

(No Model.)

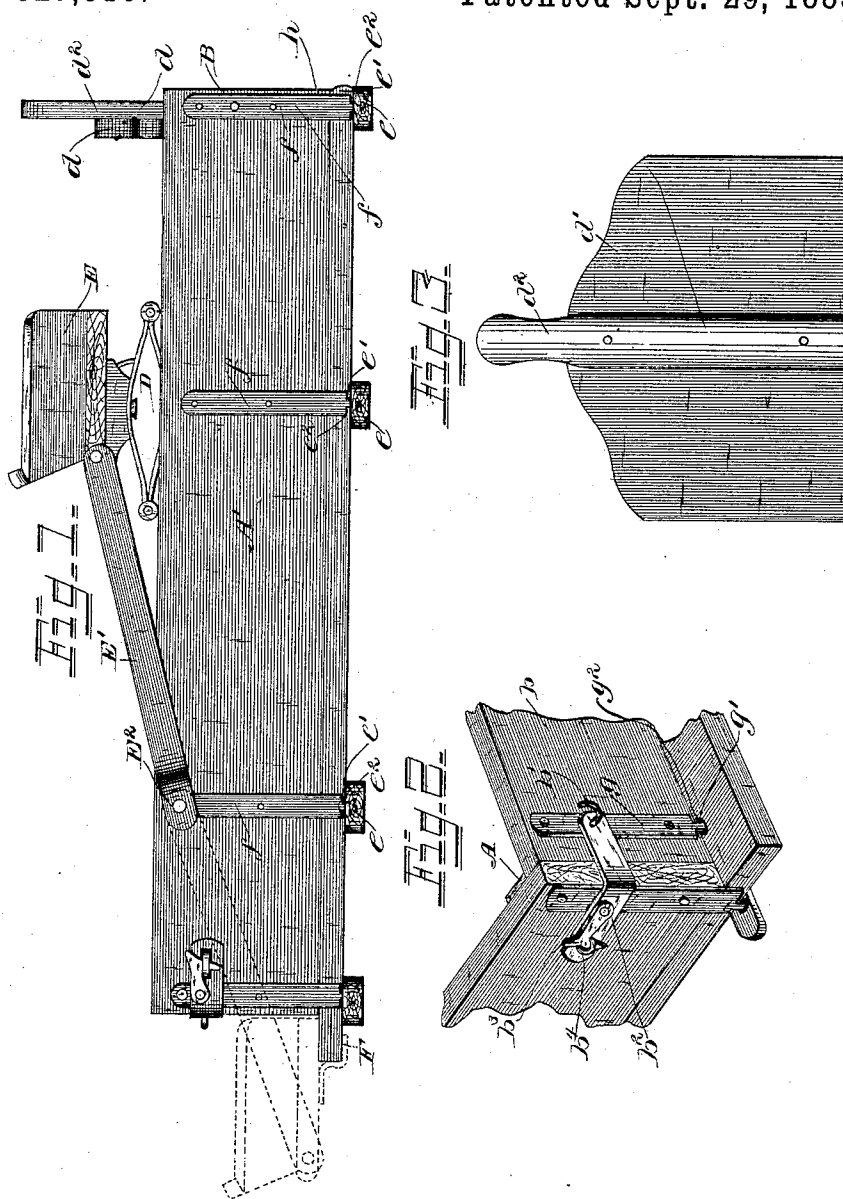
2 Sheets—Sheet 1.

C. ROBERTS.

WAGON.

No. 327,316.

Patented Sept. 29, 1885.



WITNESSES.

G. J. Schneider.
J. H. McMill.

INVENTOR.

Charles Roberts
By Murray

ATTORNEYS.

(No Model.)

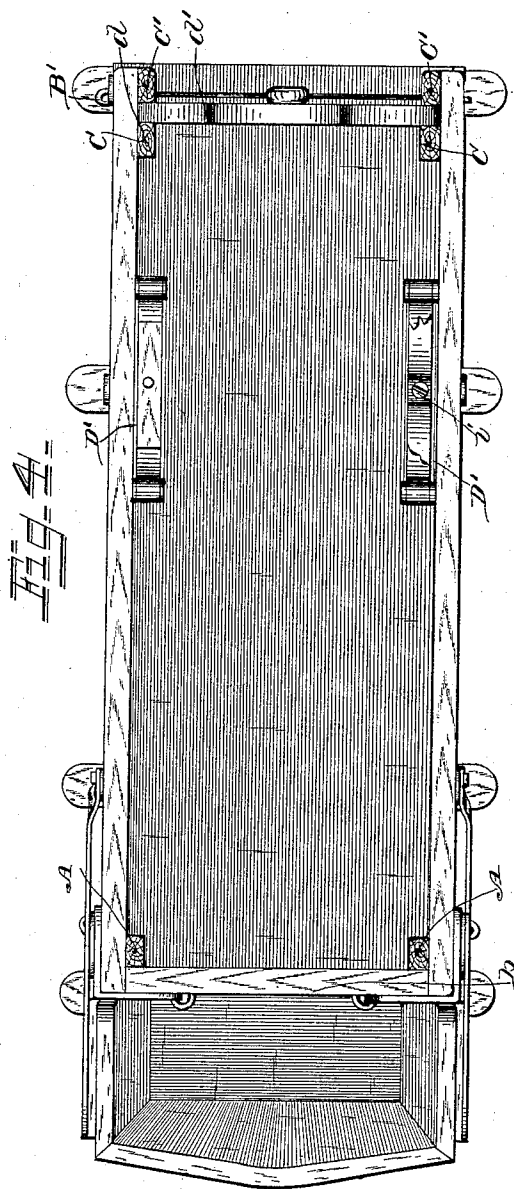
2 Sheets—Sheet 2.

