

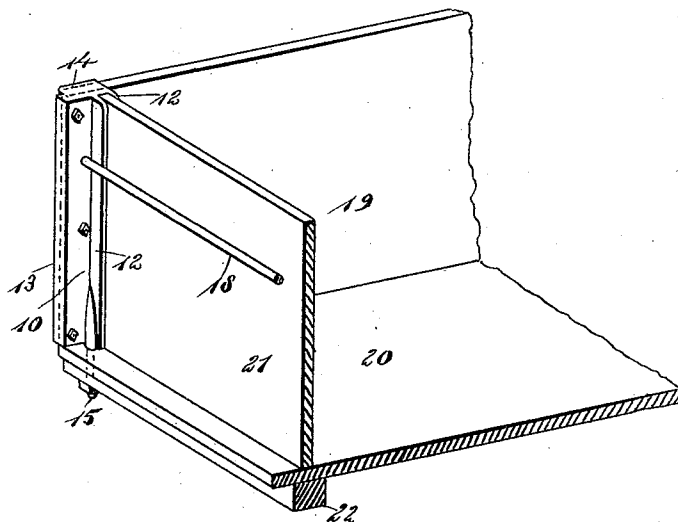
(No Model.)

G. W. BAUDER.
WAGON BOX STRAP.

No. 493,055.

Patented Mar. 7, 1893.

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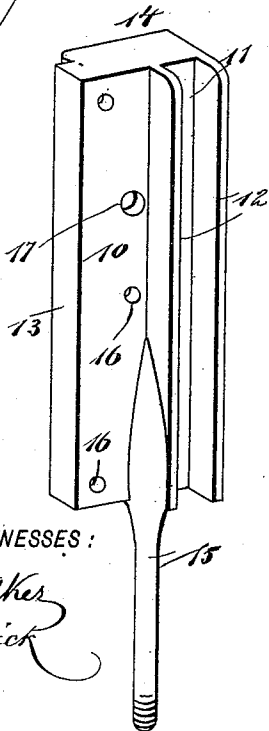


Fig 3

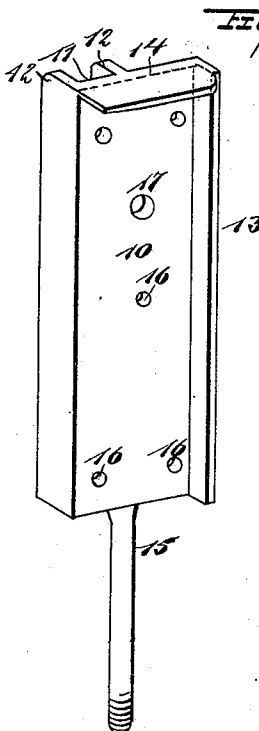
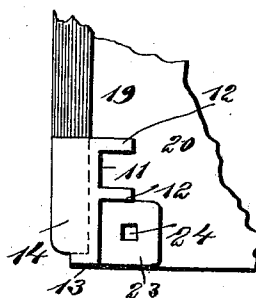


Fig 2



WITNESSES :

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GODFREY W. BAUDER, OF SHELDON, IOWA.

WAGON-BOX STRAP.

SPECIFICATION forming part of Letters Patent No. 493,055, dated March 7, 1893.

Application filed April 12, 1892. Serial No. 428,798. (No model.)

To all whom it may concern:

Be it known that I, GODFREY W. BAUDER, of Sheldon, in the county of O'Brien and State of Iowa, have invented a new and Improved Strap for Wagon-Boxes, of which the following is a full, clear, and exact description.

My invention relates to improvements in that variety of box straps which are used to connect the floor and side pieces of wagon boxes at the corners, and which are also adapted to secure the end boards or gates in place.

The construction of my improved device is as hereinafter set forth.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a broken perspective view showing the application of the strap to a wagon box. Fig. 2 is a perspective view of the box strap, taken from the front. Fig. 3 is a perspective view taken from the rear; and Fig. 4 is a plan view of a modified form of strap, showing its application to a wagon box.

The strap 10, is wide enough to have a good bearing surface upon the sideboards of a wagon box, and it is adapted to be held in a vertical position at one corner of the box. It is provided on its inner side and near one edge, with a vertical groove 11, in which the end gate may be held, this groove being of the same cross section throughout its length, and it is formed between parallel ribs 12, produced on the inner face of the strap. On the outer edge of the strap is a longitudinal flange 13, which is adapted to overlap the end of the side of the wagon box, and at the top of the strap is an outwardly extending flange 14, arranged at right angles to the flange 13, this flange 14 being adapted to rest upon the top of the wagon box at one side, and the two flanges serve to efficiently brace the strap. At the bottom of the strap is a depending bolt 15, formed integrally with the strap, and which is adapted to extend downward through the floor of the wagon box and be fastened by a nut. The strap is provided with bolt-holes

16, through which the fastening bolts are passed to secure it to the wagon box, and it has a hole 17, adapted to receive the cross rod 18, which connects the straps on opposite sides of the box.

In Fig. 1, I have shown a portion of a wagon box having a vertical side 19, a floor 20, an end gate 21, and the cross beam 22 below the gate. The strap 10 is applied at the corners of the box, as shown in said figure, the flanges 13 and 14, overlapping the end and top of the side 19, and the bolt 15 extending downward through the floor 20 and the cross beam 22. The strap is also secured by bolts which are passed through the holes 16, and through the side of the wagon box. The end gate is held in the grooves 11, of the opposite straps, and may be easily moved vertically in the grooves.

The slightly modified form of strap shown in Fig. 4, is constructed exactly like the strap described above, except that the bolt 15 is dispensed with, and in lieu thereof the strap is provided at the bottom with a foot 23, arranged at right angles to the body portion of the strap, and adapted to rest upon the floor 20 of the wagon box. The foot 23 is pierced centrally by a square hole 24, and this hole is adapted to receive a fastening bolt to secure the strap to the floor.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

As an improved article of manufacture, the wagon-box strap composed of a body 10, having the longitudinal parallel ribs, 12, on its inner side and near one edge, the longitudinal end flange, 13, and horizontal top flange, 14, both projecting on the side opposite the said ribs, and a foot portion adapted for securing the device to a wagon box, all the parts being formed in one piece, as shown and described.

GODFREY W. BAUDER.

Witnesses:

GEO. W. ROTH,
THOS. SPENCE.