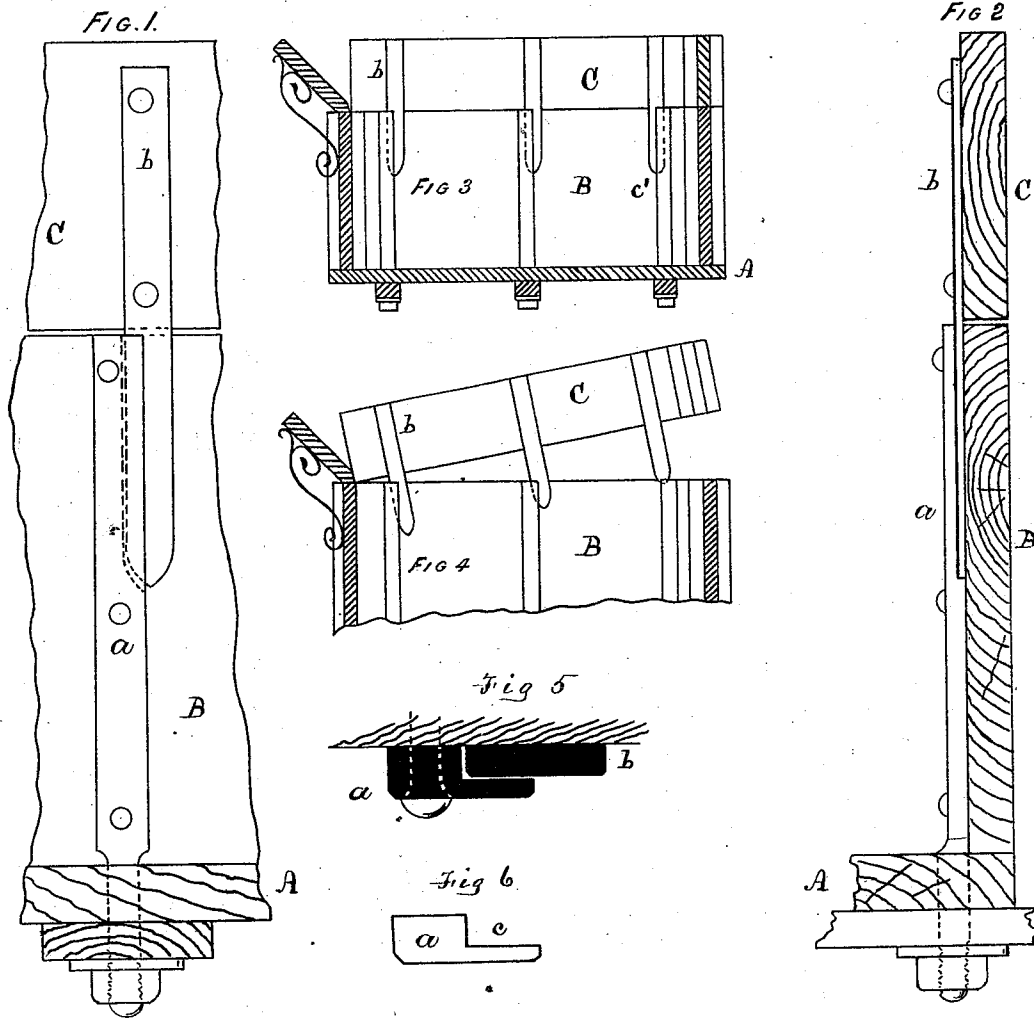


J. SCANNELL.
Wagon-Box Straps.

No. 164,218.

Patented June 8, 1875.



WITNESSES

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JOHN SCANNELL, OF MONROE, WISCONSIN.

IMPROVEMENT IN WAGON-BOX STRAPS.

Specification forming part of Letters Patent No. **164,218**, dated June 8, 1875; application filed April 27, 1875.

To all whom it may concern:

Be it known that I, JOHN SCANNELL, of Monroe, in the county of Green and State of Wisconsin, have invented a new and useful Improvement in Straps for Wagon-Boxes, of which the following is a full description, reference being had to the accompanying drawings, in which—

Figure 1 is an elevation, showing a portion of the inside of a wagon-box; Fig. 2, an end elevation of one side of a wagon-box; Fig. 3, a vertical section of the box; Fig. 4, a vertical section of the box with the secondary box partially removed; Fig. 5, a detail; Fig. 6, a detail showing the recessed strap.

A secondary box is frequently applied to an ordinary wagon-box, and held in place by means of straps and staples. When so constructed, to remove such secondary box it is necessary to raise both ends thereof.

The object of my invention is to provide an improved device for securing the secondary box in place, so constructed that such box can be removed by lifting one end only; and it consists in providing two or more straps secured to each side of the main box, each strap having a recess or rabbet to receive other straps, which are attached to the sides of the secondary box.

In the drawings, A represents the bottom of the box; B, one of the sides of the main box; C, one of the sides of the secondary box. *a* is a strap, preferably made of metal, secured to the sides B of the box. This strap may be in the form of a bolt at its lower end, as usual, and as shown in the drawings, or the bolt por-

tion may be omitted. This strap *a* is cut away or recessed at its upper end on one side, as indicated by the dotted line in Fig. 1, and as shown in Figs. 5 and 6. This recess *c* may be in width equal to about one-half of the width of the strap, and in length about one-third or one-half. *b* are straps secured to the sides of the secondary box, and having an extension adapted to fit into the recesses in the straps *a*. To prevent the secondary box from slipping endwise, the recesses *c c'* should not all be upon the same side of the straps *a*. For example, if two of the straps are recessed upon the side of the strap toward the front end of the box *c*, the other should be recessed upon the side toward the rear end *c'*.

This construction enables one person standing at the rear end of the wagon, when the straps are arranged as shown in the drawings, to lift the secondary box from its place, the parts assuming the position shown in Fig. 4.

It is evident that the straps can be so arranged that the box can be lifted from the front end, if desired.

The lower ends of the straps *b* should be pointed or rounded to facilitate their insertion and withdrawal.

What I claim as new is as follows:

The wagon-box strap *a*, provided with a recess, *c*, upon one side, to receive the straps *b* on the secondary box, substantially as and for the purposes specified.

JOHN SCANNELL.

Witnesses:

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