C. ROBERTS.

WAGON.

No. 327,316.

Patented Sept. 29, 1885.



WITNESSES.

W. J. Schmidt.
J. Proctor & Co.

INVENTOR.

Charles Roberts
By Myself

ATTORNEYS.

UNITED STATES PATENT OFFICE.

CHARLES ROBERTS, OF WELLSVILLE, MISSOURI.

WAGON.

SPECIFICATION forming part of Letters Patent No. 327,316, dated September 29, 1885.

Application filed June 16, 1885. (No model.)

To all whom it may concern:

Be it known that I, CHARLES ROBERTS, a citizen of the United States of America, residing at Wellsville, in the county of Montgomery and State of Missouri, have invented certain new and useful Improvements in Wagons, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improvement in wagons; and it consists in the novel construction of the wagon-body, whereby the seat is rendered removable, and arranged to serve, in part, as a feed-box, in the tail-board employed as a shovel for loading and unloading purposes, and in the combination and arrangement of the parts, substantially as hereinafter more fully shown and described.

In the accompanying drawings, Figure 1 is a side elevation of my wagon-body. Figs. 2 and 3 are detail views, and Fig. 4 is a plan view, thereof.

In constructing my wagon body I rigidly secure near the rear end of the side-boards the vertical slats A, which form shoulders against which the tail-board *b* abuts, and in like manner secure vertical slats C and C' to the forward end of the side-boards, to form a mortise, *d*, for reception of the shovel *d'*. The bottom of body A' is additionally braced and strengthened by attaching thereto the transverse pieces *e*. Each of these pieces at either end thereof projects out from beneath the body, and has therein provided a vertical slot, *e'*, into which project correspondingly-shaped lugs *e''*, formed upon the metallic plates *f*, which latter are rigidly secured to the side-boards, as shown.

The tail-board *b* of the wagon has also rigidly secured thereto metallic plates *g*, having vertically-projecting lugs *g'* integral therewith, which lugs are adapted to fit into coincident slots *g''*, formed in the bottom of the wagon-body. The tail-board *b* is additionally secured in position by means of the right-angular hasps *b''* and staples *b'*, the hasps having each pivotally secured thereto a hook, *b'''*, each of which engages with a corresponding staple, *b''''*.

The shovel *d'*, having handle *d''*, forms the front wall of the wagon-body, and it is removably secured in mortise *d*. The metallic nutted rod B, having crooked handle B', is employed for bracing and rigidly securing together the walls of the front end of the wagon, the rod being projected through corresponding orifices formed in the vertical metallic plates *h*, and also serves to additionally secure the shovel in position by passing it through the handle *d''*.

The body of the wagon is thus constructed to enable the removal of either its side or end walls, wholly or in part, when desirable, and also for other purposes, as hereinafter explained.

The wagon-seat springs D are arranged to have their bearings on the supports D', which supports are secured to the inner side of the longitudinal side-boards of the wagon, and these springs are held removably in position by the nutted bolts *i*, which are inserted in orifices formed in the bottom of the springs and supports, and then held by the nuts on the bolts *i*. The wagon-seat E has pivotally secured thereto the pivoted adjusting-bars E', and these bars being pivoted, the side-boards of the wagon serve to hold it upon the springs D. The adjusting-bars E' are pivoted by means of the nutted bolts E'', which project through corresponding orifices provided in plates *f* and the side-boards of the wagon. The wagon-seat E is thus held upon the springs D, in order to enable it to be readily thrown into the position shown in Fig. 4, where it forms a feed-box in connection with the tail-board *b*. To the bottom of seat E is rigidly secured the clutch F, which consists of a strip of stiff metal bent into right-angular form, the lower projecting end of which, when the seat is used as a feed-box, projects beneath the bottom of the wagon-body, which holds it steadfast and prevents the seat being turned over on its pivotal bearings.

Thus constructed, the body of my wagon may be readily taken apart, or arranged to suit the character of the intended work, and by adjustment of the wagon-seat a feed-box, when needed, may be readily arranged.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination, with the wagon-body, 5 of the pivoted seat having adjusting-bars and a clutch, substantially as shown and described.
2. In a wagon, the combination, with the wagon-body and the pivoted seat having adjusting-bars and a clutch, of the tail-board,

for forming, in conjunction with said seat, a feed-box, substantially as shown and described.

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

CHARLES ROBERTS.

Witnesses:

ROBERT SHACKELFORD,
JAMES L. BARKER.