No. 791,532. PATENTED JUNE 6, 1905.

L. ANDERSON.

METAL WAGON BOX.

APPLICATION FILED NOV. 28, 1904.

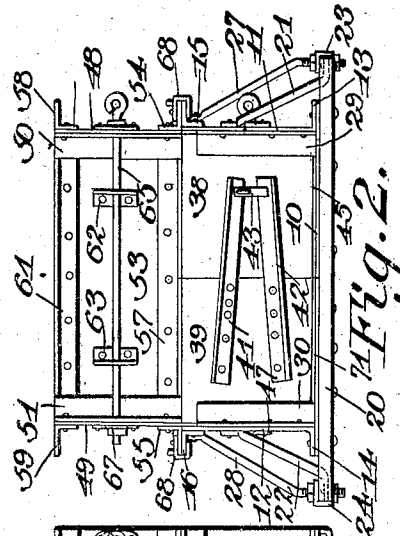


Fig. 2.

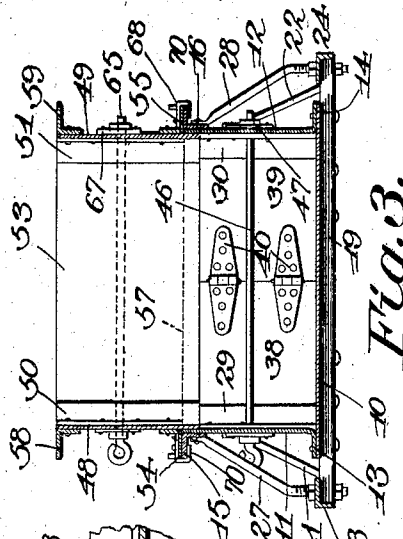


Fig. 3.

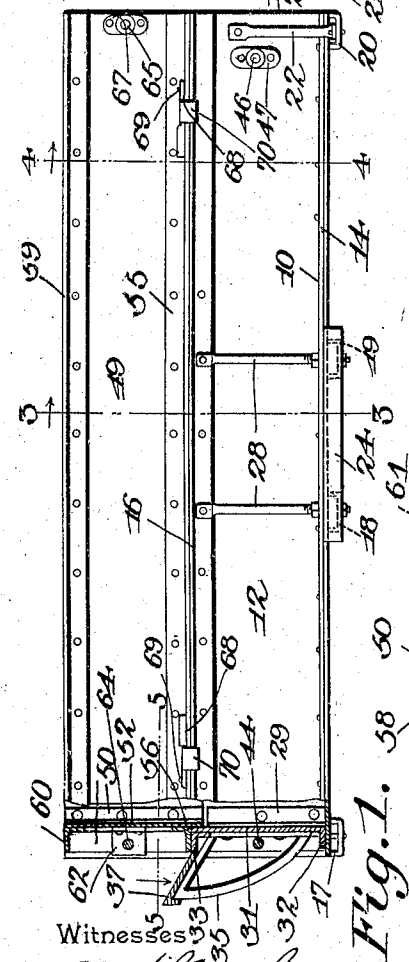


Fig. 1.

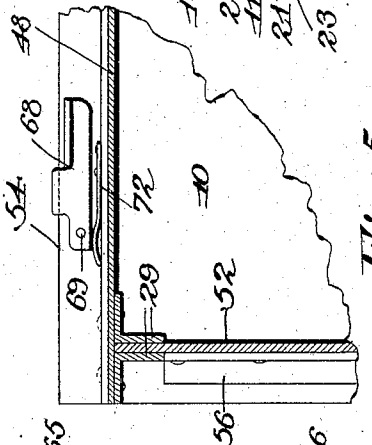


Fig. 5.

