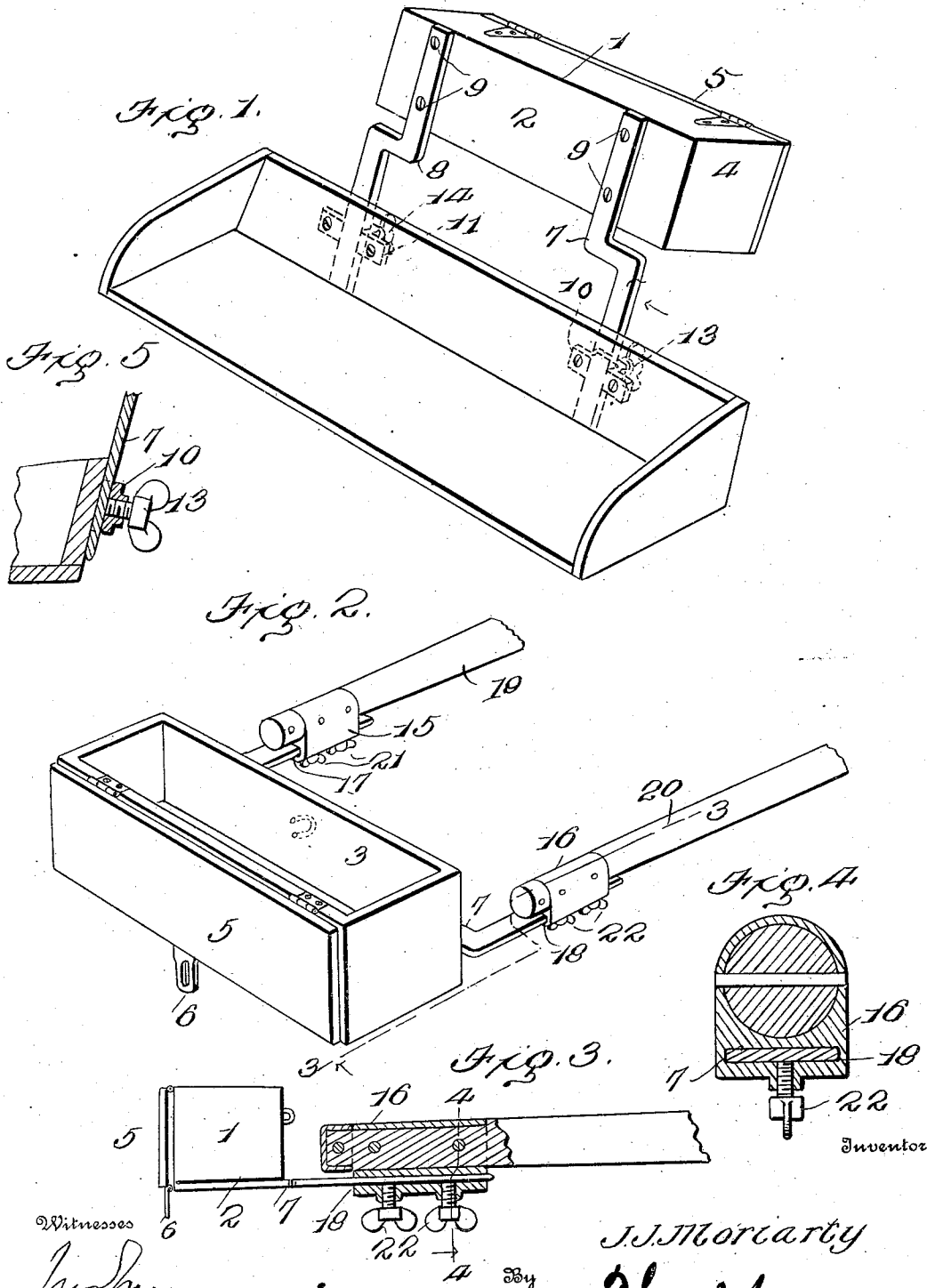


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COMBINATION FEED BOX AND DRIVER'S BACK REST.
APPLICATION FILED JULY 3, 1908.

938,069.

Patented Oct. 26, 1909.

2 SHEETS—SHEET 1.



Witnesses

John A. Woodson

J. J. Moriarty

W. A. Mearns, Attorneys

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Fig. 6.

