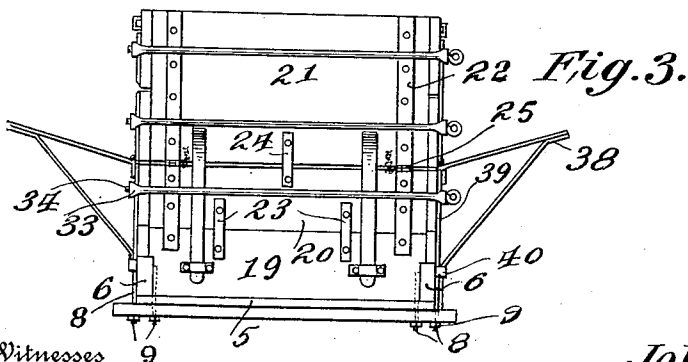
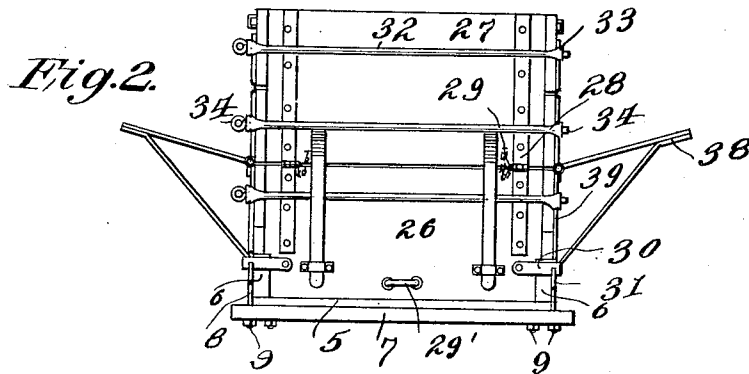
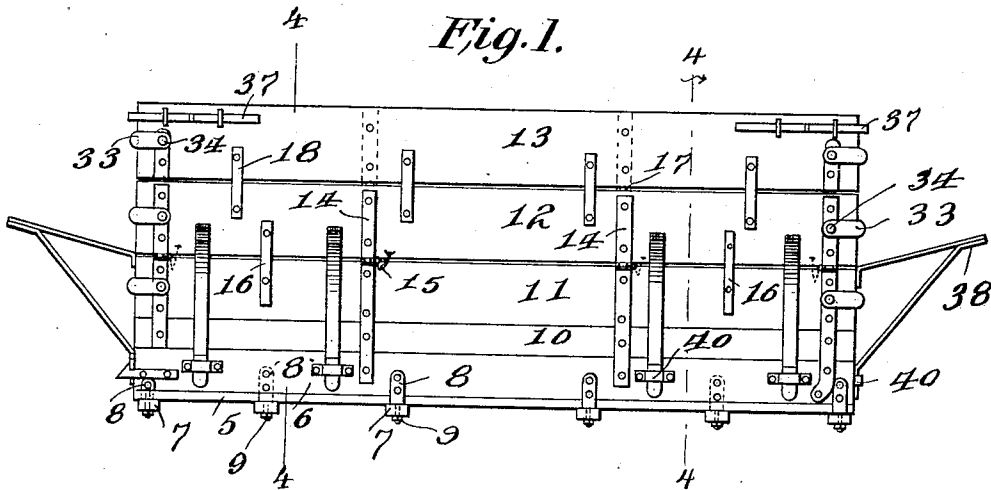


J. H. FIELDS.
WAGON BOX.
APPLICATION FILED OCT. 26, 1910.

1,042,661.

Patented Oct. 29, 1912.

