

W. R. McDONALD.
LINING FOR WAGON BODIES.
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1,059,058.

Patented Apr. 15, 1913.

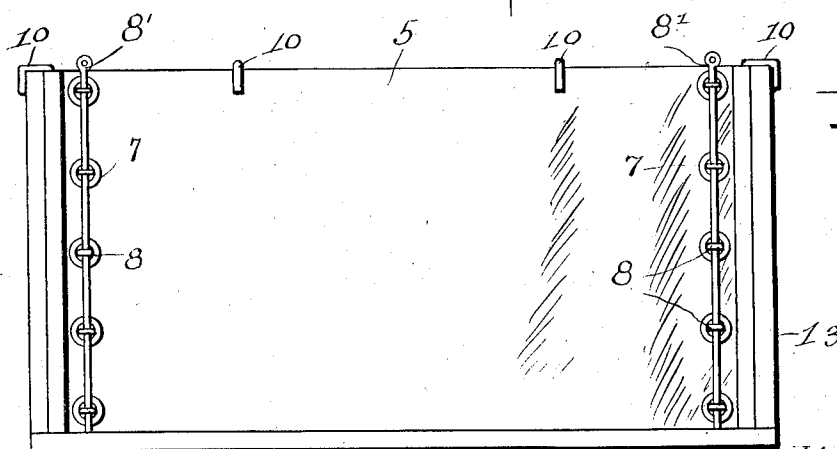
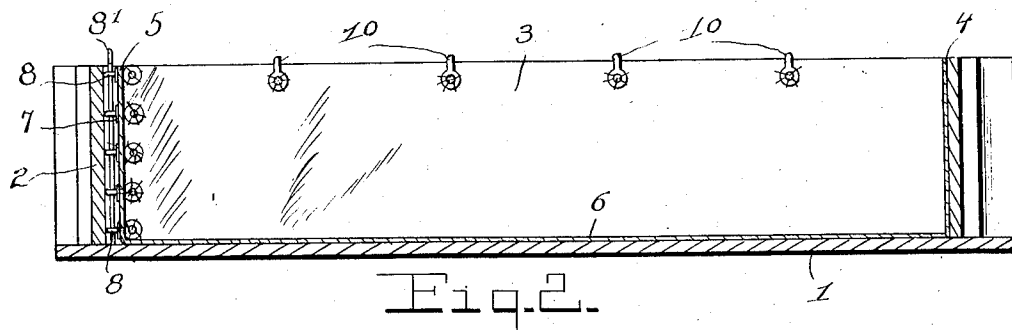
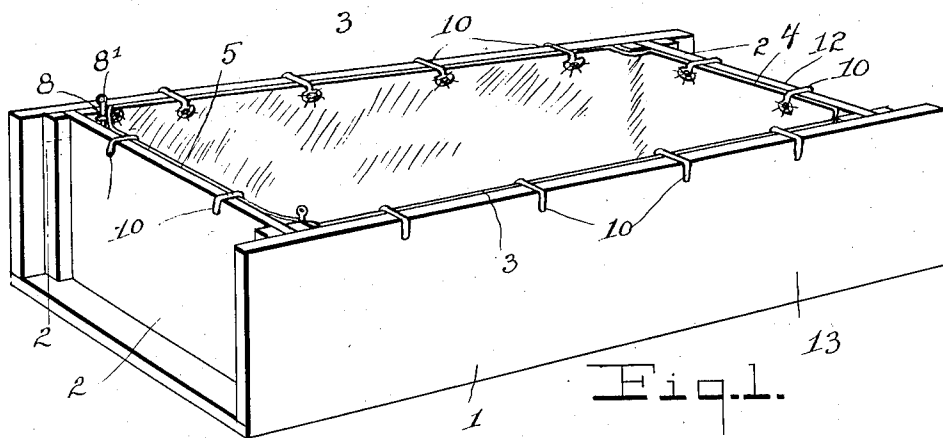


Fig. 4.



Witnesses

R. Jones
Selling Agent

Fig. 1.

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UNITED STATES PATENT OFFICE.

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LINING FOR WAGON-BODIES.

1,059,058.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILLIAM R. McDONALD, a citizen of the United States, residing in the county of Fergus, State of Montana, have invented certain new and useful Improvements in Linings for Wagon-Bodies; 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 is directed to improvements in linings for wagon bodies and has for its object to so construct an article of this character that the same may be quickly applied to the wagon body and removed therefrom, said lining being particularly adapted for use when transporting grain or articles in bulk.

A further object of the invention is to so construct a lining for this purpose that the same when applied will in no way interfere with the unloading of the material, but will insure that all of the material will be removed.

With these and other objects in view, this invention resides in the novel features of construction, formation, combinations and arrangements of parts to be hereinafter more fully described, claimed and illustrated in the accompanying drawing, in which:—

Figure 1 is a perspective view of a wagon body showing the lining in place. Fig. 2 is a sectional view on line 2—2 of Fig. 1. Fig. 3 is a rear view of the wagon body, showing the end gate removed. Fig. 4 is a detail perspective view of one of the hooks.

Referring to the drawing, the numeral 1 designates a wagon body, having the usual end gate 2, it being of course understood that the lining to be hereinafter described will be made in different sizes to fit wagon bodies of different sizes.

The lining is made from canvas or other suitable material, and consists of sides 3, and ends 4 and 5, respectively, the end 4 being permanently secured to the forward ends of the sides 3 in any suitable manner. The end 5 has its lower edge formed integral

with the bottom 6 of the lining, the side edges of which are provided with a plurality of vertically spaced eyelet holes 7 which are adapted to be engaged by the eyes 8 which are secured to the rear edges of the sides 3, and when said eyelet holes are engaged thus the metal rods 8' are passed through the eyes 8, thus holding the end 5 in place.

To prevent the sides 3 and ends 4 and 5 of the lining from falling the respective upper edges are provided with hooks 10 which engage over the upper edges of the end, sides and upper edge of the end gate 2, 12 and 13, respectively, of the wagon body, it being of course understood that the sides 3 and ends 4 and 5 of the lining are of substantially the same height as the end and sides of the wagon body 1.

From this construction it will be seen that a lining has been provided which may be easily and quickly applied to or removed from a wagon body and that when in place in no way interferes with the loading of the wagon as the end section 5 may be disengaged from the sides 3 when the end gate is removed, thus permitting the contents of the wagon to be shoveled therefrom.

What is claimed is:—

A lining for wagon bodies formed from flexible material and consisting of sides and ends, the front end having its side edges permanently attached to the front edges of the sides, the rear end having its lower edge formed integral with the bottom of the lining, eyelet holes formed in the edges of the last named end, eyes carried by the rear edges of the side sections and adapted to engage the eyelet holes, rods detachably engaging said eyes, and hooks carried upon the upper edges of the sides and ends for detachably engaging the upper edges of the wagon body and end gate thereof.

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

WILLIAM R. McDONALD.

Witnesses:

BENJ. McDONALD,
GEORGE M. FORD.