

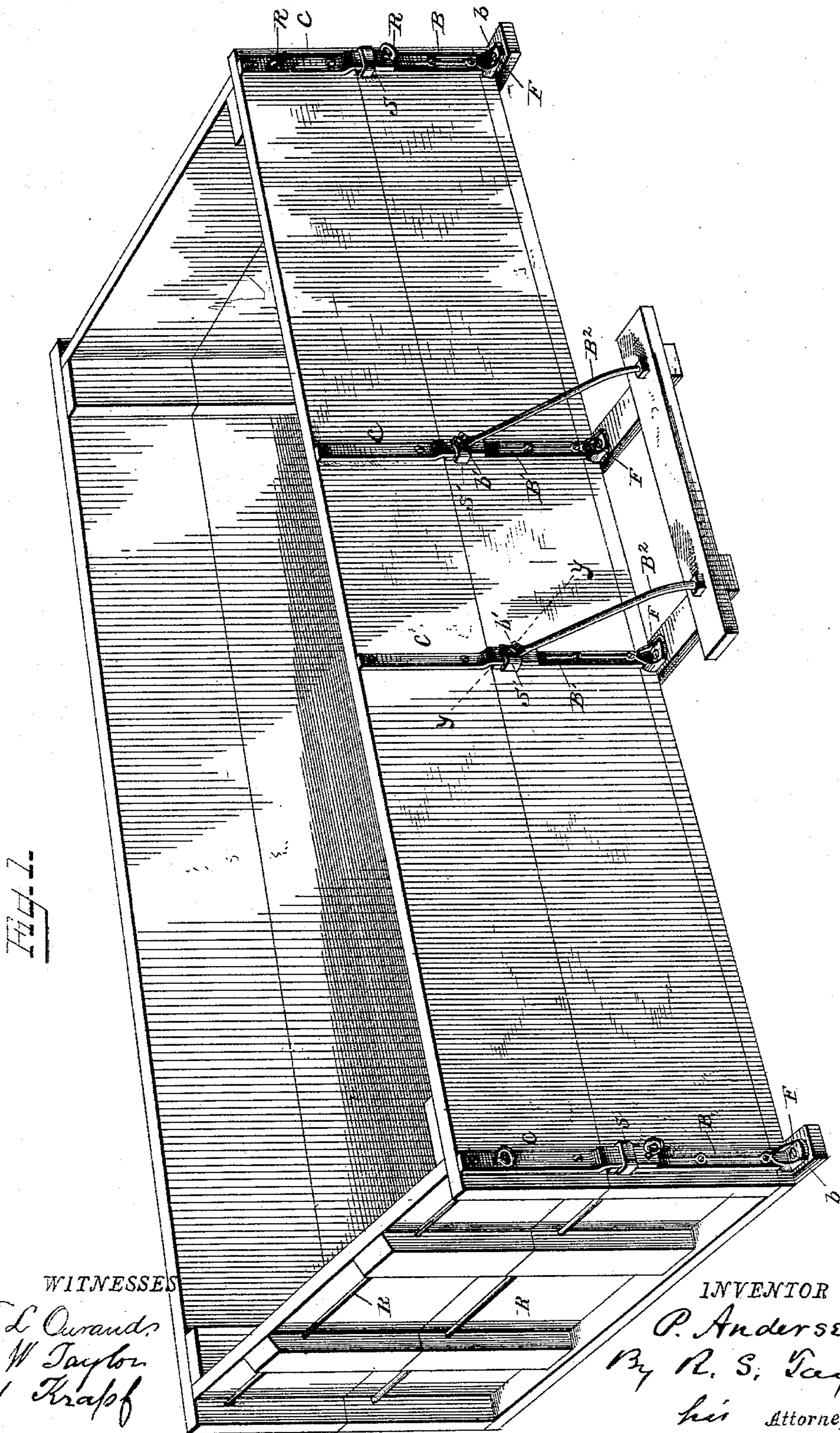
(No Model.)

2 Sheets—Sheet 1.

P. ANDERSEN.
WAGON BOX BRACE.

No. 323,552.

Patented Aug. 4, 1885.