3 SHEETS—SHEET 1.



Witnesses

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John H. Fields

By Victor J. Evans

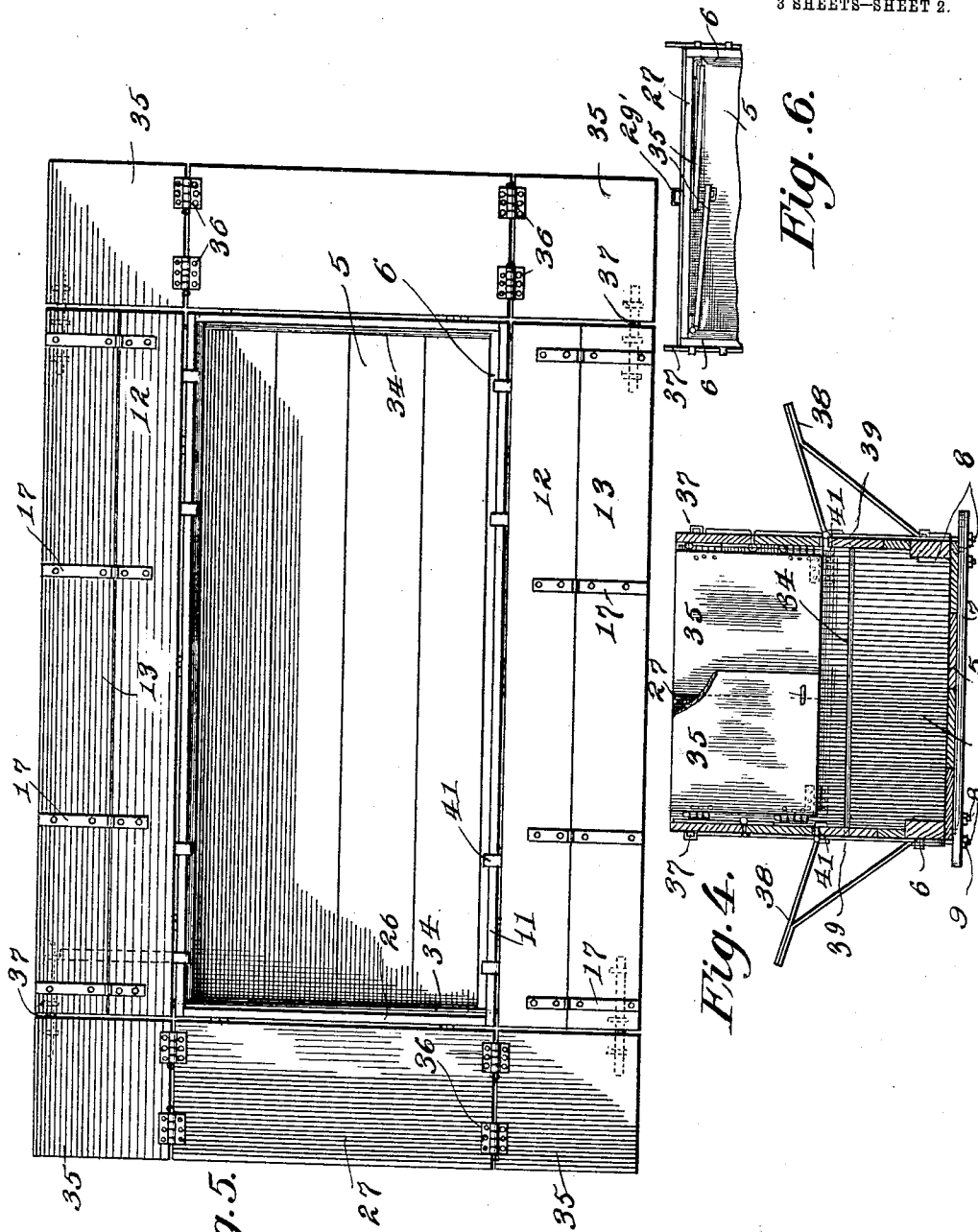
Attorney

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3 SHEETS—SHEET 2.



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3 SHEETS—SHEET 3.

Fig. 7.

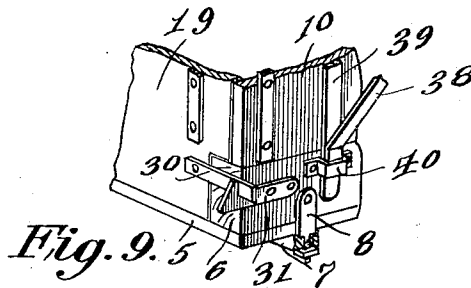
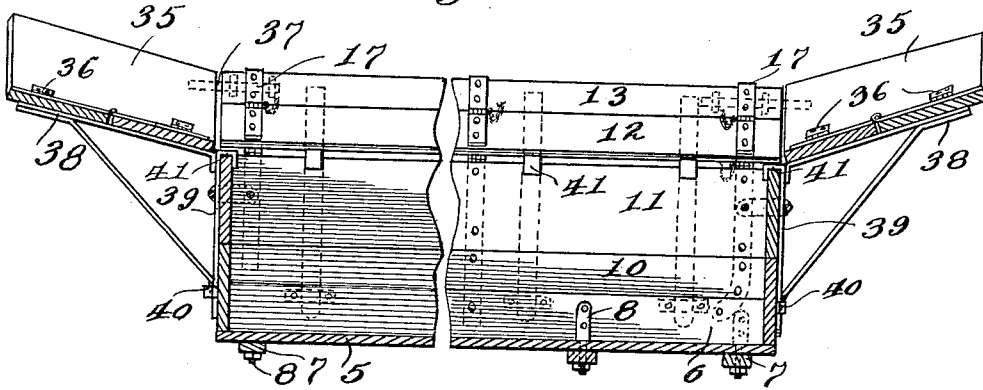


