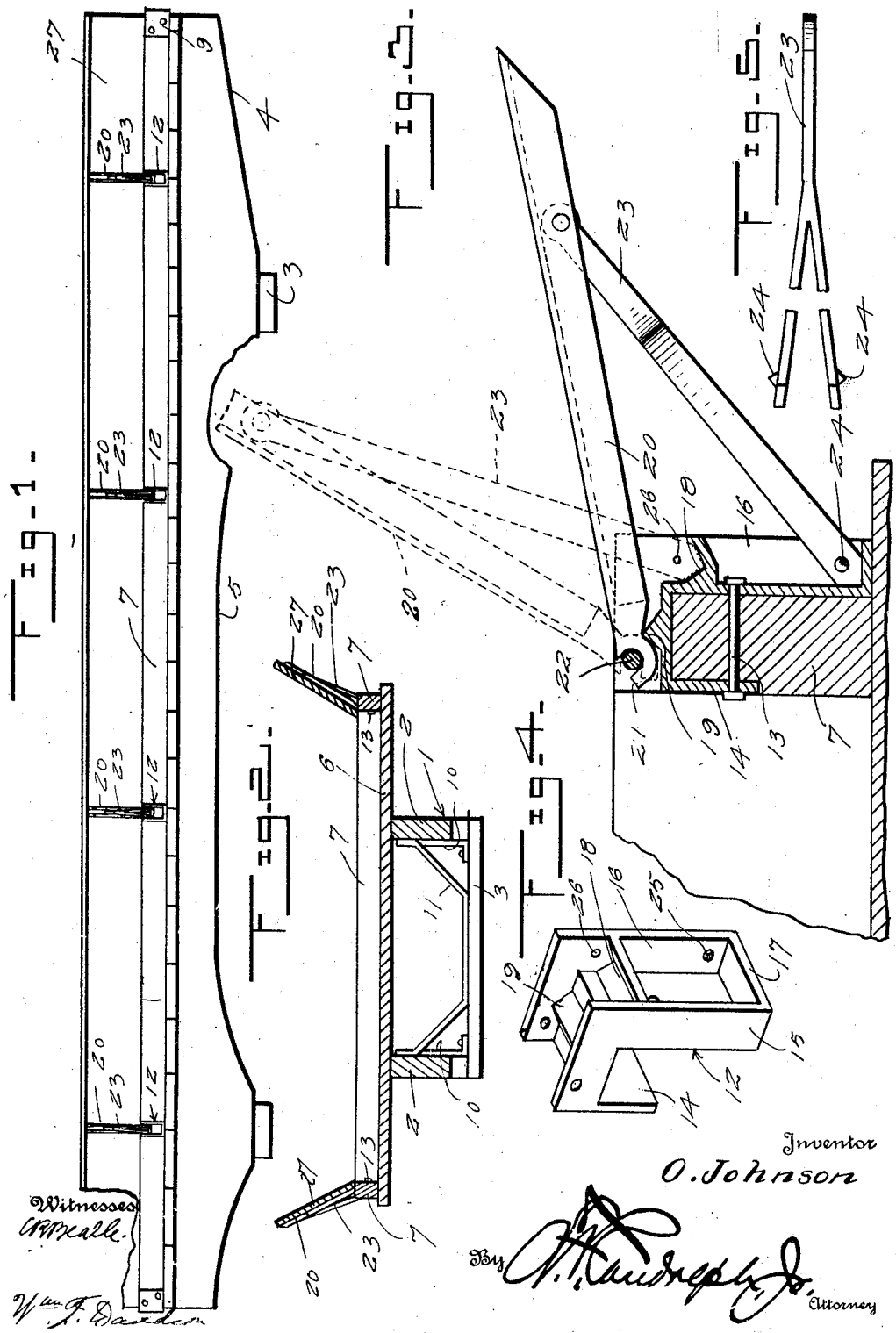
O. JOHNSON.

WAGON BED.

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1,332,843.

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OTTO JOHNSON, OF FREELAND, MICHIGAN.

WAGON-BED.

1,332,843. Specification of Letters Patent. Patented Mar. 2, 1920.

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To all whom it may concern:

Be it known that I, OTTO JOHNSON, a citizen of the United States, residing at Freeland, in the county of Saginaw and State of Michigan, have invented certain new and useful Improvements in Wagon-Beds; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a wagon bed and more particularly to the type for hauling hay and has for its primary object the provision of means whereby the bed may be used for hauling various other articles which necessitate the use of side boards to hold the articles upon the bed.

Another object of this invention is to provide means detachably secured to the sides of the bed which may be readily swung to and supported in substantially horizontal position for supporting a load of hay and preventing it from falling or dragging upon the wheels of the wagon, and also which may be swung to a vertical position to form sides to the bed for holding articles that require sides to hold them in their proper position.

A further object of this invention is to provide irons secured to the sides of the bed and having pivoted thereto side boards which are adapted to be held in various adjusted positions by arms.

A still further object of this invention is the provision of a wagon bed of the above stated character, which shall be simple, durable and efficient, and which may be manufactured and sold at a comparatively low cost.

With these and other objects in view as will become more apparent as the description proceeds, the invention consists in certain novel features of construction, combination, and arrangement of parts as will be hereinafter more fully described and claimed.

