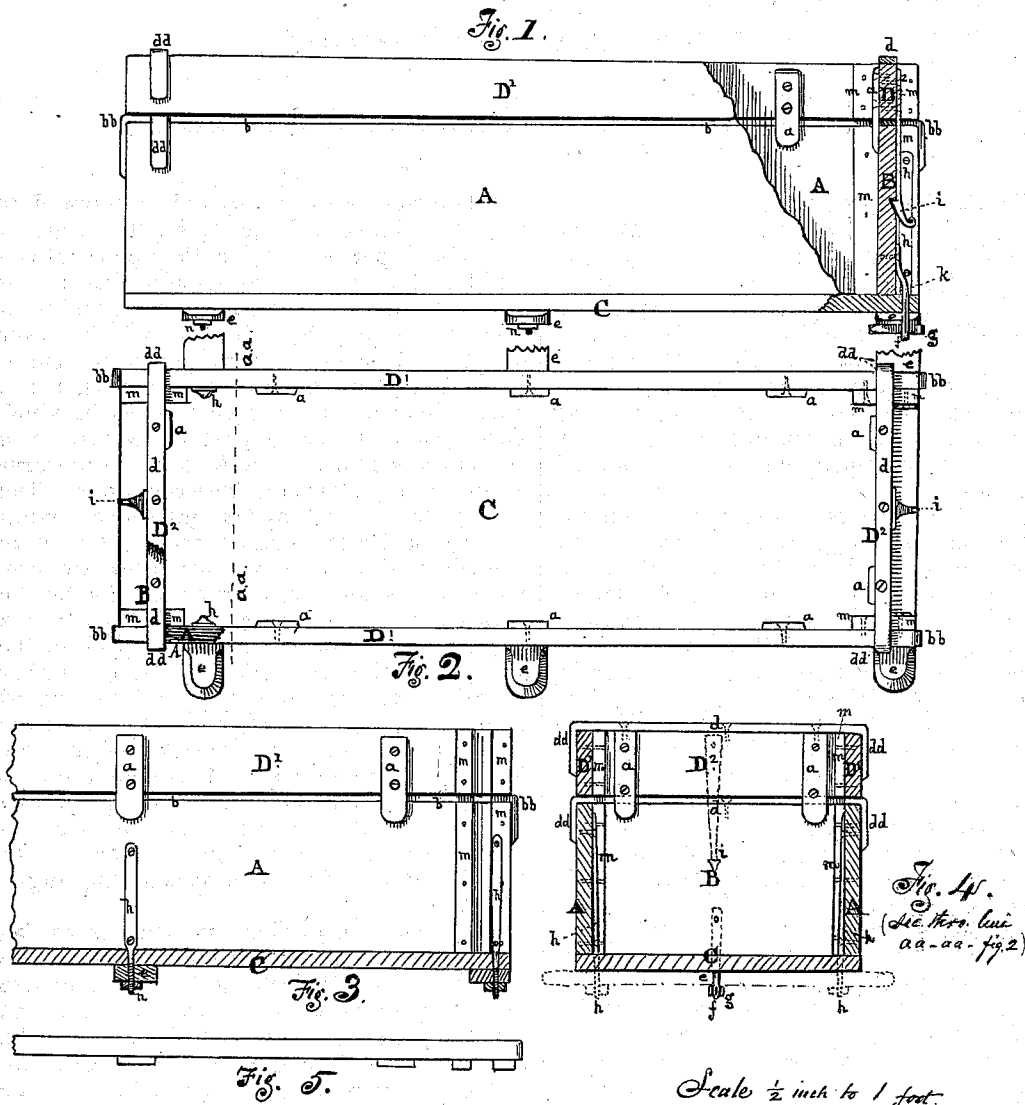


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Improvement in Wagon Bodies.

No. 125,701.

Patented April 16, 1872.



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UNITED STATES PATENT OFFICE.

JACOB SOMMER AND JAMES S. WHITMIRE, OF METAMORA, ILLINOIS.

IMPROVEMENT IN WAGON-BODIES.

Specification forming part of Letters Patent No. 125,701, dated April 16, 1872.

To all whom it may concern:

Be it known that we, JACOB SOMMER and JAMES S. WHITMIRE, both of Metamora, in the county of Woodford and in the State of Illinois, have invented an Improvement in Wagon-Boxes and Top-Boxes of the same; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the annexed drawing making a part of this specification, in which like letters of reference refer to like parts, and in which—

Figure 1 represents a sectional elevation; Fig. 2, a plan of same; Fig. 3, interior elevation of side of wagon and top-box; Figure 4, end elevation from interior; Fig. 5, plan of side or of Fig. 3, being a plan both of the side of box and of the top-box.

