(No Model.)

T. H. BROWN.

END BOARD FOR VEHICLES.

No. 439,104. Patented Oct. 28, 1890.

Fig. 1.

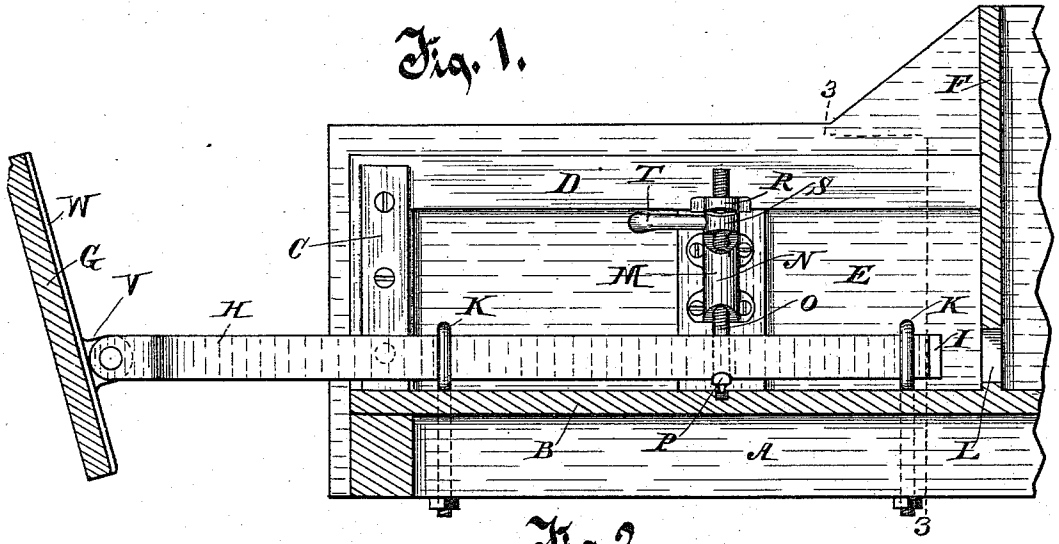


Fig. 2.

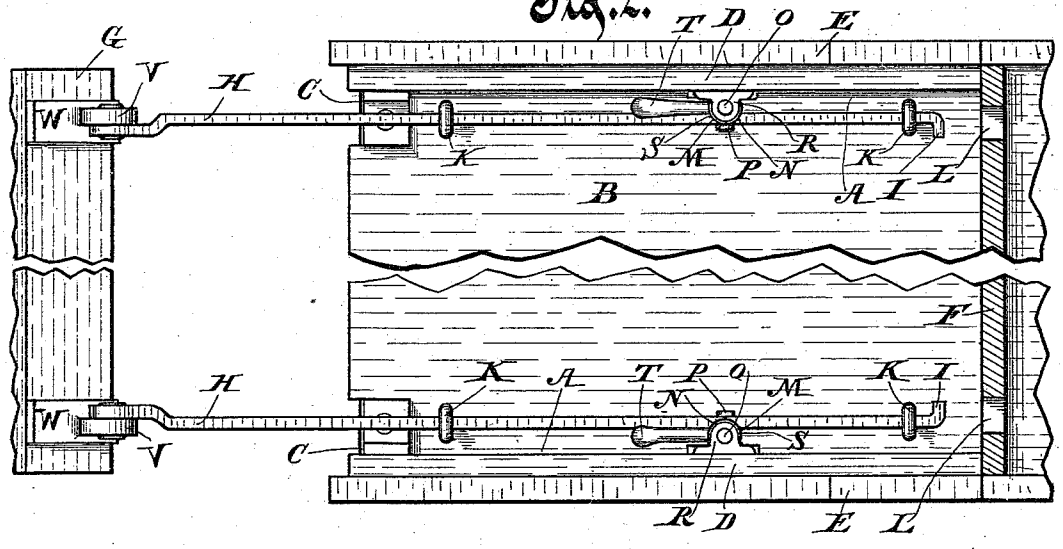
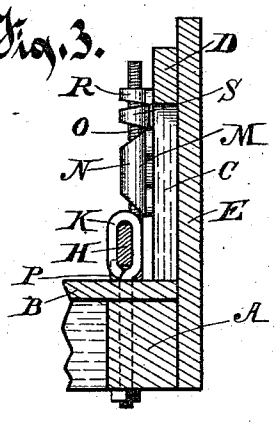


Fig. 3.



Witnesses.

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END-BOARD FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 439,104, dated October 28, 1890.

Application filed June 16, 1890. Serial No. 355,559. (No model.)

To all whom it may concern:

Be it known that I, THOMAS H. BROWN, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented a new and useful Improvement in Vehicles, of which the following is a description, reference being had to the accompanying drawings, which are a part of this specification.

