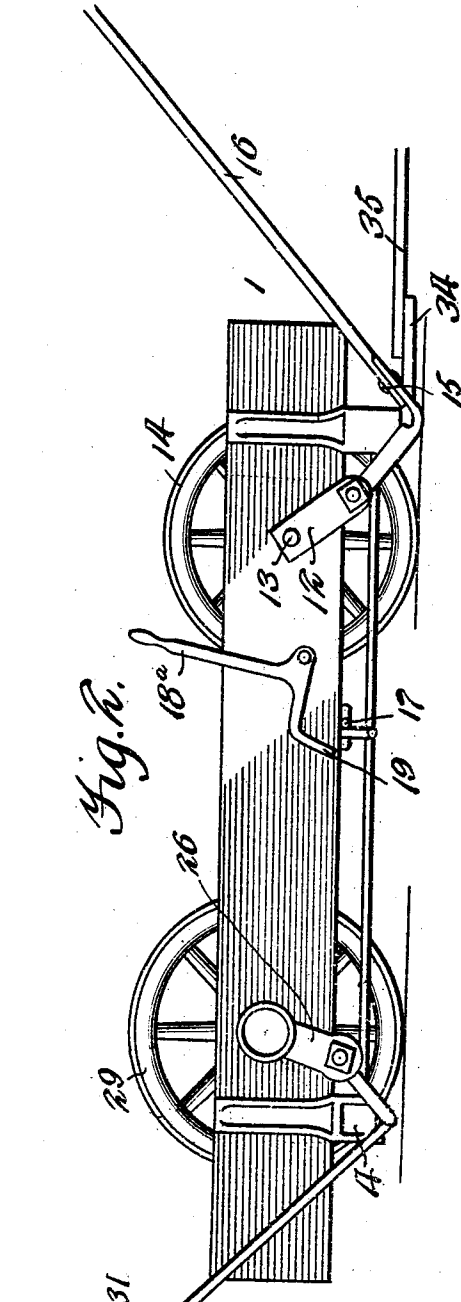
Patented Nov. 16, 1909.

3 SHEETS—SHEET 1.



Witnesses

Hugh H. Ott
James A. Ketch



Inventor

George W. Gayle

Victor J. Evans

Attorney

G. W. GAYLE.

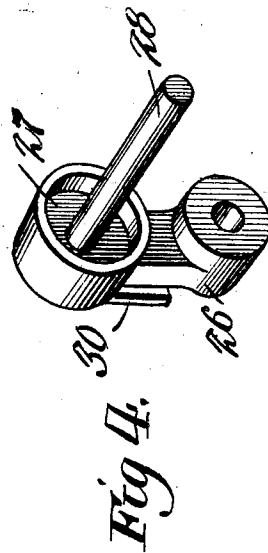
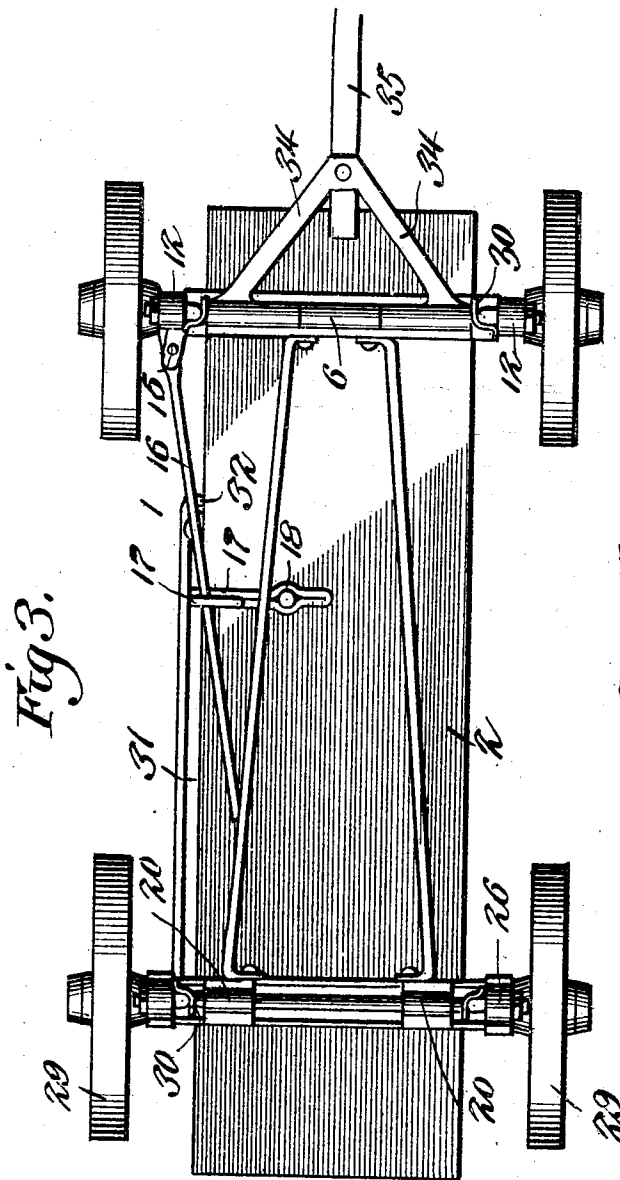
WAGON.

