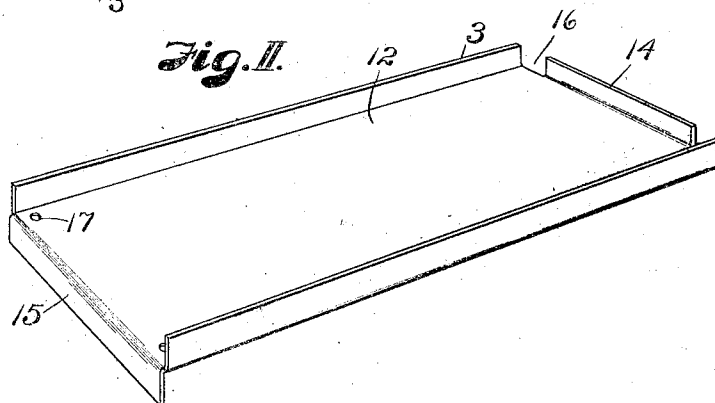
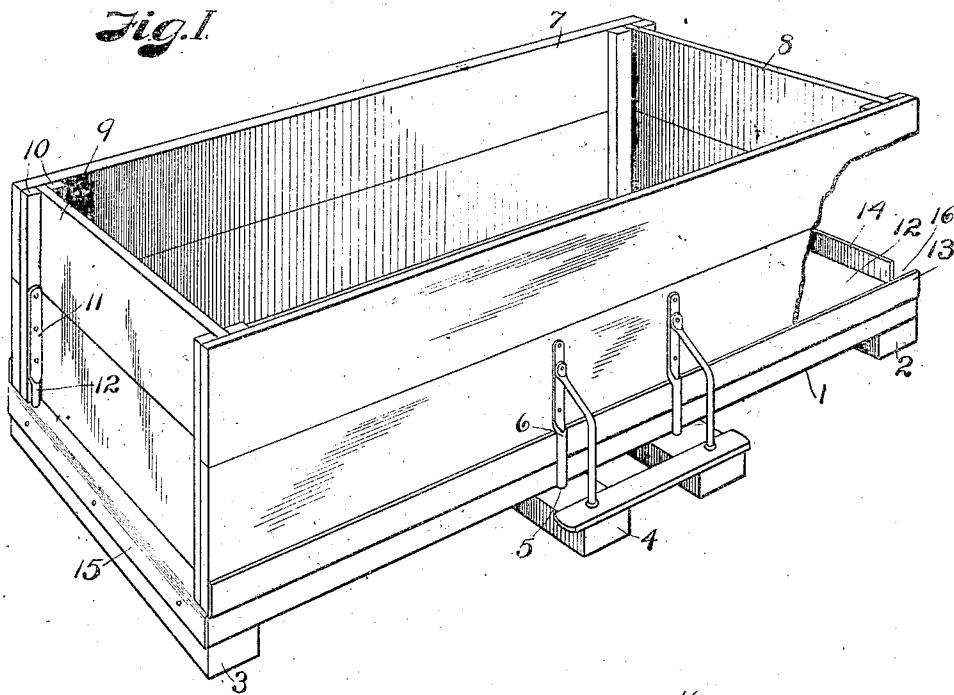


A. B. CLIPPINGER.
WAGON BOX.
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1,082,584.

Patented Dec. 30, 1913.



WITNESSES:
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AMOS B. CLIPPINGER, OF KANSAS CITY, MISSOURI.

WAGON-BOX.

1,082,584.

Specification of Letters Patent.

Patented Dec. 30, 1913.

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To all whom it may concern:

Be it known that I, AMOS B. CLIPPINGER, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in Wagon-Boxes; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to wagon boxes, and more particularly to a box for use on farm wagons, although my improvements are not limited exclusively to boxes of that character, the principal object of the invention being to provide a sheet metal bottom for wagon boxes, which may be either applied to the box when the latter is made or may be applied after the box has been in use and the old bottom thereof becomes worn. In accomplishing this object I have provided the improved details of structure herein-after described and illustrated in the accompanying drawings, wherein:—

Figure I is a perspective view of a wagon box equipped with a bottom constructed according to my invention. Fig. II is a similar view of the bottom without the body of the box.