WITNESSES

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J W Taylor
M Krapf

INVENTOR

P. Andersen
By R. S. Taylor
his Attorney

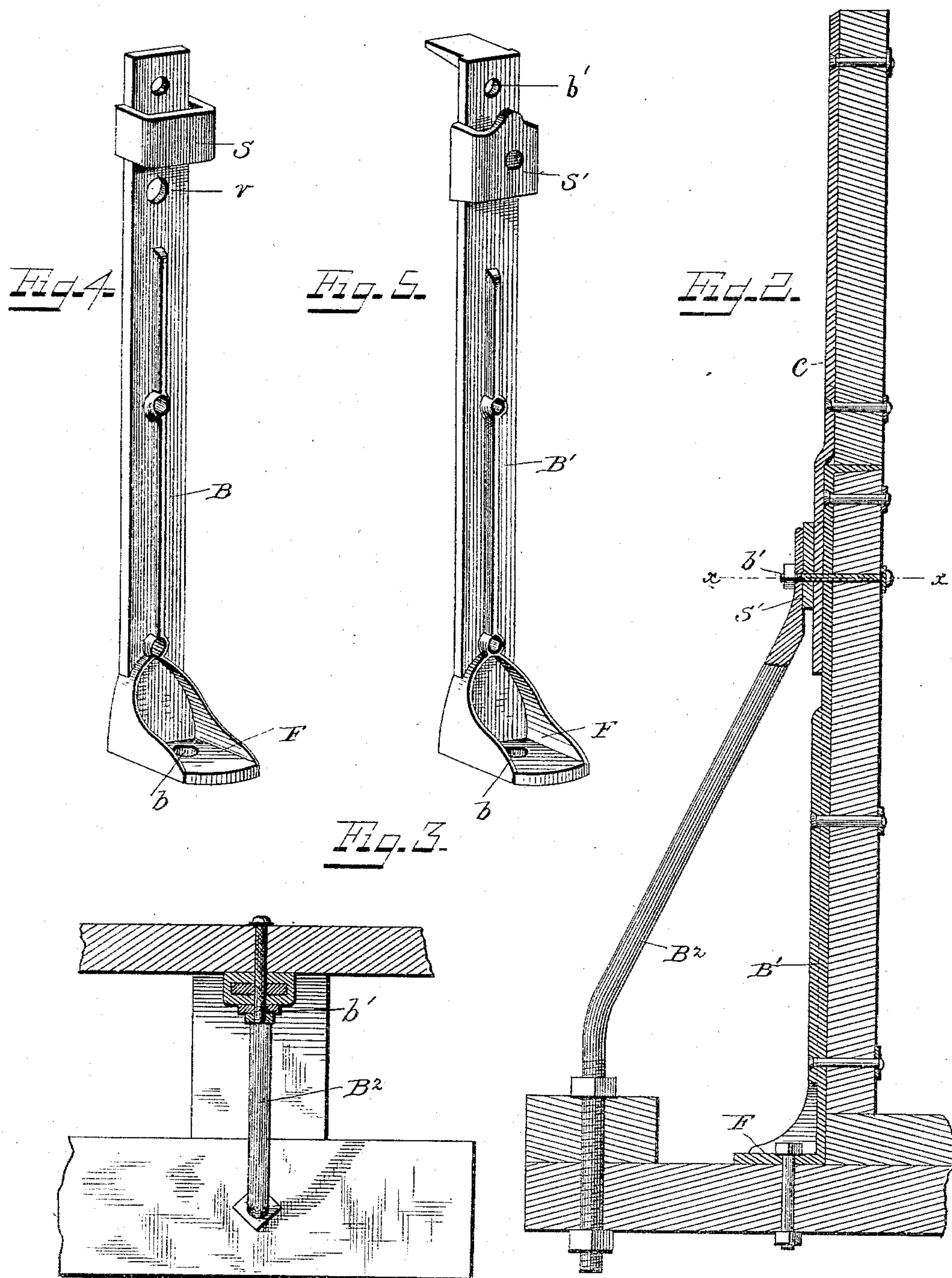
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UNITED STATES PATENT OFFICE.

PETER ANDERSEN, OF FORT WAYNE, INDIANA, ASSIGNOR TO HENRY G. OLDS, OF SAME PLACE.

WAGON-BOX BRACE.

SPECIFICATION forming part of Letters Patent No. 323,552, dated August 4, 1885.

Application filed April 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, PETER ANDERSEN, of Fort Wayne, in the county of Allen and State of Indiana, have invented certain new and useful Improvements in Wagon-Box Braces and Fastenings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to improved iron wagon-box braces and fastenings, applicable to those wagon-boxes made in two sections, one above the other, and in which it is desired to make the upper section removable at pleasure, the objects of which are to increase the strength, durability, and convenience of wagon-boxes, and to cheapen the cost of the same.

In the accompanying drawings, Figure 1 shows a wagon-box with the braces in position. Fig. 2 is a section at *yy* of Fig. 1. Fig. 3 is a section at *xx* of Fig. 2. Fig. 4 is an end brace detached. Fig. 5 is a middle brace detached.

In the several figures identical parts are denoted by the same letter.