APPLICATION FILED OCT. 9, 1908.

940,456.

Patented Nov. 16, 1909.

3 SHEETS—SHEET 2.



Witnesses

Hugh H. Ott.
James L. Luch

Inventor

George W. Gayle

By Victor J. Evans

Attorney

G. W. GAYLE.
WAGON.

APPLICATION FILED OCT. 9, 1908.

940,456.

Patented Nov. 16, 1909.

3 SHEETS—SHEET 3.

Fig 5.

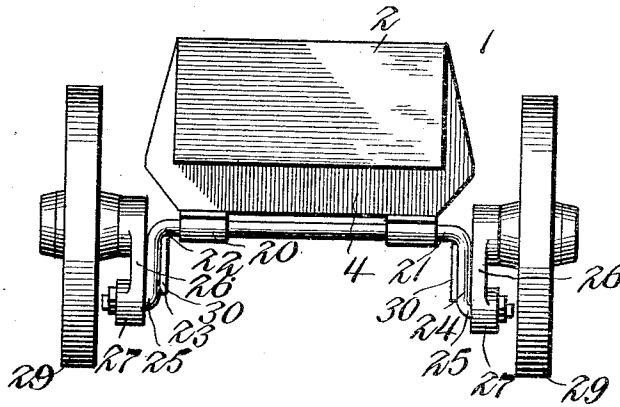


Fig 6

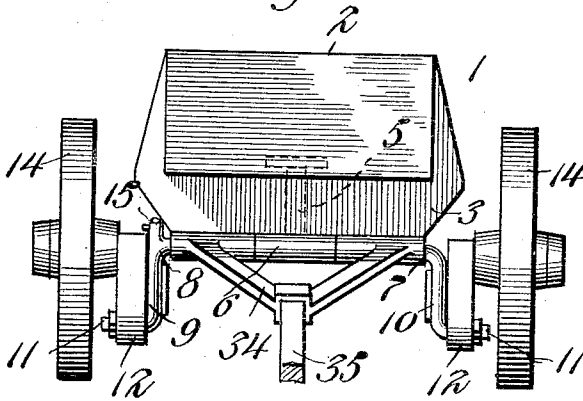
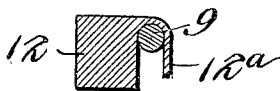


Fig 7.



Witnesses

Hugh H. Ott

James A. Kael.

Inventor

George W. Gayle

By Victor J. Evans

Attorney

UNITED STATES PATENT OFFICE.

GEORGE W. GAYLE, OF GEM, KANSAS.

WAGON.

940,456.

Specification of Letters Patent.

Patented Nov. 16, 1909.

Application filed October 9, 1908. Serial No. 456,928.

To all whom it may concern:

Be it known that I, GEORGE W. GAYLE, a citizen of the United States, residing at Gem, in the county of Thomas and State of Kansas, have invented new and useful Improvements in Wagons, of which the following is a specification.

This invention relates to the class of carriages and wagons and has for an object to provide a wagon with means whereby the body portion thereof can be conveniently lowered when it is desired to load the wagon and which may be conveniently raised to its normal position after the same has been loaded.

Other objects and advantages will be apparent as the nature of the invention is better disclosed and it will be understood that changes within the specific scope of the claims may be made without departing from the spirit of the invention.

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 side elevational view of the wagon, the body portion thereof being in a raised position, Fig. 2 is a similar view showing the body of the wagon lowered, Fig. 3 is a bottom plan view, Fig. 4 is a detail perspective view of one of the brackets for the rear wheels of the wagon, Fig. 5 is a rear end view, parts being in a position shown in Fig. 1, Fig. 6 is a front view, Fig. 7 is a horizontal sectional view on the line 7—7 of Fig. 5.