For a complete understanding of my invention, reference is to be had to the following description and accompanying drawings, in which:—

Figure 1 is a side elevation of a wagon bed constructed in accordance with my invention,

Fig. 2 is a transverse sectional view of the same,

Fig. 3 is a fragmentary vertical sectional view illustrating the means for detachably securing the side boards to the bed,

Fig. 4 is a perspective view of one of the irons, and

Fig. 5 is a plan view of one of the supporting arms or braces.

Referring in detail to the drawings, the numeral 1 indicates as an entirety a wagon bed consisting of side beams 2 which are connected by end beams and transverse beams 3, which rest upon the bolsters of a wagon. The side beams are cut away as illustrated at 4 adjacent each end and are cut away intermediate their ends as illustrated at 5 to permit the wheels of the wagon to turn under the bed 1 so the wagon may be turned about or around sharp corners and the like.

Transverse floor boards 6 are located upon the side beams 2 and have positioned thereon beams 7. The transverse floor boards 6 are secured to the beams 7 and side beams 2 by means of bolts or other fasteners (not shown). The beams 7 extend upon each side and each end of the wagon and are connected by reinforcing irons 9 at their corners as clearly illustrated in Fig. 1. The beams 2 are secured to transverse members 3 by irons 10 and are further braced by substantially U-shaped braces 11.

A plurality of substantially U-shaped irons 12 are located at various points upon the beams 7 which are cut away to receive the irons so that they are flush with the faces of the beams. The irons are secured to the beams 7 by means of bolts 13. The arm portion 14 of the iron 12 is shorter than the arm portion 15 and consists of a flat plate which is embedded within the beam as illustrated in Fig. 4. The web portion and the arm 15 of the iron are formed with side flanges 16 which form a channel iron construction. The flanges 16 are connected by the flange 17 at their lower ends upon the arm portion 15 and are connected adjacent their upper ends by a substantially V-shaped web portion 18. The web portion of the iron 12 has formed thereon between its respective flanges a pointed shoulder 19 adapted to limit the movement of a supporting arm 20. The supporting arm 20 is constructed of angle iron, and has formed upon one end a hook 21 adapted to engage a pin or bolt 22 carried by the flanges of the web portion of the iron 12. The hook 21 is so formed that the arm 20 may be readily de-

tached from the bolt 22 when the arm is swung to a substantially vertical position or a position beyond the dotted lines of Fig. 3. When the arm 20 occupies a position as illustrated in full lines and also in dotted lines in Fig. 3, the shoulder 19 abuts the hook 21 preventing the same from becoming detached from the bolt 22. A supporting brace or arm 23 is pivoted to the arm 20 adjacent the free end and is bifurcated to form relatively spaced arms provided with pointed projections 24 adapted to fit within recesses 25 of the flanges 16 upon the arm portion 15 of the iron 12 and also have their free ends beveled to rest flatly upon the flange 17 when the arm 20 is in a substantially horizontal position. When desiring to support the arm 20 in a substantially vertical position as illustrated in dotted lines in Fig. 3, the lower end of the brace 23 is disposed in the V-shaped web 18 and the pointed projections 24 fit within sockets or recesses 26 in the flanges 16 of the arm 15 of the iron 12.

Side boards 27 are secured to the arms 20 in any well known manner and are adapted to move with said arm when desiring to support hay and the like upon the wagon bed or when desiring to use the wagon bed for conveying or carrying articles that necessitate means for retaining them on the bed and preventing them from moving laterally thereof.

While I have shown and described the preferred embodiment of my invention, it will be understood that minor changes in construction, combination, and arrangement of parts may be made without departing from the spirit and scope of the invention as claimed.

Having thus described my invention, what I claim is:

1. A wagon bed comprising a base, beams carried by said base, irons carried by said beams, flanges formed on said irons, a flange connecting said flanges, a web connecting said flanges and having a V-shaped recess, a bolt connecting said flanges, a shoulder formed on said irons adjacent said bolt, arms, hooks formed on the ends of said arms and adapted to engage the bolt and be held thereon by said shoulders, and which shoulders permit the hooks to be detached upon moving the arms into a certain position, braces pivoted to the arms and having their free ends bifurcated and beveled to engage the second named flange and the web for supporting the arms in various positions, lugs formed on the bifurcated ends of the braces to engage the flanges, and side boards carried by said arms.

2. A device of the character set forth comprising an iron including vertical and horizontal portions, side flanges formed on one of the vertical portions and the horizontal portion, an end flange formed on one of the vertical portions and connected to the first named flanges, a web connecting the first named flanges adjacent the horizontal portion, a side board supporting arm pivotally and detachably secured to the flanges of the horizontal portion, and a brace pivoted to the arm and adapted to engage the end flange or the web.

3. A device of the character set forth comprising an iron, spaced supporting elements on said iron, a pivot pin secured to the iron, an arm, a hook formed on the arm and adapted to engage the pivot pin, a shoulder having an inclined face formed on the iron and adapted to limit the movement of the arm in one direction and to prevent the hook from becoming detached from the pivot pin except when the arm is in one position, and a brace pivoted to the arm and adapted to engage either of the supporting elements.

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

OTTO JOHNSON.

Witnesses:
T. J. Reavey,
Clarice Wear.