

W. F. MOORE & J. A. BOWERS.  
WAGON BOX.

No. 95,712.

Patented Oct. 12, 1869.

Fig. 1.

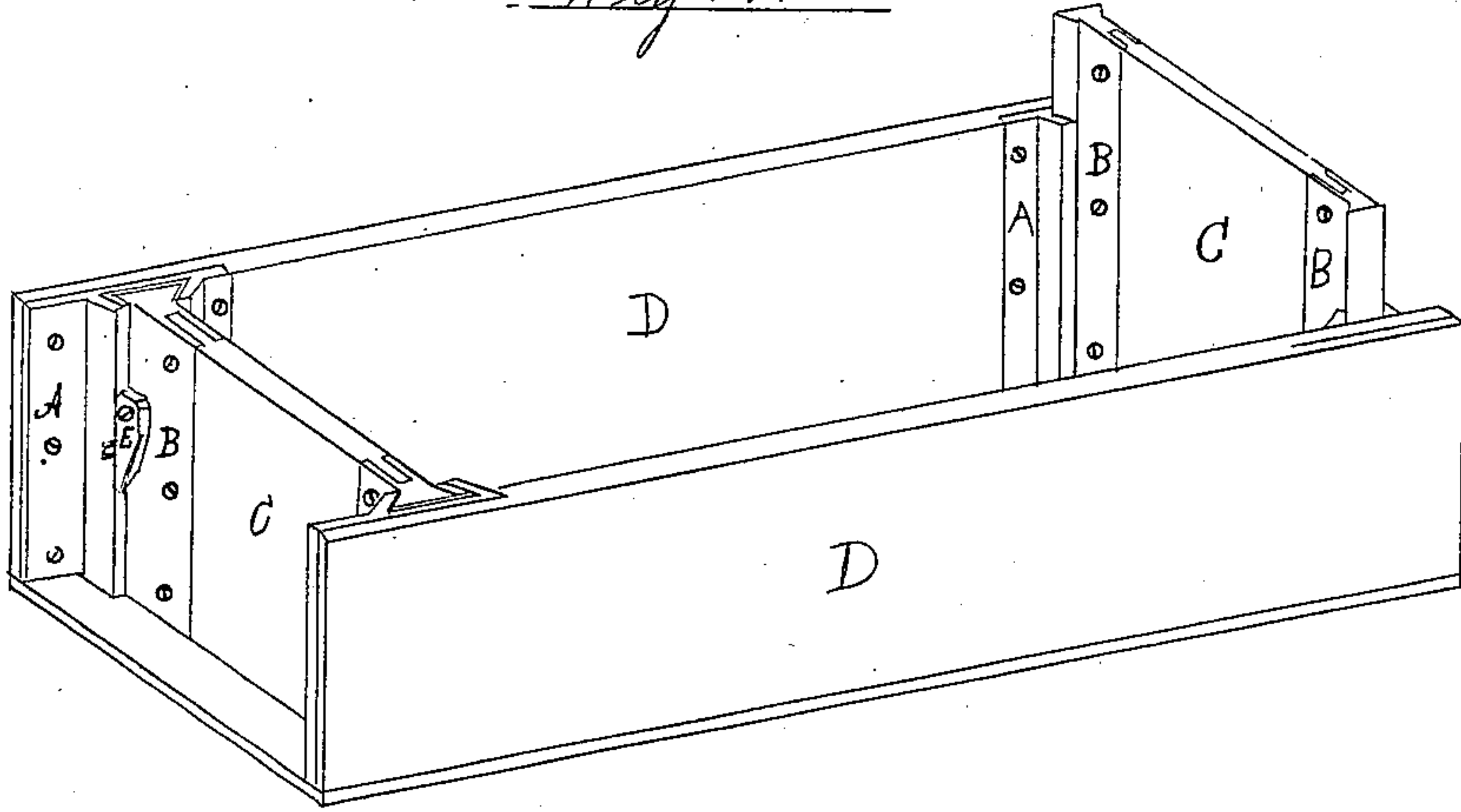


Fig. 2.

