

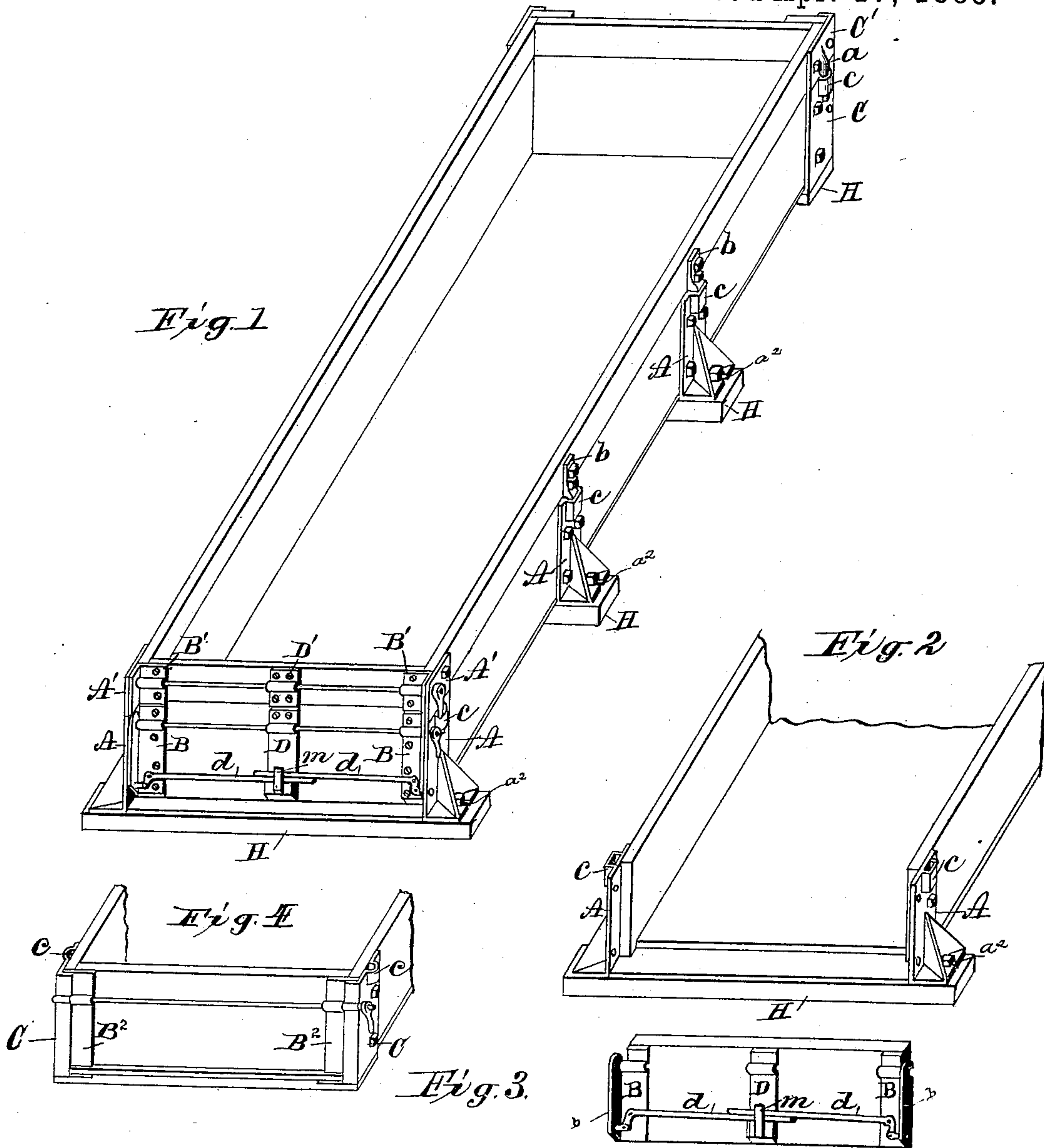
(No Model.)

G. W. MANLOVE & E. A. PARKER.

WAGON BOX.

No. 381,479.

Patented Apr. 17, 1888.



Witnesses,
George W. Love,
W. J. Turner

Inventor,
George W. Manlove,
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UNITED STATES PATENT OFFICE.

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WAGON-BOX.

SPECIFICATION forming part of Letters Patent No. 381,479, dated April 17, 1888.

Application filed April 17, 1886. Serial No. 199,273. (No model.)

To all whom it may concern:

Be it known that we, GEORGE W. MANLOVE and EDMUND A. PARKER, of the village of Rushville, county of Schuyler, and State of Illinois, have invented new and useful Improvements in Wagon-Boxes; and we do hereby declare the following to be a full, clear, and exact description of said invention, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification, and in which—

Figure 1 is a rear perspective view of wagon-box, showing our improvements. Fig. 2 is a similar view of rear end of box with the rear end-gate removed. Fig. 3 is a similar view of rear end-gate and irons, and Fig. 4 is a perspective view of forward end-gate and irons.

Similar letters refer to same parts throughout the several views.

A is a cast malleable iron side-brace riveted to outside of side-board and bolted to upper side of bottom cleat, H, by means of bolt passing through a grooved or open slot, a^2 , in bottom of said brace A. The upper part of A is cast in form of hasp c , to receive the staple of the top box. At the rear end of the wagon-box the brace A has openings to receive the rods of the end-gate, thus acting as corner-iron. (See Figs. 1 and 2.)

