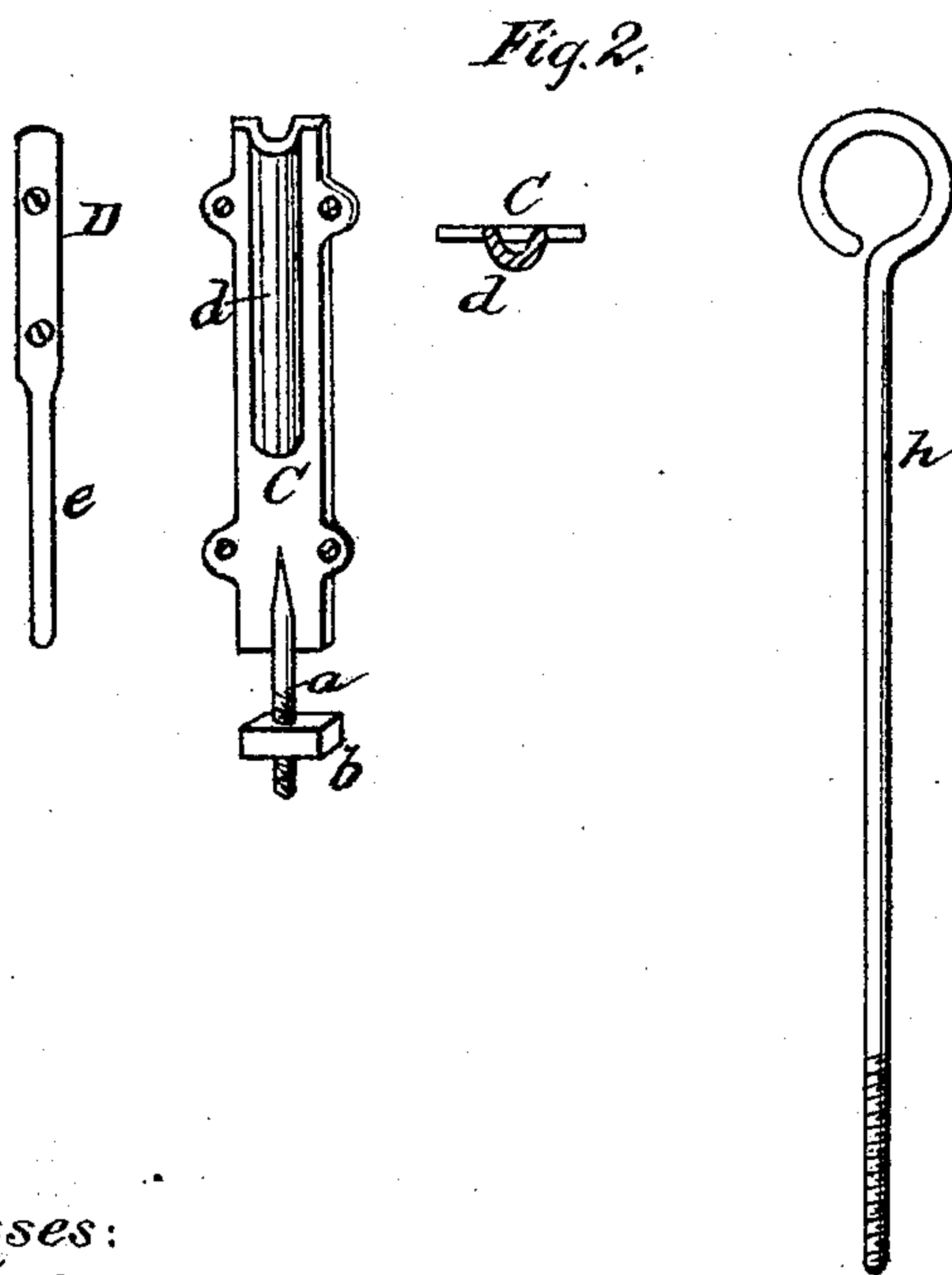
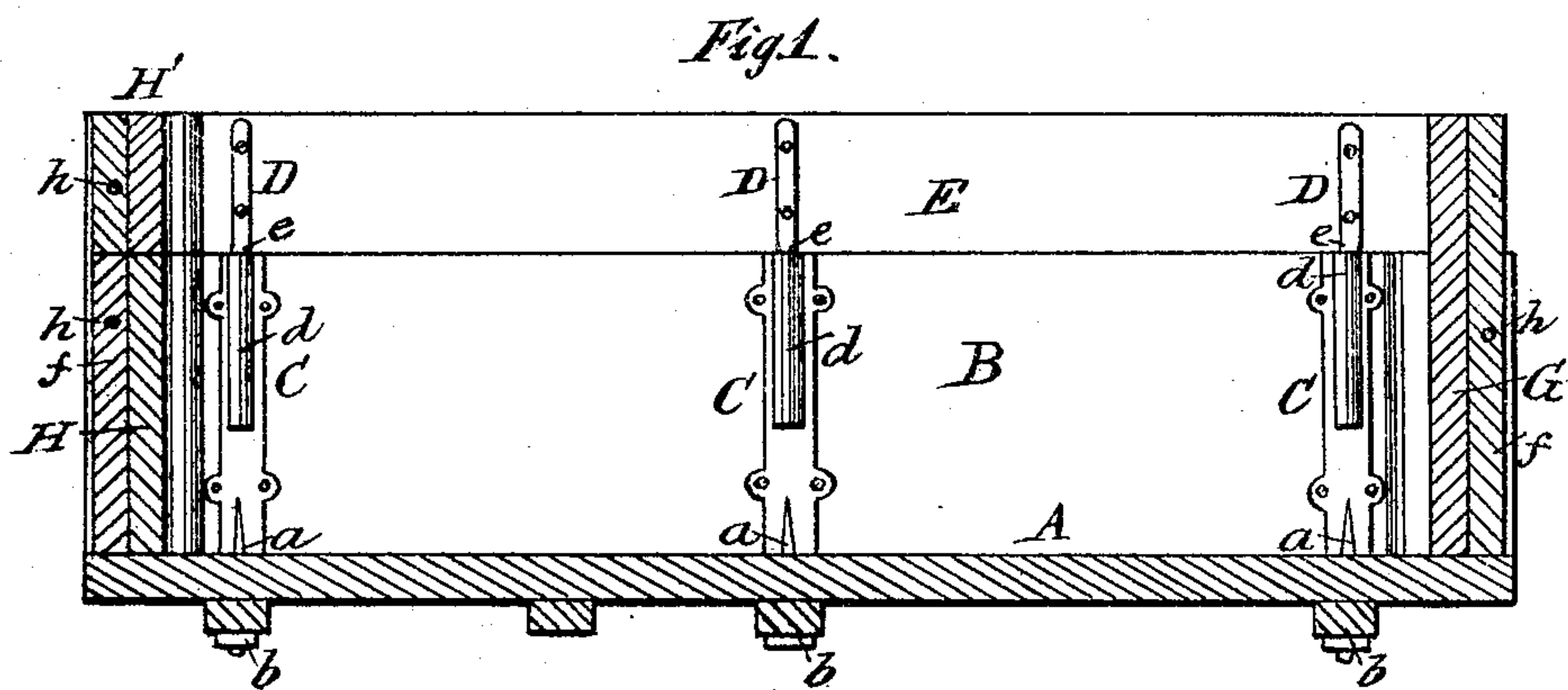


