

C. GORBY.
 AUXILIARY WAGON BODY.
 APPLICATION FILED MAY 19, 1909.

935,754.

Patented Oct. 5, 1909.
 2 SHEETS—SHEET 1.

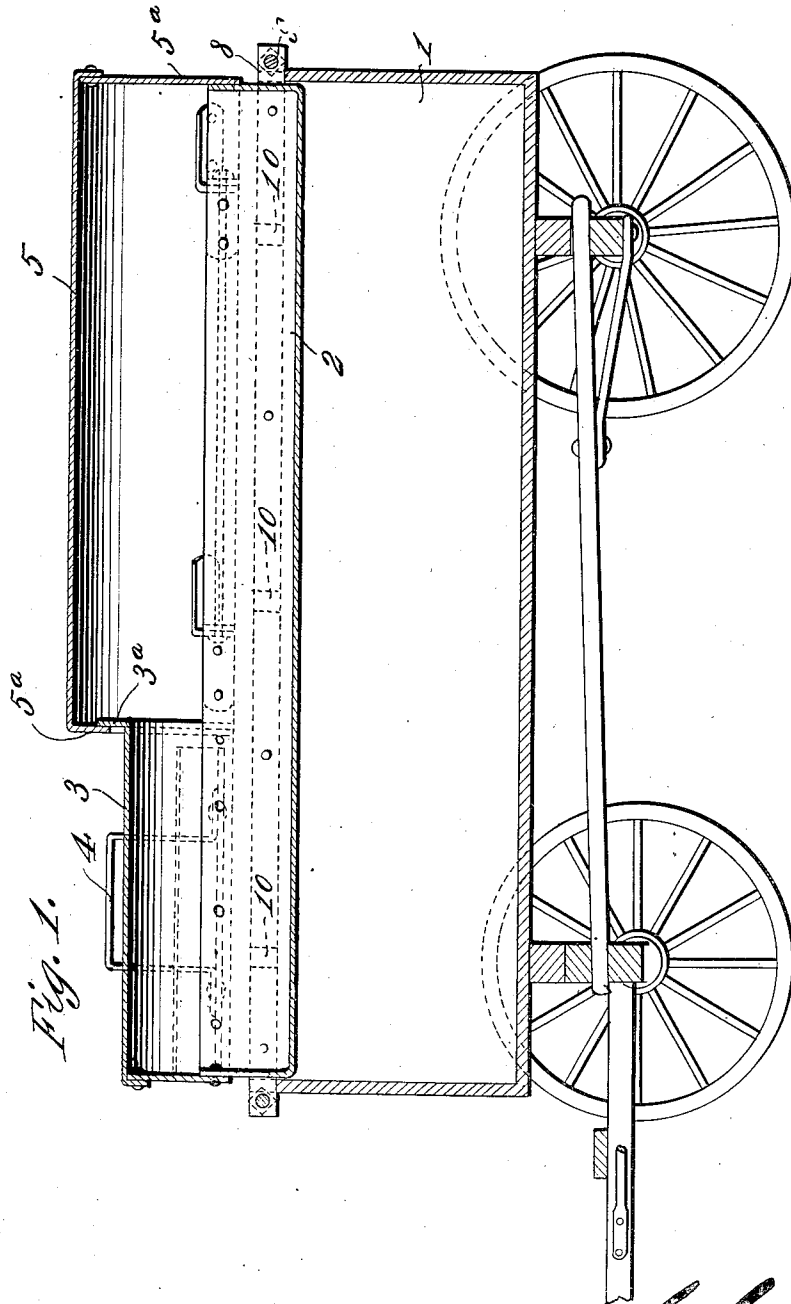


Fig. 1.

Witnesses

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Fig. 2.

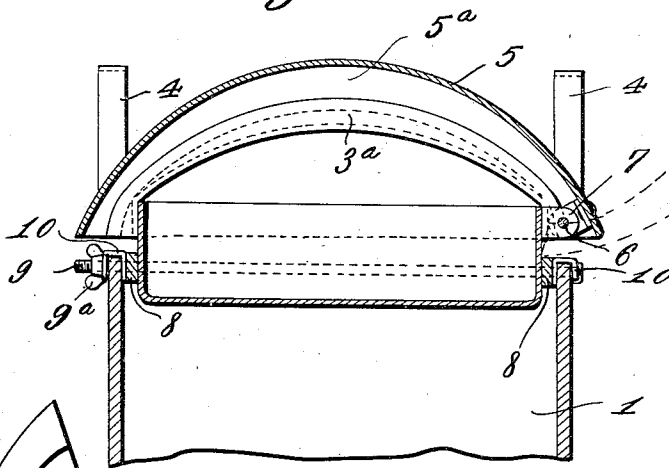
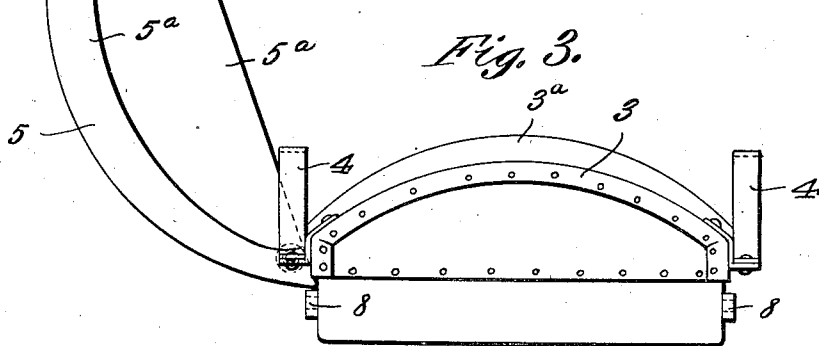


Fig. 3.