Fig. 9.

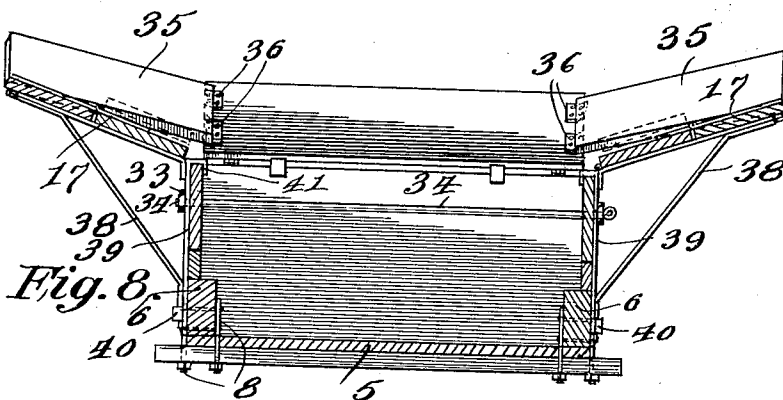


Fig. 8.

Witnesses

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UNITED STATES PATENT OFFICE.

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WAGON-BOX.

1,042,661.

Specification of Letters Patent.

Patented Oct. 29, 1912.

Application filed October 23, 1910. Serial No. 589,166.

To all whom it may concern:

Be it known that I, JOHN H. FIELDS, a citizen of the United States of America, residing at Davidson, in the county of Tillman and State of Oklahoma, have invented new and useful Improvements in Wagon-Boxes, of which the following is a specification.

The invention relates to a wagon box, and more particularly to the class of transformable wagon boxes.

The primary object of the invention is the provision of a box in which the side and end walls thereof are composed of hinged sections or boards so that the box may be transformed for holding grain, hay or other like materials.

Another object of the invention is the provision of a wagon box in which one end wall thereof is provided with a chute door, thereby permitting the easy dumping of grain or other materials when contained in the box, thus obviating the necessity of removing the sideboard therefrom for the discharge of its load.

A further object of the invention resides in the peculiar arrangement of the parts of the wagon box and the simplicity of construction, thereby minimizing the cost or expense of the production of the same.

With these and other objects in view, the invention consists in the construction, combination, and arrangement of parts, as will be hereinafter more fully described, illustrated in the accompanying drawings and pointed out in the claims hereunto appended.

In the drawings,—Figure 1 is a side elevation of a wagon box constructed in accordance with the invention. Fig. 2 is an end elevation thereof. Fig. 3 is an opposite end elevation. Fig. 4 is a sectional view on the line 4—4 of Fig. 1. Fig. 5 is a top plan view showing sections of the side and end walls folded outwardly whereby the wagon box may be used for carrying hay. Fig. 6 is a fragmentary top plan view of one end of the wagon box. Fig. 7 is a vertical longitudinal sectional view through the wagon box when in position for carrying a load of hay. Fig. 8 is a vertical transverse sectional view thereof. Fig. 9 is a fragmentary perspective view of one end of the wagon box.

Similar reference characters indicate cor-

responding parts throughout the several views of the drawings.

Referring to the drawing by numerals, 5 designates the bottom, 6 the side sills of a wagon box, the sills being secured at opposite longitudinal edges to the bottom and rise from the upper face thereof. Secured at intervals to the under face of the bottom 5 are transverse beams 7, each having its ends protruded a slight distance beyond the sides of the box, the side sills being secured to the bottom by means of strap bolts 8, the same carrying the usual nuts 9 and the beams serve to reinforce the bottom of the said wagon box.