I. S. CLAWSON.  
Wagon-Box.

No. 160,258.

Patented March 2, 1875.



Witnesses:  
Jas. F. Duhamel,  
Thomas Byrne,

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I. S. Clawson.  
Per  
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Attorney.

# UNITED STATES PATENT OFFICE.

ISAAC S. CLAWSON, OF MONROE, WISCONSIN.

## IMPROVEMENT IN WAGON-BOXES.

Specification forming part of Letters Patent No. **160,258**, dated March 2, 1875; application filed January 11, 1875.

*To all whom it may concern:*

Be it known that I, ISAAC S. CLAWSON, of Monroe, county of Green and State of Wisconsin, have invented certain new and useful Improvements in Wagon-Boxes, of which the following is a specification:

My invention relates to wagon-boxes; and it consists in the construction and arrangement of the box-irons which fasten the sides to the bottom, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which forms a part of this specification, and in which—

Figure 1 is a longitudinal vertical section of a wagon-box embodying my invention. Fig. 2 shows the box-irons in perspective and in section.

A represents the bottom, and B B the sides, of a wagon-box. Each side B is provided with three irons, C C, secured vertically on their inner sides, said irons consisting each of a flat plate, the lower end of which terminates in a rod, *a*, which passes down through the bottom A, and through suitable bed-timbers underneath, and a nut, *b*, placed on its lower end. The upper end of each iron or plate C is stamped or otherwise manipulated to form a vertical semi-tube, *d*, which is open at its lower end, as shown in Fig. 2. The tubes *d* on the irons C C are for the insertion of rods *e e*, which are formed on the lower ends of irons D D, attached to the inner sides of

auxiliary side pieces E E, placed upon the sides B B of the wagon-box, to increase its height when desired.

When the auxiliary side pieces E E are not used, any dirt that gets into the tubes *d* on the irons C will pass out through the open lower ends thereof, and prevent clogging.

The front end-board G is made in one piece, while the tail end-board is made in two pieces, H H', and both inserted between cleats on the sides. Both end-boards are provided with central ribs *f*, and held in place by means of screw-rods *h*, passed through the ends of the sides and said ribs.

By the construction of the box-irons C and D the wagon-box is materially simplified and the cost reduced, while at the same time it is perfectly strong and durable, and not liable to get out of order.

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

The combination, with the bottom A, sides B B, and auxiliary sides E E of a wagon-box, of the irons C, formed with the rods *a* and open-ended semi-tubes *d*, and the irons D, formed with the rods *e*, all substantially as and for the purposes set forth.

In testimony that I claim the foregoing as my invention I hereunto affix my signature this 2d day of January, 1875.

ISAAC S. CLAWSON.

Witnesses:

S. W. ABBOTT,  
HUGH BUNTING.