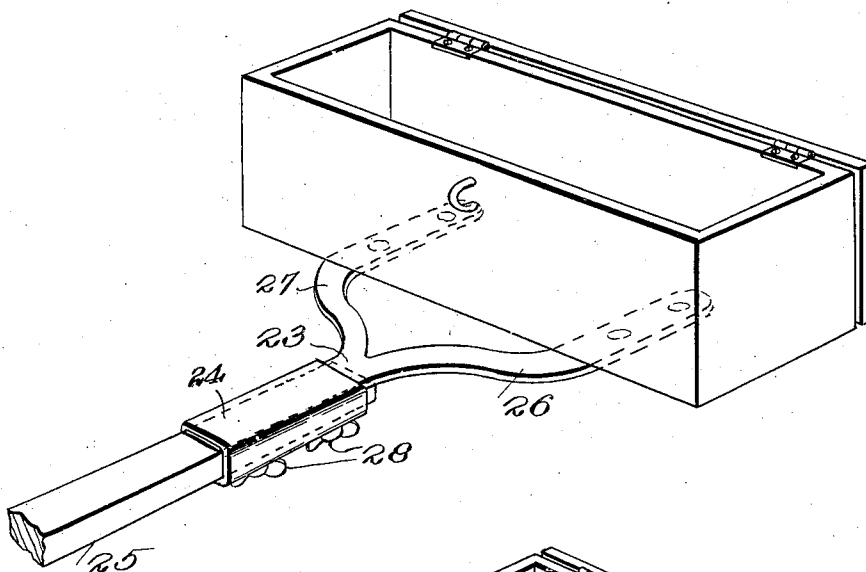


Fig. 7.

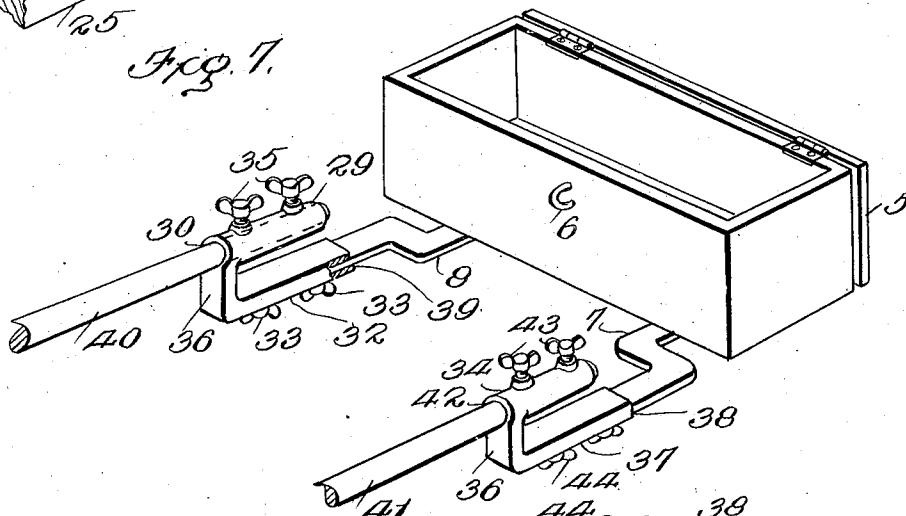
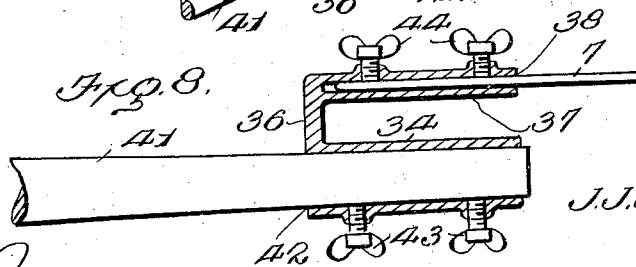


Fig. 8.



Inventor.

J. J. Moriarty

Witnesses

W. H. Woodman

By

W. H. Woodman, Attorneys

UNITED STATES PATENT OFFICE.

JAMES J. MORIARTY, OF JERSEY CITY, NEW JERSEY, ASSIGNOR OF ONE-HALF TO
THOMAS F. MCCARTHY, OF NEW YORK, N. Y.

COMBINATION FEED-BOX AND DRIVER'S BACK-REST.

938,069.

Specification of Letters Patent.

Patented Oct. 26, 1909.

Application filed July 3, 1908. Serial No. 441,820.

To all whom it may concern:

Be it known that I, JAMES J. MORIARTY, citizen of the United States, residing at Jersey City, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Combination Feed-Boxes and Drivers' Back-Rests, of which the following is a specification.

This invention relates to improvements in feed boxes.