The end brace, B, (shown at Fig. 4,) is made of malleable cast-iron or wrought-iron pressed, and has at F a projecting foot, perforated at *b* to receive a bolt by which it is fastened to the wooden cross-piece passing underneath the wagon-box. At S it has a socket or staple to receive the projecting extension of an iron cleat, C, in Fig. 1, bolted or otherwise fastened to the upper and movable section of the wagon-box. At *r* it is perforated to receive the box-rod R. (Shown in Fig. 1.) The middle brace, B', (shown in Fig. 5,) is of like material to the end braces, and has a projecting foot of the same form. At its upper end it has a projecting lip or hook made to extend across and be countersunk in the upper edge of the lower section of the wagon-box, and at S' it has a staple or socket to receive the projecting cleat of the upper section of the box. At *b'* it is perforated to receive a bolt, which passes entirely through both braces and the cleat of

the upper section and the side of the lower section of the box, as is shown at *xx* in Fig. 2.

Previous to my invention the usual method of applying a brace to the side of a wagon-box was to carry it straight down through the cross-piece and fasten it below by a nut, and to let the upper section rest on the lower, with cleats of wood or iron resting in staples or sockets placed on the lower section, but without any thorough and durable fastening of one to the other. This method is defective in point of strength, and in the further particular that the tightening of the nut under the cross-piece tends to pull the side of the wagon outward and throw it out of the perpendicular—an evil which is entirely overcome by the projecting foot in my invention. It is at the central part of a wagon-box that the greatest strength is needed, and for this purpose it is desirable to secure for the support of the load the strength of the upper as well as the lower section—an object which is attained perfectly by the combination of braces, cleats, and bolts in my invention.

In Fig. 2 are shown the brace B' bolted to the cross-piece at the bottom and to the side of the box, the cleat C bolted to the upper section of the box, the diagonal brace B², and the bolt fastening the whole together at *b'*. The combination of the parts is shown in section in Fig. 3. The diagonal brace B² is commonly made of round iron and secured to the cross-piece of the wagon-box by two nuts, as shown in Figs. 1 and 2; but the precise form of it or mode of its attachment is not material. The iron cleats C on the upper section of the wagon-box are perforated with holes to match the holes in the braces, and through those at the ends pass the rods R R, each of which has a ring turned upon one end of it and a nut at the other, thus furnishing a neat, strong, convenient, economical, and durable mode of binding the wagon-box together. By the combination of braces, cleats, and bolts at the ends and central portion of the box, the entire upper section of the box is secured to the lower section by iron bolts passing through iron braces at four different points on each side of the box, by which means there are secured

strength, security, durability, and convenience of handling.

I am aware that wagon-boxes have been made heretofore with iron corner-pieces, 5 braces, sockets, and cleats; and I do not claim, broadly, such corner-pieces, braces, sockets, or cleats, or the combination of them with each other or with the wagon-box.

Having thus described my invention, that 10 which I claim as novel and useful, and desire to secure by Letters Patent, is—

1. In a wooden wagon-box made in two sections, the upper detachable from the lower, a set of fastenings and braces to be applied at 15 either end and in the completed box at each end of the wagon-box, consisting of the following parts in the combination stated, viz: an iron brace fastened to the side of the lower section of the box near the end of the same, 20 with a projecting foot standing at a right angle with the side of the box and bolted to the cross-piece, an iron cleat fastened to the upper section of the box and projecting downward and fitting into a socket formed on the 25 upper end of the lower box-brace aforesaid and an iron rod passing below the socket aforesaid by suitable apertures through said lower brace, and the projecting cleat of the upper section resting in its socket and across the 30 box outside the end gate through the corresponding brace and cleat on the farther side of the box and fastened by a nut, each and all formed and combined substantially as set forth and described.

35 2. In a wooden wagon-box made in two sections, the upper detachable from the lower,

a set of braces and fastenings, four in number, two on each side of the box, placed centrally between the ends, embracing in each a combination of parts as follows: an iron brace fast- 40 ened to the side of the lower section of the box, having a projecting foot standing at a right angle with the side of the box and bolted to the cross-piece, an iron cleat fastened to the side of the upper section of the box and projecting downward into a socket formed upon 45 the upper end of the lower section-brace aforesaid, a diagonal brace with its lower end fastened upon the projecting cross-piece at a little distance from the side of the box and its 50 upper end resting against the socket aforesaid, and a bolt passing by suitable apertures through said lower and diagonal braces, and the foot of said cleat resting in its place in said socket and through the side of the box and 55 secured by a nut on the outside, substantially as described and set forth.

3. In a double wagon-box and in combination, the socketed braces B, the cleats C, and the rods R at each end of the box and cen- 60 trally placed, the socketed braces B', the diagonal braces B'', the cleat C, and the bolts b', each and all formed, combined, and used substantially as described and set forth.

In testimony that I claim the foregoing as 65 my own I have hereto affixed my signature in presence of two witnesses.

PETER ANDERSEN.

Witnesses:

O. H. BROOKS,
C. H. WORDEN.