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CHARLES GORBY, OF HOLTVILLE, CALIFORNIA.

AUXILIARY WAGON-BODY.

935,754.

Specification of Letters Patent.

Patented Oct. 5, 1909.

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To all whom it may concern:

Be it known that I, CHARLES GORBY, a citizen of the United States, residing at Holtville, in the county of Imperial and State of California, have invented certain new and useful Improvements in Auxiliary Wagon-Bodies, of which the following is a specification.

The object of this invention is to provide a simple, detachable, auxiliary body adapted to be mounted upon farm wagons, and of hollow, waterproof construction.

In its preferred embodiment the invention is made of metal construction and is adapted for convenient attachment and removal with respect to the ordinary body of that type of farm wagons at present most common in use.

For a full understanding of the invention, including the merits and advantages thereof in practical use, reference is to be had to the following description and to the accompanying drawings:—

Figure 1 is a sectional view showing the invention mounted upon a wagon; Fig. 2 is a transverse section, the wagon body being partly broken away, and showing the open position of the cover of the auxiliary body in dotted lines; Fig. 3 is a front end view of the auxiliary body, the cover being in open position.

Specifically describing the invention and referring particularly to the drawings, the numeral 1 denotes the box or body of an ordinary wagon and upon which is mounted the auxiliary metal body 2. The auxiliary body 2 is hollow and is provided at its front portion with a seat section 3 that covers the same at this portion and is adapted to carry a suitable wagon seat. Vertical supporting pieces 4 are secured or otherwise applied and the seat is directly supported by these pieces when placed in operative position.

The rear portion of the auxiliary body 2 is provided with a hinged cover 5 adapted to swing upwardly and downwardly, as shown in Figs. 2 and 3 and pivotally connected at 6 with offstanding lugs 7. It will be apparent that when the cover 5 is closed down upon the body 2 said cover, together with the seat section 3 of the body, effectively houses the latter, preventing rain, snow, etc., from entering the same. Under certain conditions, it is obvious that the auxiliary body is of great convenience and advantage, especially when the load carried by

the vehicle is of a nature likely to be damaged by the elements.

The manner of securing the auxiliary body 2 to the main body 1 is peculiar. Longitudinal bars 8 are secured by suitable fastenings, such as rivets or the like, to opposite sides of the body 2 and said bars project at the ends thereof slightly beyond the ends of said body 2 whereby transverse attaching rods 9 are adapted to be passed through openings in the projecting extremities of the members 8, and near the ends of the main body 1. The transverse rods 9 are each provided with a head on one end and with a thumb-nut 9^a upon the opposite end. It will be apparent that by tightening the nuts 9^a on the rod 9 the auxiliary body 2 is secured to the main body 1 in a substantial and effective manner, it being necessary to remove the parts 9 in order to separate the main and auxiliary wagon bodies. Adjacent to the bars 8 and at intervals in the length thereof are provided hooks 10 and these hooks assist in supporting the weight of the auxiliary body 2 on the main body 1 of the vehicle. The hooks 10 engage over the opposite sides of the body 1.

At its front and rear portions, the cover 5 is provided with downwardly extending flanges 5^a, the front flange engaging over an upwardly extending flange 3^a on the seat section 3 while the rear flange 5^a overlaps the rear end of the body 2, closing the body, as shown very clearly in Fig. 1 of the drawings.

The construction of the auxiliary body 2 being such that it may be readily detached or removed, gives rise to convenience in the actual employment of this invention in connection with farm vehicles, the metallic construction being conducive to lightness as well as substantiality.

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

1. An auxiliary wagon body of hollow construction provided at its front end portion with a seat section extending thereover, supporting pieces carried by the seat section to support a seat, and a cover movably mounted upon the rear portion of the body and extending over the same at that portion in rear of the seat section, said cover being provided with front and rear end flanges, the latter flange overlapping the upper edge of the hollow body, the rear end of the seat

section having an upwardly projecting flange on the outer side of which the front flange of the cover engages.

2. In combination, a main wagon body,
5 and an auxiliary wagon body mounted thereon, the auxiliary wagon body comprising a hollow body portion, seat supporting means at the front part of said hollow body portion, and a cover for the hollow body
10 portion, longitudinal bars secured to the opposite sides of the auxiliary body and projecting therefrom at the ends, transverse rods passing through said projecting ends

of the bars and securing the auxiliary body to the main wagon body, and hooks projecting from the auxiliary wagon body and engaging over the opposite sides of the main wagon body to support the former upon the latter.

In testimony whereof I affix my signature 20
in presence of two witnesses.

CHARLES GORBY.

Witnesses:

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ANDREW J. HAMILTON.