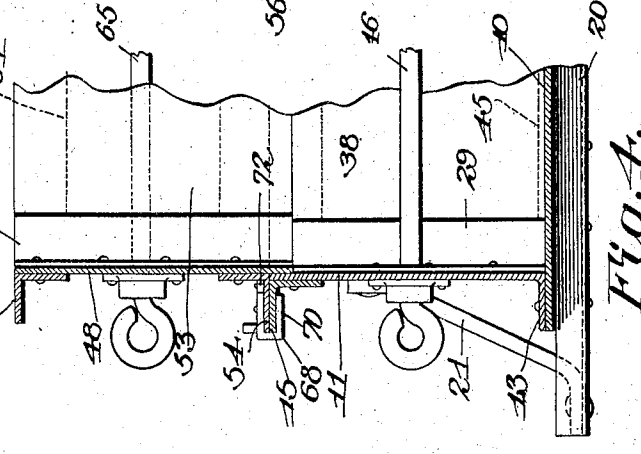


Fig. 4.

Witnesses

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No. 791,532. Patented June 6, 1905.

UNITED STATES PATENT OFFICE.

LEONARD ANDERSON, OF AMUND, IOWA.

METAL WAGON-BOX.

SPECIFICATION forming part of Letters Patent No. 791,532, dated June 6, 1905.

Application filed November 28, 1904. Serial No. 234,602.

To all whom it may concern:

Be it known that I, LEONARD ANDERSON, a citizen of the United States, residing at Amund, in the county of Winnebago and State of Iowa, have invented a new and useful Metal Wagon-Box, of which the following is a specification.

This invention relates to wagon-boxes, and has for its object to construct the same wholly of metal, preferably steel, and embracing certain novel features of the construction to increase the strength and durability without material increase in expense or weight.

With these and other objects in view, which will appear as the nature of the invention is better understood, the same consists in certain novel features of construction, as hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which corresponding parts are denoted by like designating characters, is illustrated the preferred form of the embodiment of the invention capable of carrying the same into practical operation, it being understood that the invention is not necessarily limited thereto, as various changes in the shape, proportions, and general assemblage of the parts may be resorted to without departing from the principle or sacrificing any of its advantages, and the right is therefore reserved of making all the changes and modifications which fairly fall within the scope of the invention and the claims made therefor.

In the drawings thus employed, Figure 1 is a side elevation. Fig. 2 is a rear elevation. Fig. 3 is a transverse section on the line 3 3 of Fig. 1. Fig. 4 is an enlarged transverse section of one side on the line 4 4 of Fig. 1. Fig. 5 is a horizontal section, enlarged, on the line 5 5 of Fig. 1.

All the parts comprising the improved wagon-box herein described are of steel, preferably galvanized or otherwise rendered noncorrosive, and said box consists of a bottom 10, having the edges extended on all sides, and sides 11 12, having flanges 13 14 at the lower edges for engaging the extended edges of the bottom 10 and riveted thereto. The upper edges of the sides 11 12 are provided with angle-bars 15 16, riveted thereto to support and stiffen them. Transversely disposed beneath the bottom 10 are channel-bars 17 18 19 20, one at each end, and two spaced apart intermediately of the ends and secured in position by rivets passing through the flanges 13 and 14, the ends of the rear and intermediate transverse bars being extended beyond the flanged edges of the side members. Diagonal braces 21 22 are riveted terminally to the extended ends of the rear bar 20 and to the side members 11 12 intermediately of the latter. Foot-plates 23 24 connect the extended ends of the intermediate transverse bars 18 19 and are held in position thereon by diagonal braces 27 28, the lower ends of which are threaded and pass through the foot-plates and transverse members and are provided with nuts upon opposite sides of the same, their upper ends being riveted to the angle-bars 15 16. This makes a very strong and rigid wagon-box which will not exceed in weight to any material extent the ordinary wooden wagon-box and will be very much stronger and more durable. At the ends of the side members 11 12 spaced vertical cleats 29 30 are riveted to form guides for the end plates, the forward end plate 31 having its lower edge flanged, as at 32, and resting on the bottom member 10 and having an angle member 33 attached to its upper edge, the flanged lower edge increasing the bearing-surface in contact with the floor 10 and preventing undue wear. A transverse tie-rod 44 connects the side members 11 12 in advance of the end plate 31 to clamp the parts together. Riveted to the end member 31 are brackets 35, preferably of malleable iron, to support the rest 37 for the feet of the driver. The rear end-gate is formed of two sections 38 39, united by hinges 40 at the inner ends and with their outer ends engaging the spaced cleats 29 30. The section 39 is provided with spaced bars 41 42, extending over the section 38 and detachably coupled thereto by a button 43. The lower edges of the plate-sections 38 39 are flanged, as at 45, to increase the bearing-surface resting upon the floor 10, and thereby preventing undue wear. A tie-rod 46, similar to the tie-rod 44, is passed through the side members 11 12 ad-

