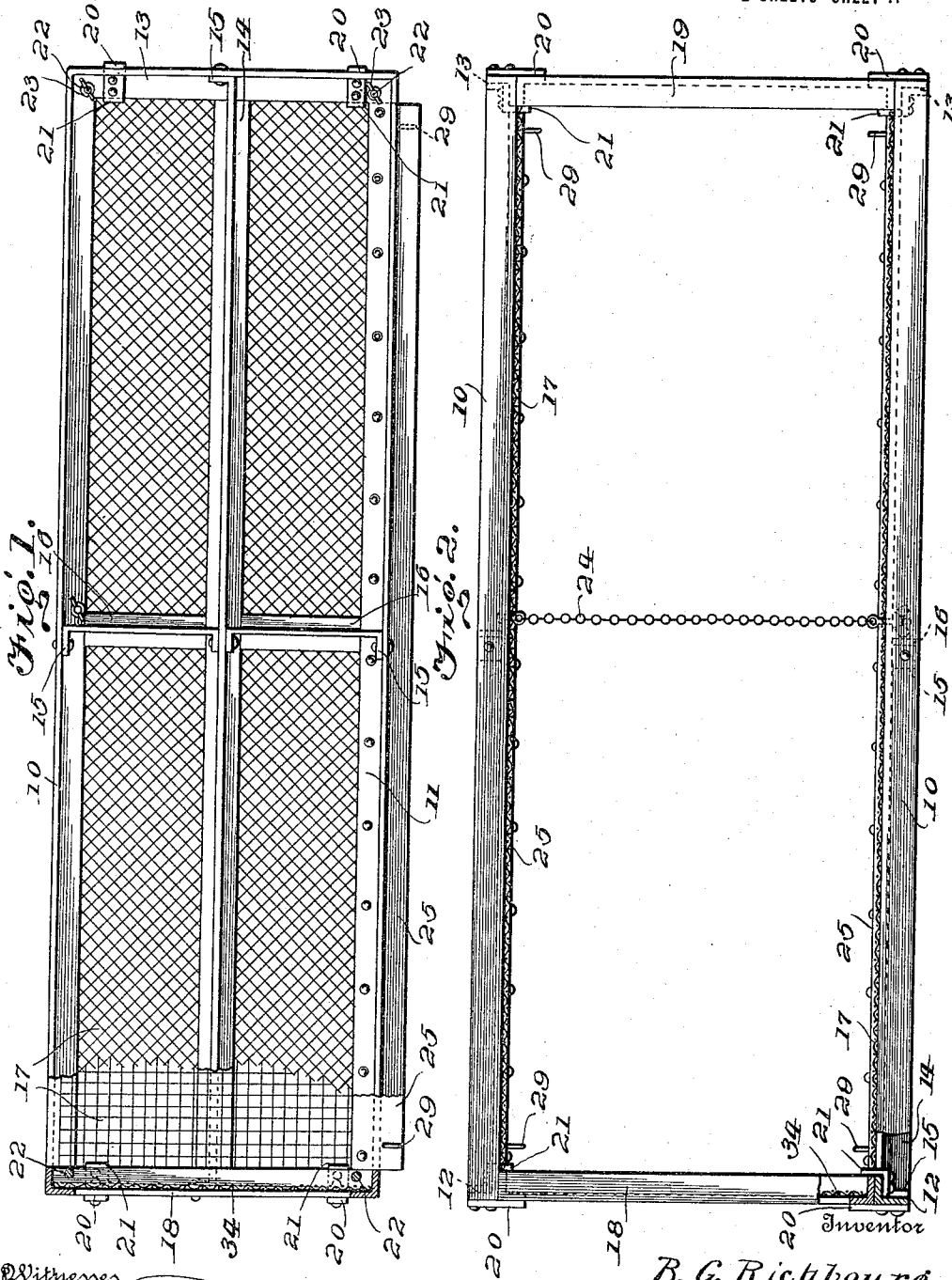


B. G. RICHBOURG.
ATTACHMENT FOR WAGON BODIES.
APPLICATION FILED MAR. 3, 1913.

1,146,100.

Patented July 13, 1915.