B is a cast malleable iron cleat having rounded upper corners riveted to end-board, having hasp for passage of ordinary iron rod, (see Fig. 3,) and by means of square corner fits tightly against the brace A, the rod passing through hasp in B and slot in A and fastened by its nut, Fig. 1. The edge cleat, B, extends beyond the end-board the thickness of side-board, and has a flange, b , that fits tightly against brace A, which projects beyond the side-board. The end-board thus lies inside the side-boards, and the bottom boards are rabbeted to receive it. The levers d are each pivoted to cleats B, (see Fig. 3,) and one end of each rests in hook m of the malleable iron bump-brace D. One portion of lever passes through a slot at bottom of A. When the

lever is lifted at m , the other end is drawn out of slot and the end-gate swings outward on the upper rod as a pivot, leaving the top end-gate in position—a great convenience in dumping grain.

C is used at front end of box, where the space for turning forward wheels of wagon is needed, and is therefore constructed with no outside braces, but turns under the bottom boards with a right angle, (see Fig. 4,) and also turns inward at a right angle around the forward end of side-board, leaving space enough between this lip and the end of side-board for cleat B^2 , thus allowing simply the forward end-gate to be raised upward and out, there being no need of swinging forward end-gate. The forward end-gate has the ordinary rod and nut to hold it in position. (See Fig. 4.) C is also provided with hasp c . D is a plate of iron riveted to center of end-board to prevent splitting thereof, and at its lower end has the hook m , above mentioned.

A' , B' , C' , and D' are top-box irons, made and used substantially as A, B, C, and D, respectively; but A' and C' have in lieu of outside braces iron staples A, resting in hasps c . (See Fig. 1.) $b b$ are iron staples riveted to the top side-board and resting in hasps $c c$.

No wooden cleats are used in this wagon-box. The ordinary inside iron straps riveted to side-board and passing through the bottom strap, H, are entirely done away with. The wagon-box throughout its entire inside surface is perfectly smooth. The length of boards being the same, greater capacity is secured by this invention than is afforded by the present style of wagon-boxes.

This invention saves the small manufacturer much expense and time in construction, because the metal parts are adjustable to any style of wagon-box, and are rapidly fitted in position. All the corners, sides, and top are protected by iron plates, and consequently there is less liability not only to ordinary wear, but also to accidental breakages. The iron bump-board $D D'$ protects the rear end-board from any blow from behind. The top rod in the lower end-gate acts as a pivot, as well as

clamp, or can be taken out and the end-gate removed, if necessary. The slots in the braces A make these braces easily adjustable to the bottom strap, H, and the shape of A is such that all racking or spreading of box is impossible.

What we claim as our invention, and desire to secure by Letters Patent of the United States, is—

10 1. In a wagon-box, the combination, with the sides and bottom, of rigidly-secured braces extending beyond the ends of the sides and an end-gate having cleats secured to and projecting beyond its ends, said cleats having
15 straight outwardly-extending flanges, through which pass the bolts for securing the gate in position, as set forth.

20 2. In a wagon-box, the combination, with the bottom and sides, of an end-gate provided with cleats having outwardly-extending flanges with rounded upper corners, said cleats projecting beyond the ends of the sides of the box, and rods for securing said gate in place, substantially as described.

25 3. In a wagon-box, the combination, with the bottom and sides, of an end-gate pivotally secured at its upper side portion and provided with cleats having outwardly-extending flanges with rounded upper corners, said cleats
30 extending beyond the ends of the sides of the box, and locking-levers pivoted to said cleats near their lower edges, substantially as described.

35 4. In a wagon-box, the combination, with the sides and bottom, of an end-gate pivotally secured at its upper side portion, cleats having outwardly-extending flanges with rounded upper corners, secured to said gate, a brace extending across the central portion of said
40 gate, and having a hook attached to its lower end, locking-levers pivoted to the lower ends of said cleats, the short arms of which are bent down and forward and adapted to pass through openings in the flanges and into rigidly-secured braces, substantially as described.

5. In a wagon-box, the combination, with the sides having braces A and the bottom, of the end-gate having brace D and cleats B, with flanges *b*, the levers *d*, having their long arms arranged to be placed in hook *m*, and their short arms adapted to enter openings in said flanges, and end braces, A, substantially as described.

6. A wagon-box consisting of the sides and bottom portions, said sides provided with
55 cleats at their forward ends, which have straight inwardly-extending side and bottom flanges, and also with braces at their rear ends which project beyond the same, a rear end-gate having cleats which extend beyond its
60 ends, said cleats having outwardly-extending flanges, a forward end-gate provided with cleats which extend beyond its ends, and locking-levers and rods for securing the said gates in place, substantially as described.

7. In a wagon-box, a series of braces secured to the ends of cross-beams on the outside of said box, said braces having open slots or grooves in their outer bottom portions, whereby the same are allowed to be adjusted
70 in or out, and clasps secured to their upper outer sides, substantially as described.

8. An extension for a wagon-box, consisting of side portions having downwardly-extending staples secured thereto and cleats having
75 straight inwardly-extending side flanges attached to the forward ends, and outwardly-extending cleats secured to the rear ends of said sides, a front gate having cleats B² secured thereto, and a rear gate having braces
80 D' and flanged cleats B', and a rod for securing said rear gate in place, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

GEORGE W. MANLOVE. [L. S.]

EDMUND A. PARKER. [L. S.]

In presence of—

DAVID H. GLASS,

S. B. MONTGOMERY.