My invention relates to an improvement in the box of a vehicle, especially to the box of light wagons or buggies, the object of the invention being to provide means whereby the rear end or tail board of the box is secured removably to the other parts of the box, and is so connected thereto that it may be turned down and supported in the same horizontal plane, with the bottom of the box either abutting against the bottom of the box or at a distance therefrom, whereby the bottom of the box is considerably extended for supporting articles—particularly such as sewing-machines or musical instruments—thereon.

In the drawings, Figure 1 is an elevation of the inside of the rear part of a buggy-box having my improved device attached thereto, parts being in vertical section for convenience of illustration. Fig. 2 is a plan of the bottom of the rear part of the buggy-box shown in Fig. 1 with my improved device connected thereto. In both the figures the end-board is shown as withdrawn from the box, but still remaining in a partially-upright position. Fig. 3 is a vertical transverse section of the side of the buggy-box with my improved device attached thereto, taken on line 3 3 of Fig. 1.

In the drawings, A A are the sills of the buggy-box.

B is the bottom of the box.

C C are posts, and D D are side rails secured to the posts and forming a part of the frame of the buggy-box.

E E are the sides of the box.

F is a partition in the box secured to the sides and bottom thereof, shutting the rear part of the box from the forward portion of it.

The end-board G is hinged at a little distance from its bottom edge to two extension-bars H H, which bars have their support and bearings in the buggy-box in such way as to be movable endwise therein. The bars H H are conveniently secured movable endwise on the box by passing them through the elongated eyes of the eyebolts K K, which are secured in the box conveniently by passing them through the side sills A A and securing them thereto. These extension-bars H H, as shown in the drawings, are located above the bottom of the box, near the sides; but they could be arranged below the bottom of the box, and even inserted endwise into the side sills, without departing from the spirit of the invention. These bars H H are preferably provided with inwardly-turned ends I I, adapted to engage the inner eyebolts K K and prevent the bars from being withdrawn therefrom. Apertures L L are provided in the partition F, to permit the bars H H to pass through the partition. When the bars H H are pushed endwise into the box until the end-board G is brought up to its seat in the end of the box and the bars are secured in position, the end-board G forms the rear end of the box, and on the outside the box has the appearance of the ordinary complete vehicle-box; but when the bars H H are drawn out to the rear in the manner shown in Figs. 1 and 2 the end-board G may be swung down horizontally, the inner surface of the lower part of it bearing against the under surface of the bars H H and retaining the end-board in horizontal position, in which form it is adapted to serve as a continuation of or an addition to the bottom of the box. In this position it is adapted to support whatever is placed on it or on it and the bottom of the box, and it may be adjusted so as to abut on the bottom of the box, or may be located at such a distance therefrom as is permitted by the length of the bars. If the bars H H are located movably in the side sills A A, their attachment to the end-board G would be nearer its bottom edge than is shown in the present drawings, and in such case a projection or lug or some equivalent means would have to be provided to bear against the bars and support the end-board horizontally.

For locking the bars H H at any given position of their endwise movement, I provide two clamps M M, each consisting of a bracket N, secured to the side of the box, through which bracket a screw-threaded bolt O passes loosely, the lower end of the bolt being provided with a short arm or hook P, passing under the bar

H and adapted to engage its lower edge. A nut R, faced on one side to bear against the side of the box when in position and prevent the rotation of the nut on the bolt, is turned on the bolt, and a loose cam-sleeve S, provided with a handle T, is placed about the bolt between the nut R and the upper end of the bracket N, the sleeve bearing against the nut and against the bracket, the opposing ends of the nut and the bracket being beveled off inwardly, and the sleeve being correspondingly beveled on both sides into a wedge shape. These bolts O O, having the nuts R R properly adjusted thereon, are properly adjusted and arranged in their brackets with reference to the bars H H, and when so arranged, by turning the handles T T in one direction, the bolts will be let down so as to release the bars H H and permit of their free movement endwise, and by turning the handles T T in the other direction the bolts will be brought into engagement with the bars, and the bars thereby locked in position. Any other means of locking the bars in place may be used instead of the devices shown.

The bars H H are conveniently hinged to the end-board G by pivoting them to ears V V on straps W W, secured rigidly and transversely to the end-boards, which straps below the ears V V form bearings on the end-boards that bear against the bars H H when the end-board is in a horizontal position.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination, with a vehicle-box, of an end-board and extension-bars secured adjustably to the box, to which bars the end-board is hinged, substantially as described.

2. The combination, with a vehicle-box, of a removable end-board hinged at a distance from its lower edge to movable bars adjustable endwise in the vehicle-box, substantially as described.

3. The combination, with a vehicle-box, of a removable end-board, horizontal bars to which the end-board is hinged at a distance from its bottom edge, and eyebolts secured to the vehicle-box, in which eyebolts the bars are movable endwise, substantially as described.

4. The combination, with a vehicle-box, of a removable end-board, horizontal bars supported and movable endwise in the vehicle-box, to which bars the end-board is hinged, and means, substantially as described, for locking the bars in place, for the purpose set forth.

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

THOMAS H. BROWN.

Witnesses:
C. T. BENEDICT,
ANNA FAUST.