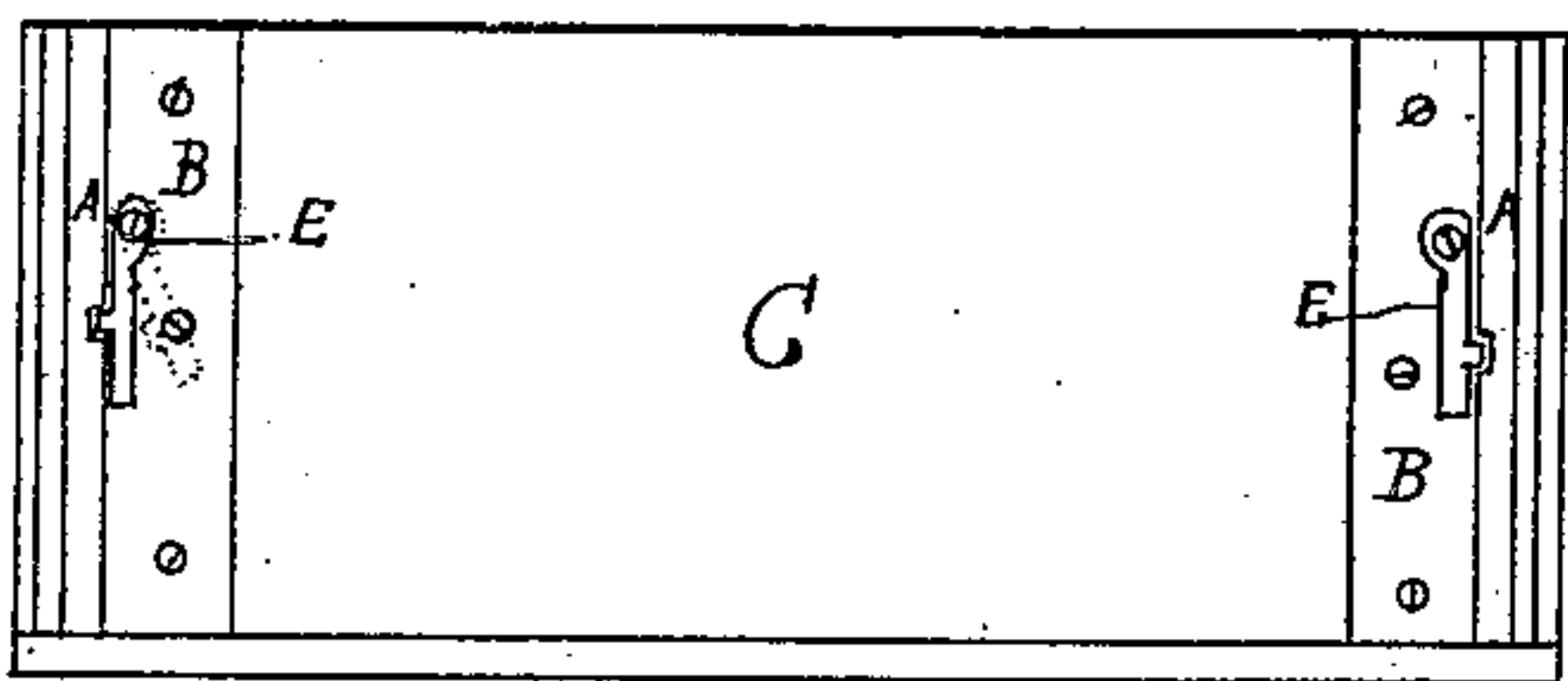


Fig. 3.

