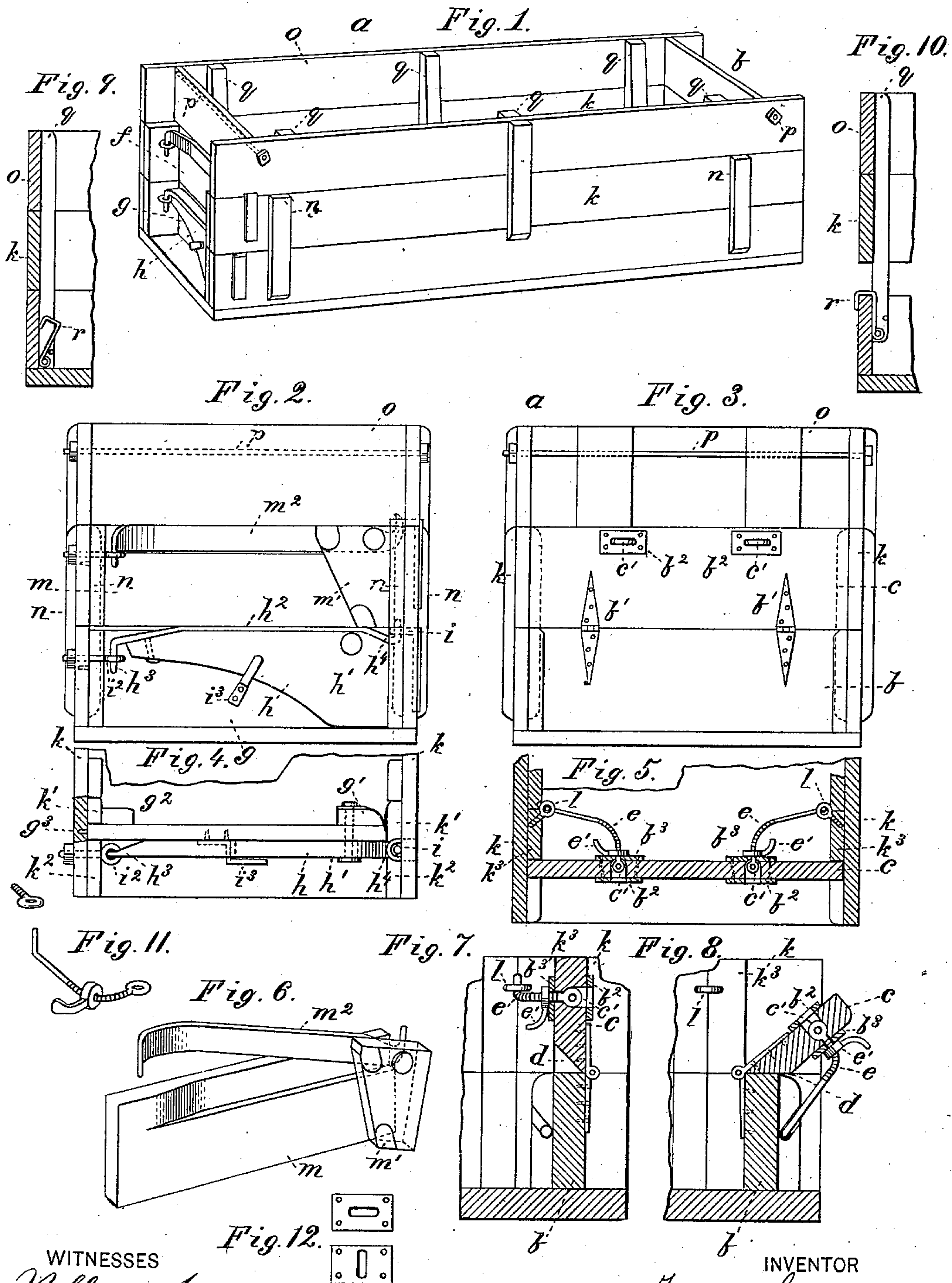


(No Model.)

F. LANZ.
WAGON BOX.

No. 292,019.

Patented Jan. 15, 1884.



WITNESSES

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UNITED STATES PATENT OFFICE.

FRED LANZ, OF MONROE, WISCONSIN.

WAGON-BOX.

SPECIFICATION forming part of Letters Patent No. 292,019, dated January 15, 1884.

Application filed November 10, 1883. (No model.)

To all whom it may concern:

Be it known that I, FRED LANZ, a citizen of the United States, residing at Monroe, in the county of Green and State of Wisconsin, have invented certain new and useful Improvements in Wagon-Boxes; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of this invention, and is a perspective view. Fig. 2 is an end view, showing the back end-gate. Fig. 3 is an end view, showing the front end-gate. Fig. 4 is a detail view; and Figs. 5, 6, 7, 8, 9, 10, 11, and 12 are detail views of the different parts.

This invention has relation to wagon-boxes; and it consists in the construction and novel arrangement of devices, as will be hereinafter fully described, and particularly pointed out in the claims appended.

