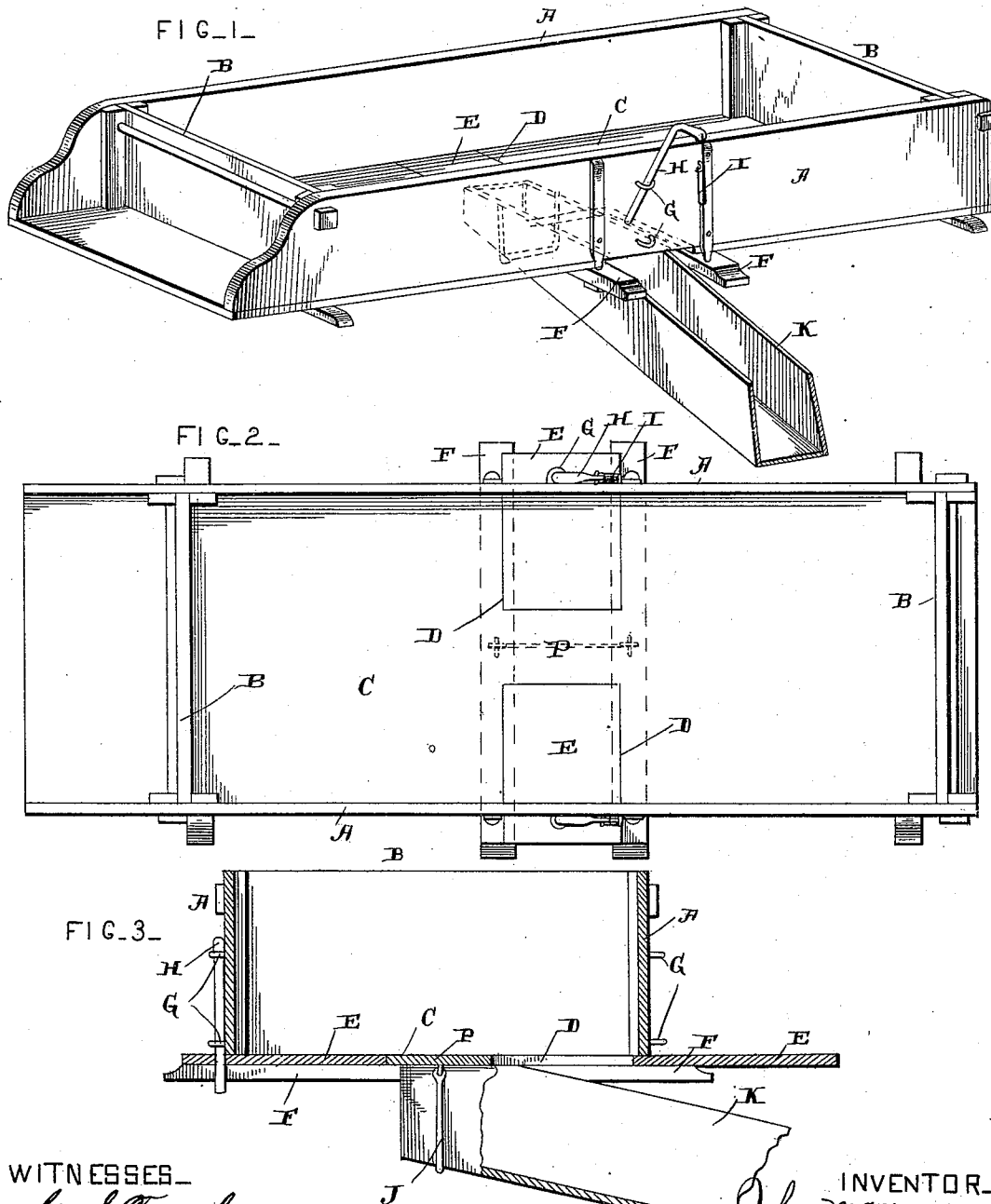


(No Model.)

J. McNANEY.
WAGON BOX.

No. 469,167.

Patented Feb. 16, 1892.



WITNESSES—

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UNITED STATES PATENT OFFICE.

JOHN McNANEY, OF ELMIRA, NEW YORK.

WAGON-BOX.

SPECIFICATION forming part of Letters Patent No. 469,167, dated February 16, 1892.