Referring more in detail to the parts:— 1 designates a bed frame, having front and back sills 2—3, and center cross-sills 4, the latter being extended beyond the sides of the bed and provided with apertures 5 for receiving the side board standards 6.

7 designates side boards, 8 a front gate and 9 an end gate of the usual construction, the end gates being slidably mounted between battens 10 on the inner faces of the side boards to provide for vertical adjustment or removal from the box. The battens 10 are preferably provided with standards 11, having shanks 12 adapted for projection into sockets in the bottom of the box and in the bed frame in order to hold the side boards rigid when the box is assembled.

Seated on the bed frame 1 is a bottom 12, preferably composed of a single piece of sheet metal, having upturned side flanges 13, an upturned flange 14 at its front end and a downturned flange 15 at the rear end, the width and length of the bottom

piece corresponding with the width and length of the bed frame, so that the side flanges 13 and front end flange 14 will lie snugly over the lower edges of the side boards and front gate respectively, and so that the downturned rear end flange 15 may lie snugly over the rear end of the bed frame or cross-sill 3. The front end flange 14 of the metal bottom is not full width but is cut off to provide spaces 16 at the ends for receiving the ends of the side boards 7 of the wagon box, the rear end flange being of the full width of the bottom piece and nailed to the end of the bed frame, as shown in Fig. I.

In the rear end of the bottom piece 12, near the side edges thereof, are apertures 17, through which the shanks 12 of the standards 11 on the side board battens are projected into the sockets in the bed frame.

The sheet metal bottom may be stamped from a single piece of sheet metal of the proper dimensions to fit an ordinary wagon box, or a box of any particular size.

When the bottom is to be applied to a new wagon, it is put on at the factory by nailing or bolting same to the bed frame. When, however, the bottom is to be applied to an old wagon, it may be shipped from the factory and applied to the wagon by the user, as it is only necessary to fit the bottom over the bed frame and secure same thereto by nails or bolts.

When a wagon equipped with a bottom of this description is in use, the side boards and end gates are mounted in the ordinary manner, their lower side and front edges fitting snugly against and being confined by the side and front flanges of the bottom, while being freely removable therefrom.

It is apparent that with a wagon equipped with a sheet metal bottom of this description, the box will be grain tight and will be much more durable than the ordinary wooden bottom. It is also apparent that by having the rear flange turned downwardly over the rear end sill, the shoveling of loose grain or any material contained within the box is facilitated.

While I show and describe the box bottom as a single piece of sheet metal having its side and front edge flanges lying outside of the side boards and front end gate, and prefer to construct the bottom in this way, I do not wish to be limited to such structure, as the bottom may be made from several

connected pieces of metal and the edges may lie over the inner faces of the side boards and front end gate without departing from the spirit of my invention.

5 Having thus described my invention, what I claim as new therein and desire to secure by Letters-Patent is:—

1. The combination with a bed frame, of a sheet metal bottom removably supported
10 on the frame and having upturned side flanges and an upturned front flange spaced from the side flanges to provide openings, side boards supported on the sheet metal bottom with their forward ends projected
15 through the openings between the side and front flanges, battens on the inner faces of the side boards, and a front gate seated on said bottom between the side boards with its ends between the battens and its lower
20 portion bearing against the front flange on the wagon bottom.

2. The combination with a bed frame, of a sheet metal bottom removably mounted on said frame and having a down-turned rear flange and upturned side and front flanges, 25 the front flange being spaced from the side flanges to provide openings, side boards supported on the bottom within the side flanges, battens on the inner faces of the side boards, a front gate supported on the
30 bottom with its ends located between the battens and its lower portion bearing against the bottom flanges, and a rear gate supported on said bottom and spacing the rear ends of said boards. 35

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

AMOS B. CLIPPINGER.

Witnesses:

LETA E. COATS,
W. A. BUDD.