Referring by letter to the accompanying drawings, *a* designates the wagon-box proper, which has a removable head-gate, *b*, provided with a hinged foot-board, *c*, beveled on one side of its lower edge, as at *d*, and is provided with hook-arms *e e*, which serve as brace-rods when the hinged board *c* is used as a foot-rest. The foot-rest *c* is connected to the head board or gate *b* by strap-hinges *b' b'*, and slotted washers or plates *b² b²* are secured to one face of the foot-rest *c*, and washers *b³ b³* to the opposite face of said board or rest *c* to furnish bearings for the hook-arms *e e*, which are provided with heads or eyes *e' e'* and thumb-nuts *e' e'*, by which they may be held to their adjustments.

The tail gate or board *f* for the body proper, *a*, consists of a board, *g*, provided with vertical cleats *g' g'* on its inner face. The cleat *g'* is at the right-hand end and is slightly rounded on its outer edge. The cleat *g²* is placed a short distance from the left-hand end of the board *g*. The left-hand end of the board *g* is provided with a metal dowel-pin, *g³*, which fits a hole in the side-board of the box *a*, between the cleats which form the ways for the tail-board *f*. The upper edge of the board *g*,

as well as the edges of the side-boards of the box *a*, are metal-faced.

To the outside of the board *g* a lever, *h*, having its fulcrum end as broad as the board *g*, is pivoted, its right-hand end *h'* extending slightly beyond the right-hand end of the board *g*, when they are both in horizontal parallel positions. This lever *h* tapers or curves upwardly to a point at its left-hand end, and is provided with a metal strip, *h²*, on its upper edge, which strip *h²* terminates at its left-hand end in a downwardly-bent hook, *h³*, and at its right-hand end in a depressed upwardly-turned hook, *h⁴*. The upwardly-turned hook *h⁴* engages an eye, *i*, at the upper end of the way, between the cleats at that side of the box. The downwardly-turned hook *h³*, when the tail-board is in place, engages an eye, *i²*, in the outer opposite cleat. In addition to this, the board *g* is provided on its outside with a stirrup, *i³*, to guide the lever *h*, and assist in holding it in place. When the lever *h* is turned up at a right angle to the board *g*, the tail-gate may be removed and replaced by first pulling its right-hand end out at the rear of the box, which will permit the left-hand end to be withdrawn from its way between the cleats.

k k designate extension side-boards with double cleats *k' k²* at their rear ends, and single cleats *k³* at their front ends on their inner faces. These cleats are in line with corresponding cleats on the box *a*. By loosening the thumb-nuts on the hook-arms *e e*, the hooks may be disengaged from the cleats on the outside of the head-gate *b*, and it may be lifted from its ways and reversed, the cleats and hook being placed inside and the foot-rest turned up straight against the front cleats on the extension side-boards *k k*, and the hook-arms *e e* turned up to engage the eyes *ll* in the front cleats of the side-boards *k k* to make a closed head-gate. The tail-gate *m*, for this section of the wagon-box, is constructed similarly to the tail-gate for the box proper, except that the wooden portion *m'* does not extend so far across the tail-board *m* as in the former instance, and the upper edge of the board *m* is recessed in its outer face to receive the metal portion *m²* of the lever when it is turned down in place. This puts the lever *m²* out of the way of the lever below it, so that the lower

tail-gate may be removed and inserted without interfering with anything above it. The middle box-section is provided with clamps *n n* to fit over the side-boards of the main box to hold it in place. In these two box-sections no bolt-rods are employed to hold the end-gates in place, the levers and connections being sufficient to hold the parts firmly together. A top box-section, *o*, is also employed in connection with the box, rods *p* being used with it to hold the end-gates in place; but it is detachable without being separated. Its side-boards are provided with outside clamps and inside stakes, the stakes *q*, three on each side, extending to the floor of the box when in place. These stakes *q* are each provided on one side with a hook, *r*, which is pivoted so that it may be turned out of the way, or may be turned to engage the upper edge of the side-board of the box proper to convert the sectional box into a wagon box for stock—such as sheep, hogs, calves, &c. This adjustment gives space between the sections and furnishes air to the stock.

The top box and intermediate section may be easily taken to pieces and shipped or stored when not needed.

The foot-rest may be used with the box *a*, only, or with either or both of the sections, if desired.

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

1. In a wagon-box, a tail-gate consisting of a tail-board shorter than the inside width of the wagon-box, provided with a pivoted lever having one end of the same or nearly

the same width as the tail-board, and projecting beyond one end of the tail-board when the lever and tail-board are in place, said lever having engaging-hooks at its ends upon its upper edge, in combination with the side-boards and cleats, and engaging-eyes for holding the tail-gate in place in the ways, and permitting its ready removal therefrom, substantially as specified.

2. In a wagon-box, a reversible removable head-gate provided with a hinged foot-rest, having bracing hook-arms with eyes and tightening-nuts, in combination with the side-boards and cleats forming the ways, whereby the head-gate may be used to form a foot-rest, and also to close the head of the box when an extension is placed thereon, substantially as specified.

3. In a wagon-box, the top box having inside stakes provided with hooks for forming an open or stock box, in combination with the main box and the intermediate box-section, substantially as specified.

4. In a wagon-box, an intermediate section having a tail-gate provided with a pivoted lever extending at one end beyond the board to which it is pivoted, and provided with engaging-hooks, in combination with the side-boards and cleats of said intermediate section, substantially as specified.

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

FRED LANZ.

Witnesses:

N. LANZ,

W. F. TRUKENBROD.