2 SHEETS—SHEET 1.



Witnesses
Richard C. Peep
John H. Hume

B. G. Richbourg

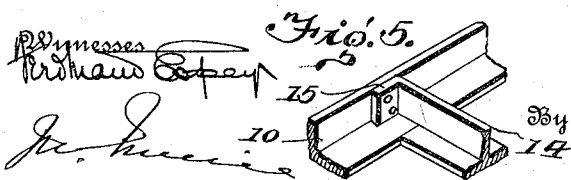
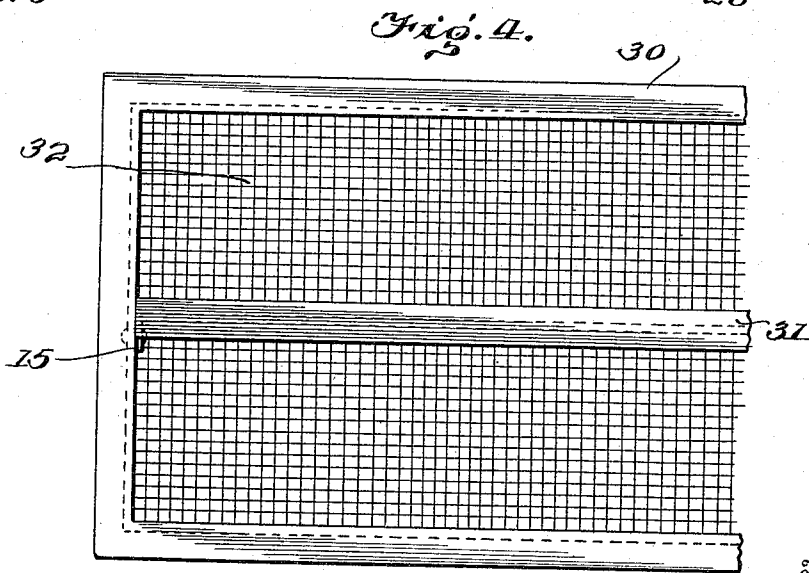
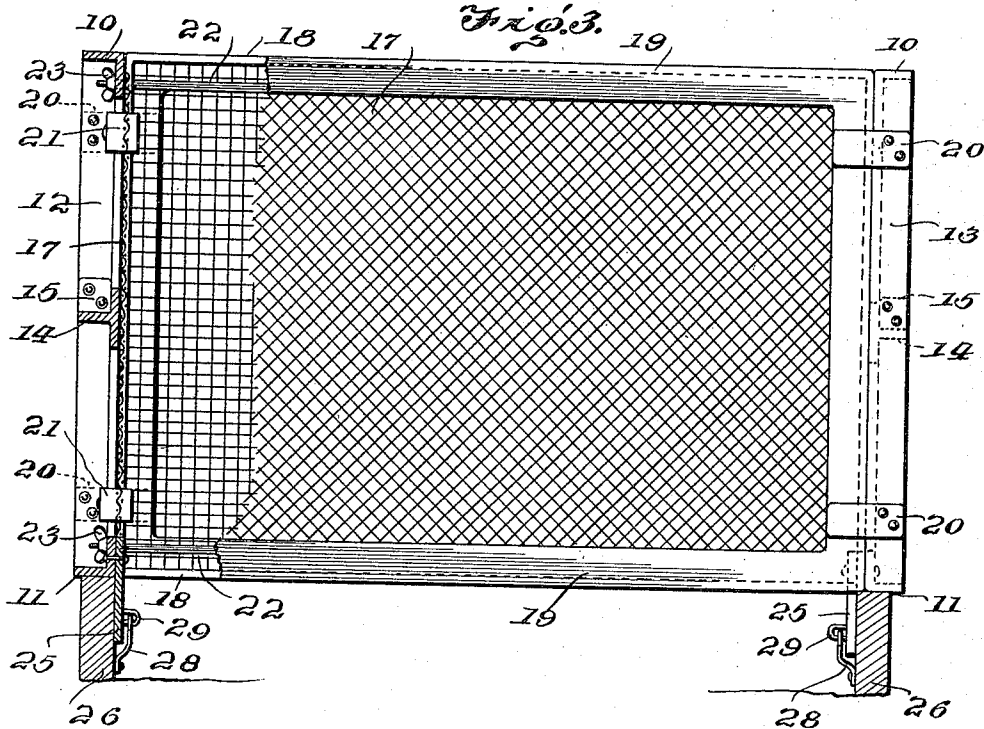
By *H. M. Tracy* Attorneys.

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Inventor

B. G. Richbourg.

Hammer
Attorneys.

UNITED STATES PATENT OFFICE.

BEN G. RICHBOURG, OF NIMROD, TEXAS.

ATTACHMENT FOR WAGON-BODIES.

1,146,100.

Specification of Letters Patent.

Patented July 13, 1915.

Application filed March 3, 1913: Serial No. 751,853.

To all whom it may concern:

Be it known that I, BEN G. RICHBOURG, citizen of the United States, residing at Nimrod, in the county of Eastland and State of Texas, have invented certain new and useful Improvements in Attachments for Wagon-Bodies, of which the following is a specification.

This invention relates to improvements in devices adapted to be attached to a wagon body and similar devices for transforming the wagon body into a stock rack and for similar purposes, but which may be also employed independently of a wagon box, and has for one of its objects to provide a simply constructed device, preferably entirely of metal, and in which the parts may be separated for transportation or storage and assembled and united when required.

Another object of the invention is to provide a simply constructed device with a detachable closure to protect the contents and prevent the escape of animals when the device is employed as a stock rack and likewise designed to protect animals when the device is employed as a pen or coop.

With these and other objects in view the invention consists in certain novel features of construction as hereinafter shown and described and then specifically pointed out in the claim.