One of the objects of this invention is to provide a feed box that can be readily supported on the tongue or tongues of a wagon and which when not in use may be supported on the seat of a wagon and serve as a back rest.

With this and other objects in view this invention comprises certain novel constructions, combinations and arrangements of parts shown in the accompanying drawings and particularly described in the specification and claim.

Figure 1 is a perspective view of my improved feed box supported on a wagon seat, Fig. 2 is a perspective view showing my improved feed box supported on the shafts of a wagon, Fig. 3 is a section on the line 3—3 of Fig. 2, Fig. 4 is a section on the line 4—4 of Fig. 3, Fig. 5 is a transverse sectional view through the rear portion of the vehicle seat, Fig. 6 is a perspective view of a modification, Fig. 7 is a perspective view of a second modification, and, Fig. 8 is a section of a part of Fig. 7.

In the drawings, 1 refers to a feed box which is formed with a bottom section 2, ends 4 and side sections 3. The feed box 1 is preferably provided with a hinged door 5 which is securely fastened to the box by means of a suitable hasp 6. Mounted upon the bottom of the feed box are a pair of arms or supporting irons 7 and 8 which are secured thereto by means of suitable screws 9, 9. The supporting irons may be of any desired form, but are preferably formed of flat material. The irons 7 and 8 may also be formed straight or with any angles or curves that may be desired or necessary in order to conveniently secure the feed box to the back of wagon seats or to the tongue or tongues of wagons. In order to attach the feed box to the back of wagon seats suitable guide supports or keepers 10 and 11 are secured by means of suitable screws to the wagon seat and are provided with centrally

positioned thumb screws 13 and 14. The supporting irons 7 and 8 may be secured to the feed box bottom 2 by means of screws as shown in the drawings, or grooves may be formed in the bottom 2 adapted to accommodate the supporting arms and provided with fastening means for adjustably holding the supporting irons in place.

For attaching the supporting arms 7 and 8 carrying the feed box 1 to the tongues of a wagon, tubular members or sleeves 15 and 16 formed with the longitudinal grooves or guide-ways 17 and 18, are mounted upon the tongues 19 and 20. The members 15 and 16 are preferably provided with thumb screws 21 and 22 and the guide-ways 17 and 18 are adapted to accommodate the supporting arms 7 and 8 of feed box 1.

When the feed box is used as a back rest, it is mounted on the seat by means of keepers 10 and 11 and screws 13 and 14, when it is desired to feed the horses, the thumb screws 13 and 14 are loosened and supporting irons 7 and 8 are removed therefrom and placed in the guide-ways 17 and 18 and thumb screws 21 and 22 are secured thereagainst.

When the feed box 1 is employed on a wagon provided with a single shaft or tongue, it will be necessary to modify the form of the supporting irons 7 and 8, or to dispense with one of them as the case may be. An illustration of a single supporting iron secured to a feed box is shown in Fig. 6. In this figure the numeral 23 designates a single supporting iron formed with an end portion adapted to be fitted in a tubular guide member 24 which is provided with screws 28 adapted to hold the iron 23 securely on a tongue 25, and the arms 26 and 27 of iron 23 serve to support the feed box 1 in a manner similar to irons 7 and 8.

Many of the shafts or tongues of wagons are either too low or too high to conveniently support the feed box 1 and to overcome this difficulty I provide an attachment shown in Figs. 7 and 8. In these figures 29 designates a supporting member or sleeve formed with a bore 30 and an arm 32 which is offset from the sleeve and parallel thereto and has a bore 39. The tubular member 29 is adapted to embrace a tongue 40 and the tubular member 32 is adapted to receive the supporting iron 8. Numeral 34 designates a member similar to 29, and is formed

with a longitudinal bore 42, an extension 36 carrying an arm 37 which is formed with a bore 38 adapted to accommodate supporting iron 7. The tubular member 29 is provided
5 with screws 43 and the tubular arm 37 is provided with screws 44. In case that the shafts of a wagon are too high the attachments are placed in the position shown in Fig. 7 and when too low they are placed in
10 the position shown in Fig. 8.

What I claim and desire to secure by Letters Patent is:

In a device of the character described, the

combination of a feed box, an arm secured to the feed box and projecting laterally
15 therefrom, a sleeve adapted to be fitted upon a vehicle tongue, and a guide way carried by the sleeve and offset therefrom and adapted to engage the arm to support the feed
20 box in an operative position.

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

JAMES J. MORIARTY. [L. s.]

Witnesses:

JOSEPH HOBAN,
N. WIELAND.