Referring now more particularly to the drawings there is shown, a wagon 1 having a rectangular body or box 2 provided at its forward end with a bolster 3, and at its rear end with a similar bolster 4. The front bolster 3 is provided with a king bolt 5 provided at its lower end with a tubular or socket member 6 which receives the horizontally disposed portion 7 of a crank shaft 8 having depending portions 9 and 10 at its ends. The portions 9 and 10 respectively are provided with outwardly directed crank pins 11 to which are pivotally connected brackets 12, the said brackets being preferably connected to the said pins adjacent to one end, as clearly shown in Fig. 6 of the drawings. At the upper ends, the brackets 12 are provided with spindles 13 upon which are mounted the front wheels 14 of the wagon. The depending portion 9 of the

crank shaft is provided with a rearwardly directed arm 15 to which is pivotally connected an operating rod or lever 16 adapted to be swung beneath the floor of the box or body 2 and between the arms 17 of a bracket 18 secured to the bottom of the box as shown in Fig. 3 of the drawings. A hand lever 18^a is pivotally connected to one side of the box or body 2 and is preferably in form of a bell crank and is provided with a depending finger 19 adapted to work across the arms 17 to close the space between the arms and to prevent accidental movement of the rod 16 from beneath the box. The brackets 12 are provided with ears 12^a adapted to receive or to partly surround the depending portions 9 and 10 of the crank shaft.

The rear bolster 4 is provided with a depending tubular member 20 which receives a horizontally disposed portion 21 of a crank shaft 22 having depending end portions 23 and 24 respectively provided at their lower ends with outwardly directed pins 25. The pins 25 pivotally support brackets 26 which are provided with a hub receiving socket 27 and a spindle 28 for receiving the rear wheels 29 of the wagon. The brackets 26 carry ears 30 similar to the ears 12^a, and are adapted normally to partly surround the depending portions 23 and 24 of the crank shaft 22. The portion 24 of the crank shaft 22 has connected thereto the rear end of a lever 31, and at the front end, this lever is provided with an offset portion 32 for engagement in a socket member 33 at one side of the wagon box.

A bracket 34 is pivotally connected to the front crank shaft 8 and has connected thereto a draft pole or tongue 35. By the provision of the ears 12^a upon the brackets 12 it will be seen that the said brackets normally assume a vertical position and lie in a common plane with respect to the portions 9 and 10 of the crank shaft. The construction is such that the said brackets can be moved rearwardly of the portions 9 and 10, but are held against movement in a forward direction by the engagement of the said ears with the said portions 9 and 10. The provision of the ears 30 carried by the brackets 26 is such that they engage the portions 23 and 24 of the crank shaft to the extent that the brackets are normally held in a vertical plane and are held against movement in a

rearward direction. It will be understood that the said brackets 26 may be moved or swung in a forward direction.

In operation, when it is desired to load the wagon, the lever 18 is moved in a forward direction to elevate the pin 19 carried by said lever in order that the lever 16 may be drawn outwardly from beneath the wagon box. After the said lever 16 has been drawn outwardly, as described, it may be moved upwardly as shown in Fig. 2 of the drawings, to move the brackets 12 rearwardly as shown in Fig. 2 of the drawings and to hold the depending portions 9 and 10 in a position to elevate the wheels 14 in order that they will lie above the crank shaft 8.

The lever 31 is operated in a similar manner, is manipulated to disengage the portion 32 from the socket member 33 in order that said lever may be moved rearwardly and in an opposite direction to the movement of the lever 16. In the position of the lever 31 shown in Fig. 2, it will be seen that the crank shaft 22 rests upon the surface of the ground in line with the crank shaft 8, and when in this position, it will be seen that the brackets 26 assume a position so that the wheels 29 are also elevated so that the pivot points for the wheels lie above the surface of the ground. It is obvious that movement of the levers 16 and 31 respectively toward each other will turn the crank shafts to the desired position when it is desired to raise the box or body of the wagon.

From the construction described it will be

seen that a simple and effective means is employed for conveniently operating the box of a wagon to move the same toward or away from the surface of the ground for the purpose set forth.

Having thus described the invention, what is claimed as new is:—

1. A wagon having pivoted wheeled front and rear axles of crank form, brackets pivotally mounted to the axles for supporting the wheels of the wagon, levers connected with the axles adapted for operation to move said axles so that the pivot points of the wheels can be disposed above the bottom of the wagon box and allowing said axles to rest upon the surface of the ground.

2. A wagon of the class described comprising a box, crank axles pivotally mounted beneath the box, pivotally mounted brackets carried by the axles, ground wheels carried by the brackets, and means for actuating said axles to raise or lower the said box.

3. A vehicle having a box, pivotally mounted axles carried by the box, pivotally mounted brackets carried by the axles, wheels upon said brackets, operating levers connected with the axles, and means upon the box for holding the levers in their locked positions.

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

GEORGE W. GAYLE.

Witnesses:

FILEN S. SEE,
P. S. HOUSTON.