Secured to the side sills 6 are sideboards or walls, each comprising a plurality of sections 10, 11, 12 and 13 respectively, the same being coextensive with the side sills 6 and the sections 12 and 13 are connected to the sections 10 and 11 by means of leaf hinges 14, the leaves of each hinge being connected by means of a detachable pivot 15 so that the upper sections 12 and 13 may be readily detached from the sections 10 and 11 when the occasion requires, thus decreasing the load capacity of the wagon box. Also these hinges 14 serve to permit the outward folding of the sections 12 and 13 of the sideboards.

The sections 12 and 13 of the sideboards are normally maintained against outward folding movements by means of cleats 16 which are detachably connected in series to the adjacent sections 11 and 12 of the sideboards.

The sections 13 are connected to the sections 12 by means of leaf hinges 17, the latter being secured to the inner faces of the said sections and are adapted to permit the inward folding of the sections 13 onto the sections 12. The sections 13 are normally held against inward movement by means of a series of cleats 18 secured thereto and to the adjacent sections 12.

At the front end of the wagon box and arranged between the sideboards thereof is a front end gate comprising sections 19, 20 and 21, the section 21 being hinged to the section 20 by means of strap hinges 22 while the section 20 is connected to the section 19 by the hinges 22 and also by means of cleats 23, the hinges 22 serving to permit the outward folding of the section 21 although this

section is normally held against outward movement by means of a detachable cleat 24 connected thereto and to the section 20. The hinges 22 are provided with removable 5 pintles 25 whereby the section 21 may be detached from the section 20 of the end gate when the occasion requires.

At the rear end of the wagon box and arranged between the sideboards thereof is 10 a rear end gate comprising sections 26 and 27, the same being connected by means of strap hinges 28 provided with removable pintles 29, whereby the section 27 may be detached from the section 26. Also these 15 hinges 28 permit the outward folding of the section 27. The section 26 of the rear end gate is designed for use as a chute door and is capable of being outwardly swung and the section 26 carrying a handle 29, thus 20 enabling the same to be opened and closed at will. The section 26 is locked in closed position by means of pivotal catches 30 normally engaging the hook-like keepers 31, the latter being fixed to the outer faces of the 25 side sills 6 while the catches 30 are pivoted to the outer face of the section 26 of the rear end gate.

Detachably connected to the sideboards of the wagon box and bridging the end gates 30 thereof are yoke bars 32, the same being provided with inturned ears 33 overlapping the sideboards and through these inturned ears 33 are passed detachable tie rods 34, the yokes being adapted to reinforce the end 35 gates. It is evident that the inturned ears 33 of the yokes 32 overlie the outermost hinges 14 and that the tie rods 34 are passed through the said hinges.

Connected with the sections 21 and 27 of 40 the front and rear end gates respectively, are extension boards 35, the same being secured to the said sections by means of hinges 36 whereby the extension boards may be folded inwardly and outwardly and when swung 45 outwardly will occupy the gaps between the said sections of the end gates and the sections 12 and 13 of the sideboards. Suitably

mounted upon the sections 13 of the sideboards are slidable bolts 37 which latter when shot outwardly serve as bearings or 50 rests for the extensions 35 on the end gates.

Detachably connected to the sideboards and end gates of the wagon box are brackets 38 the vertical portions 39 of which engage 55 in looped straps 40 secured to the sideboards and end gates. Also these vertical portions 39 are provided with hooked extensions 41 which latter engage with the edges of the sections 11 between the same and the adjacent 60 sections 12 of the sideboards. These brackets 38 form rests for the sections 12 and 13 when outwardly folded and also for the sections 21 and 27 of the front and rear end gates respectively.

It is of course to be understood that the 65 brackets 38 are detached from the wagon box when the walls thereof are in vertical positions and are only used for the purpose as heretofore stated. The outwardly foldable sections of the sideboards and end gates 70 are swung to substantially horizontal positions when the wagon box is to be utilized for transporting hay or other like material.

What is claimed is:—

A wagon box comprising a body, a plu- 75 rality of superimposed hingedly connected side sections carried by said body, sectional end gates for said body, extension boards hingedly connected to the uppermost sections of said end gates, removable brackets 80 for supporting the uppermost side sections when swung outwardly with respect to said body, and sliding bolts carried by said uppermost side sections and adapted to act as bearings for said extension boards, said up- 85 permost side and end gate sections and said extension boards forming a continuous surface.

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

JOHN H. FIELDS.

Witnesses:

C. O. AKARD,
S. N. PIPKIN.