The improved device may be employed in connection with an ordinary wagon body or box or separately therefrom, and it is not intended therefore to limit the invention to any specific locality in which it may be employed, but for the purpose of illustration the device is shown applied to the upper edges of an ordinary wagon box, and in the drawings illustrative of this application of the invention, Figure 1 is a side elevation of the improved device partly in section. Fig. 2 is a plan view of the same also partly in section. Fig. 3 is an enlarged rear elevation partly in section. Fig. 4 is a plan view of a portion of a top illustrating its construction. Fig. 5 is a perspective view illustrating the manner of connecting the braces to the frame.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The improved device includes an oblong frame made up of detachable sides and ends and a detachable top, and preferably con-

structed of metal L bars, with the sides, ends and top detachably coupled together so that they can be readily separated when required for transportation or storage.

Each of the side members is preferably formed of a single or continuous L bar bent at the corners and comprising upper and lower longitudinal members 10—11 and vertical end members 12—13, the end members 12 being located at the front and the end members 13 at the rear of the rack. Extending longitudinally between the end members 12—13 and midway of the members 10—11 is a brace member 14, preferably constructed from a T bar and united to the end members as illustrated in Fig. 5 by cutting off a portion of the web of the bar and leaving the tongue extending beyond the web and bent at right angles as shown at 15 and riveted to one of the webs of the L bars. Each end of the member 14 is thus connected to the end bars of the side frames. Vertical struts or braces 16, also preferably T bars, are coupled to the upper and lower members 10—11 and to the longitudinal brace 14 in the same manner as the member 14 is coupled to the members 12—13. By cutting out the terminal of the web or head portion of the T bar a transverse shoulder is produced which bears for its full width against the adjacent edge of the L member, and this shoulder is drawn tightly against the frame member and retained in place by two rivets only, and requiring no holding brackets or other like portions to complete the joint. By this simple means very strong and durable side frames are produced leaving open panels between the outer frames and the braces and these panels are occupied by suitable metal netting 17 of relatively large mesh. A forward or "head" end member is formed from an endless or continuous L bar represented conventionally at 18 engaging against the inner faces of the end members 12 of the side frames. The "tail" member of the frame is also constructed from an endless continuous L bar, represented as a whole at 19, and is substantially the same as the "head" member 18, and bears against the inner faces of the end members 13 of the side frames.

Flat combined guide and stop members 20 are attached to the outer faces of the end members 12—13 of the side frames, to limit the outward movement of the head and tail members. Other combined guide and stop

members 21 in L shape are each secured by one of their arms or branches to the outer faces of the inner webs of the members 12—13 and extend inwardly with their other arms or branches in parallel relation to the outer stop members 20 and form stops to prevent the inward movement of the members 18—19. The members 18—19 are thus slidable vertically between the combined guide and stop members 20—21. The end members 12—13 are connected by transverse tie rods 22 which also pass through the vertical webs of the end members 18—19. The tie rods are preferably provided at one end with wing nuts 23 to enable them to be readily detached. If required, a tie chain 24 will be connected between the side members 10 intermediate their ends.

Attached to the inner faces of the side members 11 are bearing plates 25 which project below the lower line of the side members and engage against the inner faces of the side members of the wagon body, the latter being represented conventionally at 26. If required, suitable hooks 28 are attached to the wagon body and engage in eyes or staples 29 projecting from the members 25 or the other portions of the frame to prevent vertical displacement of the frame member or rack when employed upon the wagon body.

A detachable top is provided consisting of an endless oblong frame represented as a whole at 30 and formed of an L bar bent in the required shape and adapted to bear by its horizontal web upon the upper faces of the members 10—12—13 with its vertical web engaging with the side and end members of the rack as indicated in Fig. 4. The member 30 is preferably provided with a longitudinal brace 31 formed from a T bar and connected to the frame members in the same manner as the braces 14—15—16 are connected to the frame members. The panels formed by the braces 31 of the top are

secured with suitable netting material of relatively coarse mesh as represented at 32, and similar to the netting members 17 of the sides and ends.

The improved device is simple in construction, can be inexpensively and strongly manufactured entirely of metal which is practically indestructible. The bars and the netting material are preferably galvanized or otherwise coated to prevent corrosion.

The improved device may be employed as a chicken coop when resting upon the ground, and may be moved from place to place as required. Being wholly of metal and relatively heavy, the improved device affords effectual protection to chickens or small animals from the depredations of larger animals, or from vermin or reptiles.

Having thus described the invention, what I claim is:

In a device of the class described, side frames each formed from a continuous L bar including upper and lower longitudinal members and vertical end members, end frames each formed from a continuous L bar and bearing by their end members against the inner faces of the end members of the side frames, outer stop members attached to the outer faces of the end members of the side frames and extending inwardly of the same and limiting the outward movement of the end frames, and inner stop members in L shape attached by one arm to the outer faces of the inner webs of the end members of the side frames and extending by the other arm in parallel relation to the outer stop members and limiting the inward movement of the end frames.

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

BEN G. RICHBOURG. [L.S.]

Witnesses:

T. L. WHITE,
SAM HUNT.