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WAGON BODY AND END GATE THEREOF.

(Application filed Sept. 1, 1900.)

Fig. 1.

Fig. 2.

Fig. 3.

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WAGON-BODY AND END-GATE THEREFOR.


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To all whom it may concern:

Be it known that I, WILLIAM F. MARQUARDT, a citizen of the United States, residing at Dysart, in the county of Tama and State of Iowa, have made certain new and useful Improvements in Wagon-Bodies and End-Gates Therefor, of which the following is a specification.

It is the object of my invention to provide a farm wagon or wagons for hauling such substances as grain, grass, seed, lime, or sand with an improved means for preventing escape and loss of such substances between the bed or bottom and the sides and end-board.

For this purpose I have adopted the construction, arrangement, and combination of parts hereinafter described.

In the accompanying drawings, Figure 1 is a plan view of a wagon-body provided with my improvement. Fig. 2 is a vertical cross-section of the same. Fig. 3 is a perspective view showing the sectional end-gate parts detached and in the folded position.

The body A of the wagon is rectangular and oblong and constructed in the usual manner. At the angle of the sides a with the bottom a' I arrange guards B, the same being constructed of sheet metal and made rectangular in cross-section. They are secured so as to cover the joint between the sides a and bed a', and thus form a tight joint, effectually preventing escape of grain, grassseed, sand, or other granular or pulverulent material however widely the parts a and a' may become separated by warping or the effect of use.

The end-gate C is made in two parts or sections connected by a hinge and provided with a common form of fastening c. The portion of the guard B attached to the end-gate C is made in sections b and b' and particularly constructed to adapt it to fold with the gate-sections—that is to say, the horizontal flange of the section b is rhomboidal in shape, while the opposite flange of the other section b' is an obtuse-angled quadrilateral. The adjacent edges of these flanges are in contact when the gate C is in place in the box A, as shown in Figs. 1 and 2, and the acute angle of the part b extends laterally across the joint between the gate-sections and is thus adapted to prevent escape of material at that point. It is also bent slightly upward or beveled on the under side, so as to ride over the flange of section b' when the gate C is folded to attach or remove it, as shown in Fig. 3. The outer ends of the gate-sections are adapted to meet and form a close joint with the guard-strips B, attached to the wagon-body A.

Thus the wagon-body is provided with a device whereby grain, &c., is prevented escaping and a common cause of loss to the farmer or teamster is avoided.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is:

1. A farm-wagon body provided with a sectional end-gate and right-angled metal guard-strips secured interiorly at the junction of sides and ends with the bottom, the portion attached to the hinged end-gate sections being in two parts or sections, one having a horizontal flange of rhomboidal shape, and the other flange being an obtuse-angled quadrilateral, as shown and described.

2. The combination with the wagon-body, of a removable end-gate which is made in halves or sections hinged together and adapted to fold outward, and guard-strips secured to such sections, one having a horizontal flange that is acute-angled, and the other flange having an obtuse angle, the acute-angled flange being raised sufficiently to allow it to slide over the other, as shown and described.

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Witnesses:

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