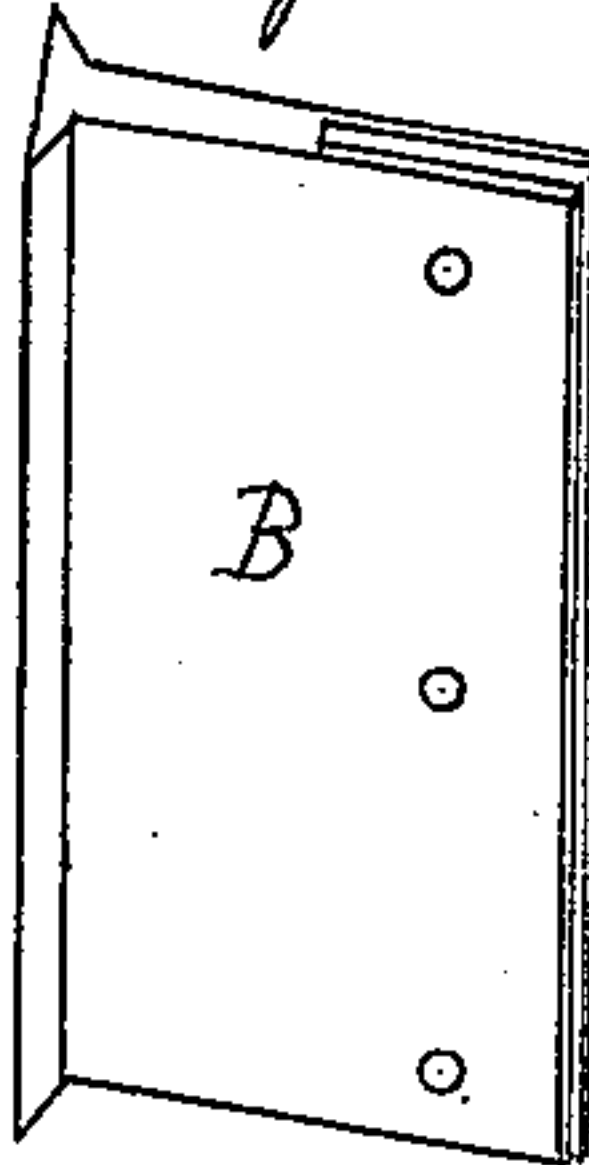


Fig. 4.