This invention consists in strengthening a wagon-box with strips of iron so as to obviate the use of brace-rods and nuts, bolts, &c., the better to prevent warping, splitting, and breaking of the component boards.

Long bed-irons *b b* run the whole length of the surface of the upper edge of each side piece and end piece composing the box and top-box, and pass round the corners and form the angle-stays *b b* and *d d*, &c., but the similar angle-stays *d d* of the end-gates *B D²* pass beyond their respective corners over and down the exterior of the adjoining sides *A A* or *D¹ D¹* (top-box) and form a strong clamp or stay without recourse to "stay-rods" across from side-board to side-board *A A*. The end-gates *B*, at either end of the lower box *A A C*, slide between vertical cleats *m m m m* fixed to the side-boards and the above-described iron strap *d* on its upper edge, to which it is screwed, confine the respective side-boards *A A* to the gates, the angle-irons *d d* of said strap passing down the exterior of the said side-boards. A vertical pin, *k*, pivoted to the middle lower part of each end-gate, passes through the wagon-bottom *C*, and is secured below the latter, or the bolsters *e e*, by a spring-key, *g*. A spring-catch, *i*, performs the same office—*i. e.*, retaining the upper or top-box gate *D²* in its place for the upper end-gates *D² D²*—and engage a hook, *i*, at its lower end in a recess in the lower end-gate *B*. The sides *A A* are secured (in a common manner or by a means commonly employed) to

the bolsters *e e e*—*i. e.*, by rods *h* screwed to the said side-boards *A A*, which terminate below said bolsters, which they penetrate in a nut. The top-box consists of the usual four pieces *D¹ D¹ D² D²*, which are separable or only form a box when slipped onto the lower one, *A B C*. For this purpose the side pieces *D¹ D¹* have several projecting straps, *a a a*, affixed to the interior surface of each, which pass onto and over a part of the surface of the lower side-boards *A A*, so as to preserve a continuity of surface between them. The end-gates of the top-box have also similar straps, *a a*, for the same purpose. As before described, the top-box end-gates are provided with similar iron straps, *d d d d*, on the upper edges to those (*d d*) of the lower-box end-gates *B B*, and which similarly clasp the side pieces *D¹ D¹*; and this strap, together with the hooked catch *i*, are all the means employed to keep the top-box intact with the lower box. The iron straps *b b* of the side pieces *A A* are represented discontinuous at the points under the angle-irons *d d d d* in the model; but I also make and use them continuous throughout, and construct them with a recess at said points to receive the angle-irons *d d*.

The operation of this invention is as follows: The sides *A A* are held vertically above the bed *C* by the bolts *h h*, &c., otherwise called "screw-rods," or any other simple means is equally adaptable to my improvement. The end-gates *B B* are now inserted within the cleats *m m m m* at each end of the box, the overlapping strap *d d* at each end of the gate clasp its adjacent side piece *A*. Next the pivoted catch *k* is secured by passing the spring-key *g* through the slot at its point below the bolster *e*, this point having first been duly inserted in its hole before forcing the end-gate down into its place. The top-box *D¹ D¹ D² D²* is now erected, the straps *a a a* on all being slid onto the inner side of the box *A A* and end-gates *B B*, and the end-gates (upper) *D² D²* pressed into place within the upper cleats *m m* of the upper sides *D¹ D¹* at the same time that the straps *d d* or angle-irons embrace the said sides *D¹ D¹* and the spring-hooks *i* enter their respective recesses in either lower end-gate *B B* at either end of the wagon.

What we claim as our invention is—

1. The combination and construction of the wagon-box, consisting of the side-boards A A, straps *b b b b*, and elbows *b b b b b b b b*, cleats *m m m m m m m m*, the end-gates B at either end of the box, with pivoted screw-rod *k*, and iron strap *d* with elbows *d d d d*, as described.

2. In combination with the wagon-box A B C, &c., the top-box, constructed with two side-boards D¹ D¹, with their respective iron straps or tongues *a a*, &c., cleats *m m m*, &c., and

their end-gates D² D² with their respective strap-irons *d d*, with terminal elbows *d d d d d d d d*, and catches *i i*, substantially as and for the purposes described.

In testimony that we claim the foregoing wagon-box and side-boards, we have hereunto set our hands this 26th day of February, 1872.

JACOB SOMMER.

JAMES S. WHITMIRE.

Witnesses:

JOHN BOWEN,

L. J. EGBERT.