Application filed September 2, 1891. Serial No. 404,531. (No model.)

To all whom it may concern:

Be it known that I, JOHN McNANEY, of Elmira, in the county of Chemung and State of New York, have invented certain new and useful Improvements in Wagon-Boxes; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in wagon-boxes; and it consists in the arrangement and construction of parts which will be fully described hereinafter, and particularly referred to in the claims.

The object of my invention is to provide a wagon-box with a simple and cheap means for unloading its contents into a chute at either side of the box and conveying the contents through the chute to any desired point.

In the drawings, Figure 1 is a perspective view of a wagon-box, showing the chute attached thereto ready for dumping the load. Fig. 2 is a top plan view of the same. Fig. 3 is a vertical cross-section.

A indicates a wagon-body of any desired shape or size that may be preferred and which is provided with the usual end pieces B. Made in each side of the center of the wagon-body bottom C directly opposite each other are the two openings D, which are closed by the two slides or cut-offs E. These slides are held in position by means of the bolts H, which pass through staples G, secured to the outer side of the wagon-body and into vertical openings made in the projecting ends of the slides. Extending across the center of the bottom of the box and at its under side are the two parallel stay or cross pieces F, which form supports upon which the slides are placed, as shown. These slides are made the same thickness of the bottom of the box, so that when they are in place they are just flush with the bottom thereof. Hinged to the under side of the bottom of the box between the two slides E is a U-shaped bail J, which is designed to support the inner end of a trough or chute K, which is placed loosely therein from either side of the wagon-body, and has its lower end placed or rested at the point it is desired to dump the contents of the wagon.

By forming the two openings D at each side of the center of the wagon-box bottom a solid portion P is formed between the two openings which supports the bail J and the inner end of the chute which is placed therein when the load is being emptied. The upper ends of the securing-bolts H are secured to the end of a cord or chain I, which has its opposite end connected to the sides of the box, as shown.

By means of the above construction I am enabled to produce a wagon-box which costs only about a dollar more than the ordinary wagon-box, and which is adapted to unload its contents through a chute from either side thereof. This makes the invention cheaper than wagon-bodies heretofore constructed for this purpose, and to put it within the reach of those who could not afford to have the more costly construction of dumping-wagon bodies now in common use; also, by means of this construction, no matter which side of the wagon is driven to the desired point, the chute can be attached and the slide at that side of the box withdrawn, and most of the load will pass out through the said opening into the chute. It is then only necessary to rake the rest of the load to the opening, which is done in a few moments. It is found that a load can be dumped in this way much sooner than it can by the use of the ordinary dumping-wagon, which has to be elevated, as it requires more time to raise the wagon than it will require to rake what remains in the body after the slide is removed to the opening.

Besides the practicability of this invention it recommends itself in consequence of its great cheapness, which will enable the ordinary farmer to have a wagon which will enable him to dump the contents thereof through a chute to any desired point, owing to the fact that the slight additional cost in constructing the same is so very small. From the construction of this box, also, it can be taken off of the running-gear and stored away like an ordinary box without in any manner injuring the same, and subjected to the same amount of roughness that an ordinary body could be subjected to without disarranging or damaging that portion which adapts the box to dump its contents through an opening formed in its bottom. The chute is taken out of the bail J in which it has its inner end loosely placed

whenever it is not in use and taken on top of the load in the same manner that all other chutes are, and can be placed in position very quickly and readily, as will be understood.

5 Having thus described my invention, I claim—

1. In a wagon-box, the bottom having an opening at each side of its center and a slide for closing the said openings, combined with an
10 attachment between the said openings for the attachment of the inner end of a chute, all combined substantially as set forth.

2. A wagon-box having an opening at each side of its center and two parallel cross braces
15 or stays at each side of the openings and which have their inner edges slightly overlapping

the edges of the openings for supporting slides which close the said openings and slides, all combined substantially as specified.

3. A wagon-box having two openings, one
20 at each side of its center, a solid portion between the said openings, slides for closing the said openings, and a U-shaped bail secured to the under side of the said solid portion for the reception of the inner end of a chute, the
25 parts combined substantially as described.

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

JOHN McNANEY.

Witnesses:

JOHN RYAN,

THOS. J. STALEY.