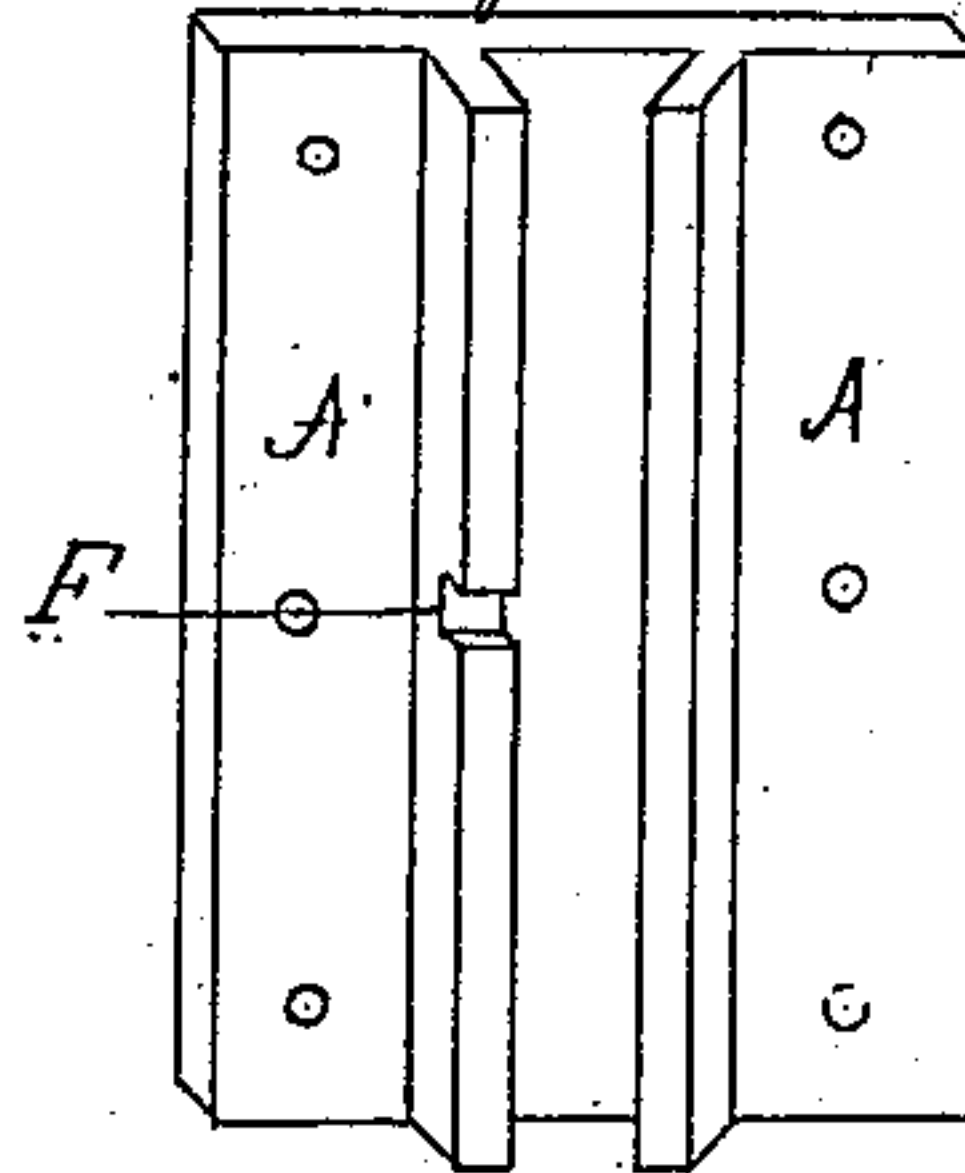


Fig. 5.

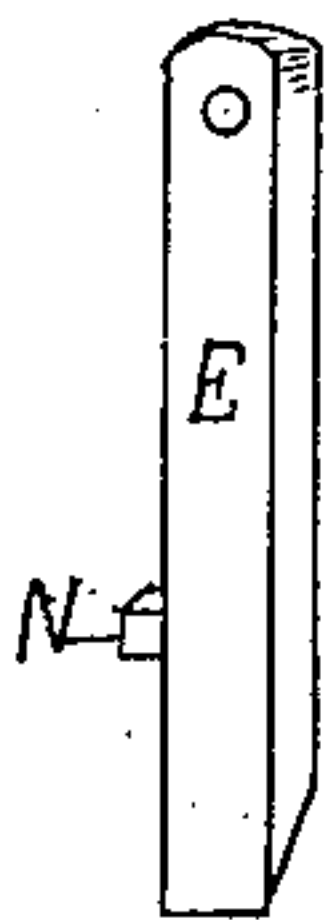
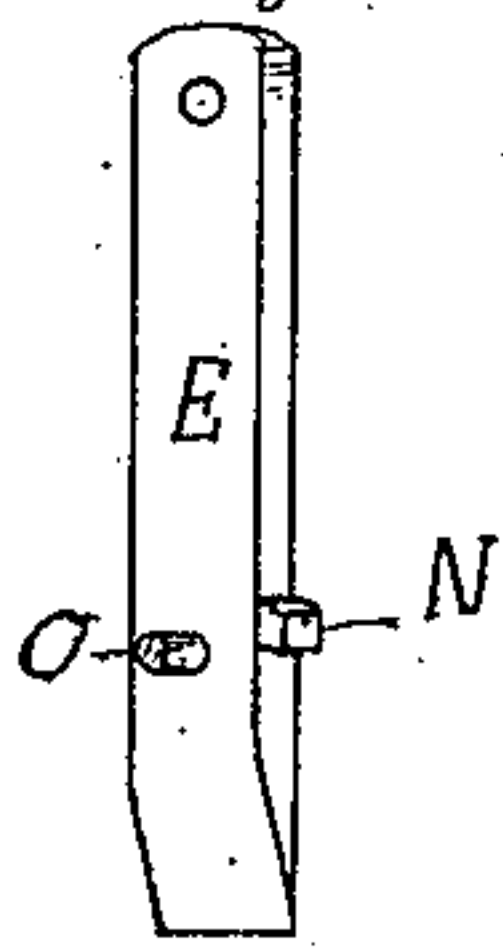