jacent to the tail-board and engaged at its threaded end in a threaded socket-plate 47 to bind the sides together and prevent outward movement of the same. By this means a very strong and durable wagon-box is produced which may be manufactured at comparatively small expense when its durability is considered and may be of any desired size or capacity.

A supplemental or extension box is provided formed with side members 48 49, having spaced cleats 50 51 at their ends to support end members 52 53, the side and end members being slightly smaller than the corresponding members of the main box, so that the lower edges of the extension-box will extend down inside the main box, and to limit the downward movement the side and end members of the extension-box are provided with angle-steel stay members 54, 55, 56, and 57, spaced from their lower edges. The upper edges of the extension-box members are also provided with angle-steel reinforcing members 58 59 60 61. The end members of the extension-box are provided, respectively, with brackets 62 63, through which the tie-rods 64 65 pass, the threaded ends of the latter engaging threaded plates 67 at the outer surface of the side member 49 near its ends. The flanged edges 54 55 rest upon the flanged edges 15 16 of the main box, and the members 54 55 are provided with clamping-levers 68, one near each corner of the box, pivoted at 69 and having a clamp-lip 70 passing beneath the members. The "heel" end of each clamp member is engaged by a spring 72 to maintain same yieldably in closed position and prevent accidental displacement.

Having thus described the invention, I claim—

1. A wagon-body having a metal bottom extended at the side edges and with side members having lateral flanges for engaging said extended edges, channeled transverse members beneath said bottom member with their ends extended beyond said flanges, and diagonal braces connecting the outer ends of said channel-bars with said side members.

2. A wagon-body having a metal bottom extended at the side edges and with side members having lateral flanges for engaging said extended edges, and with L-bars longitudinally of the side members at their upper edges, channeled transverse stay members beneath said bottom member having extended ends, foot-plates consisting of L-bars resting upon said extended ends and connected thereto by bolts, said bolts being extended to form braces riveted at their upper ends to said longitudinal L-bars and side members.

3. A wagon-body having a bottom extended at the side edges and with side members having lateral flanges for engaging said extended edges, channeled transverse members beneath said bottom member with their ends extended beyond said flanges, an extension-box having sides and ends extended inside the sides and ends of the main box and provided with stop members spaced from the lower edges of the extension-box members and engaging the upper edges of the lower box members.

4. A wagon-body having a metal bottom extended at the side edges and with side members having lateral flanges for engaging said extended edges, channeled transverse members beneath said bottom member with their ends extended beyond said flanges, an extension-box having sides and ends of steel plates extending inside the sides and ends of the main box and provided with longitudinally-disposed stop members spaced from the lower edges of the extension-box members and engaging the upper edges of the lower box members, and clamping means carried by said extension-box members for detachably engaging the main box member.

5. A wagon-body having a metal bottom extended at the side edges and with side members having lateral flanges for engaging said extended edges and with L-bars longitudinally of the side members at their upper edges, an extension-box having sides and ends extending inside the main box members and provided with longitudinally-disposed stop members spaced from the lower edges of the same and resting upon the L-shaped bars on the main box members, clamp members formed of swinging levers pivoted to said extension-box stop-bars and provided with clip-lugs for engaging the main box L-bars.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

LEONARD ANDERSON.

Witnesses:
PETER J. ERDAL,
MORRIS ERDAL.