Fig. 6.



Witnesses

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# United States Patent Office.

WILLIAM F. MOORE AND JACOB A. BOWERS, OF CHANNAHON,  
ILLINOIS.

*Letters Patent No. 95,712, dated October 12, 1869.*

## IMPROVEMENT IN WAGON-BOXES.

The Schedule referred to in these Letters Patent and making part of the same.

Be it known that we, WILLIAM F. MOORE and JACOB A. BOWERS, of Channahon, in Will county, and State of Illinois, have invented a new and useful Improvement on a Wagon-Box; and we do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, in which—

Figure 1 is a perspective view of the wagon-box;

Figure 2, an elevation of the rear end of the same;

Figure 3, a perspective view of the metal ends of the end-boards;

Figure 4, a perspective view of the grooved metal plate on the side-boards; and

Figures 5 and 6, perspective views of the thumb-catches on the end-boards.

It is a well-known fact that the continual jar and rattle of a wagon will, in a short time, wear out the cleats on the side-boards of the wagon-box, and also the ends of the end-boards, so that, in a very short time, the box will not hold the coarsest kind of grain. To obviate this difficulty, rods are generally used, passing through the box from side to side, through cleats, on the end-boards, to hold the box together and the end-boards down tight; but rods have been found not to answer the purpose in such a degree as is desired.

To obviate this difficulty in holding the box together, making it perfectly tight, and to hold the end-boards down in place, we use, in the first place, the dovetail metal ends B on the ends of the end-boards C, shown in figs. 1, 2, and 3, which slide down into the grooved metal plates A, attached to the side-boards D, as shown in fig. 1.

It will be readily observed that, in consequence of the groove in the plate A being dovetailed in shape, and receiving the dovetailed end of the metal ends B, the box cannot, by any possible means, spread apart, but will, in reality, be tighter than when the sides D are not pressed out by a load in the box.

The metal plates A are attached to the side-boards D by means of bolts or screws, as shown in fig. 1. The metal ends are constructed with a groove on the inner edge, which receives the tongue on the end-boards C, as shown in fig. 1, and are fastened to the end-boards by means of bolts or screws passing through, as shown.

By means of the metal parts described, the wagon-box is made very durable and tight.

In order to hold the end-boards C down in place, we use the thumb-catches E, shown in figs. 1, 2, 5, and 6, which are attached to the end-boards by means of a bolt or screw at the upper end, as shown in figs. 1 and 2. These catches have a projection, N, on the side, which fits into a corresponding notch in the metal plate A, shown at F, fig. 6, and also in figs. 1 and 2. These projections prevent the end-boards from working up. The catches are furnished on the back with a projection, shown at O, fig. 6, which snaps into a hole in the metal ends B, when in place, so they will not turn and let the projection N out of the notch F. It will thus be seen that the end-boards cannot possibly get loose or out of place, as the thumb-catches may be made of either wood or metal that will spring.

### Claim.

Having thus described our invention,

What we claim as new, and desire to secure by Letters Patent, is as follows:

We claim the combination of the metal ends B, metal plates A, thumb-catches E, end-boards C, and side-boards D, arranged and constructed as and for the purposes set forth.

WM. F. MOORE.  
JACOB A. BOWERS.

Witnesses:

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H. LOWE.