

(No Model.)

W. R. WATT.
WAGON BED.

No. 403,629.

Patented May 21, 1889.

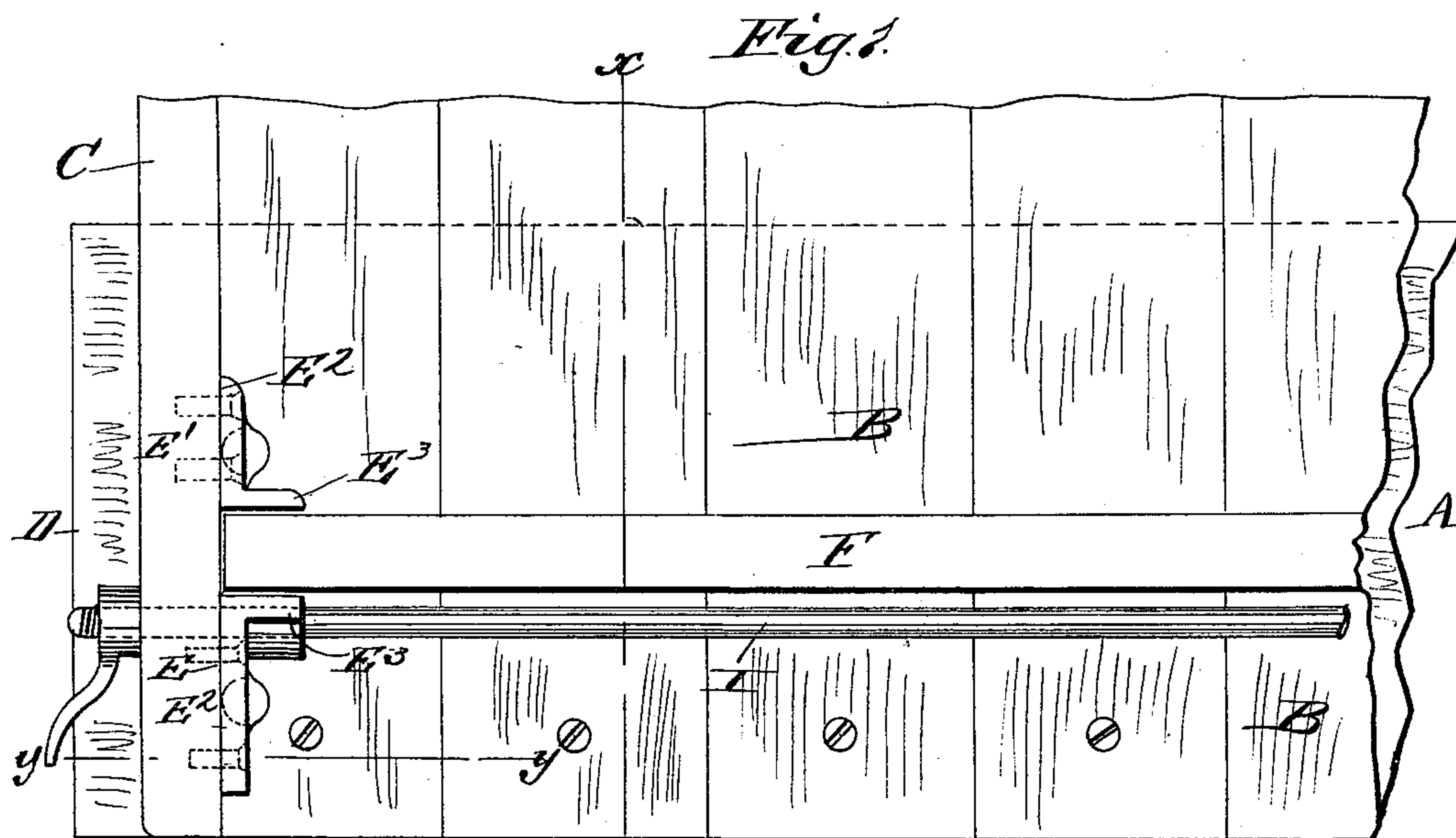


Fig. 2

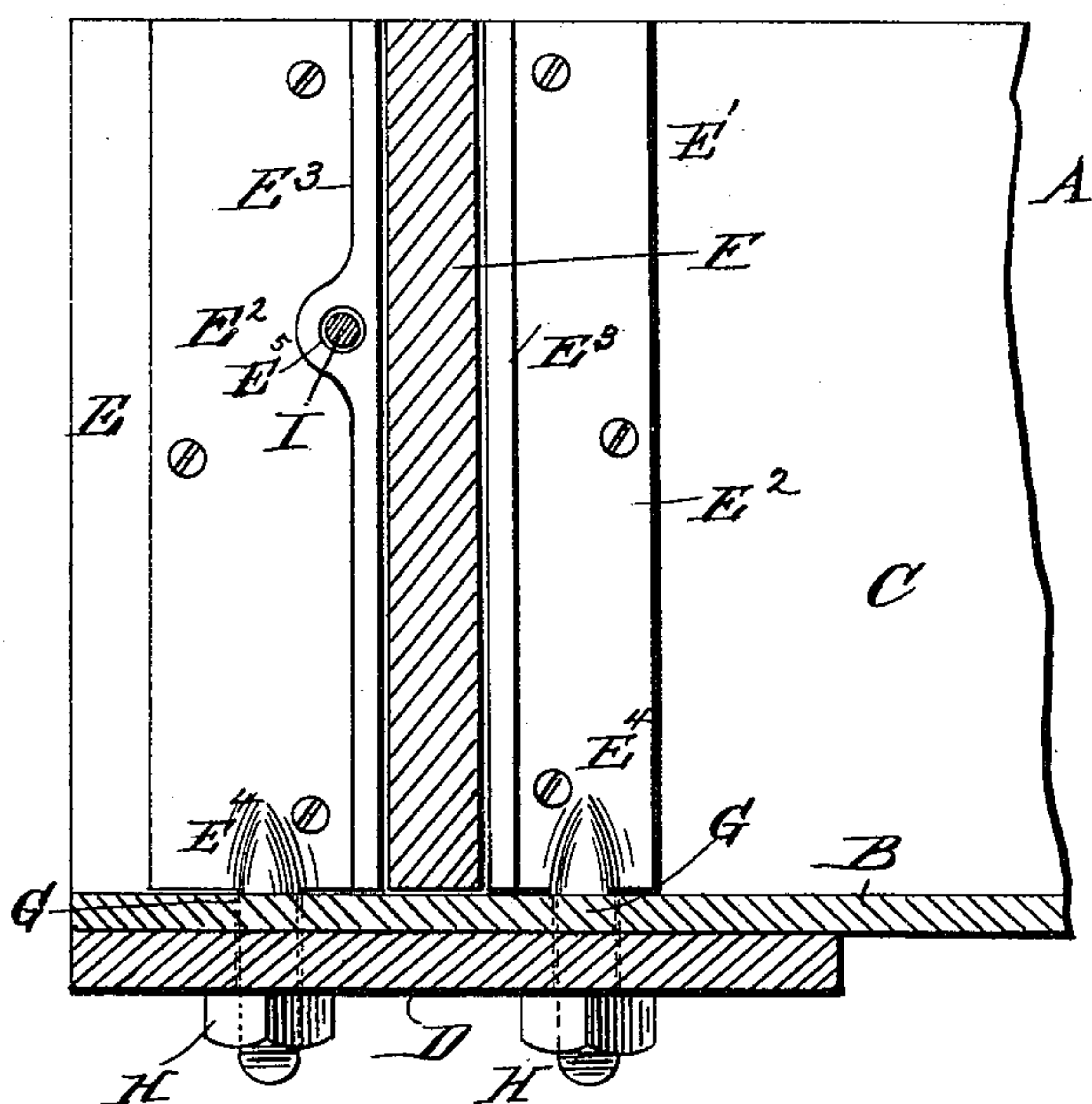
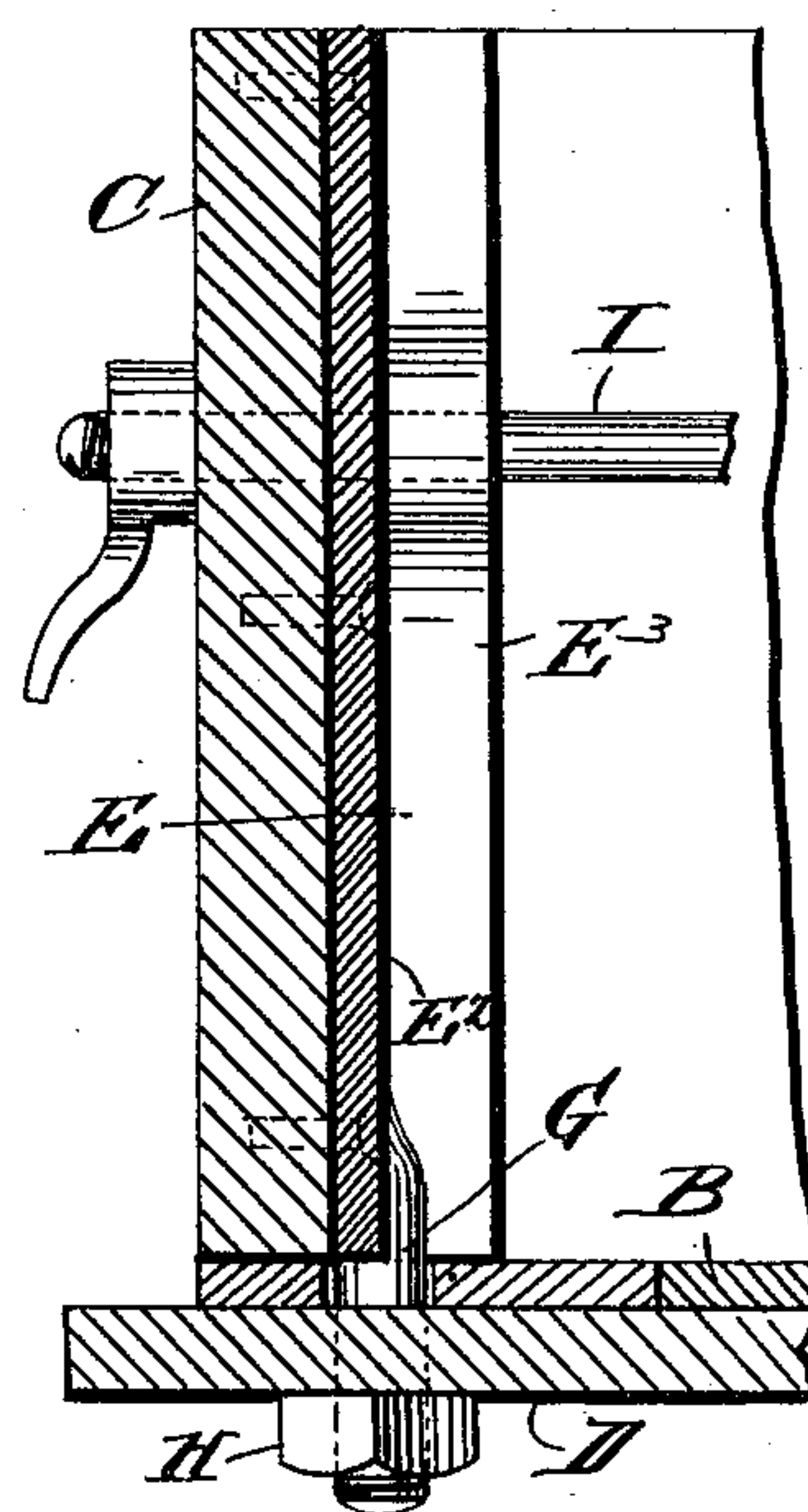


Fig. 3



WITNESSES:
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WILLIAM RUFUS WATT, OF SOMERVILLE, TENNESSEE.

WAGON-BED.

SPECIFICATION forming part of Letters Patent No. 403,629, dated May 21, 1889.

Application filed February 20, 1889. Serial No. 300,518. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM RUFUS WATT, of Somerville, in the county of Fayette and State of Tennessee, have invented certain
5 new and useful Improvements in Wagon-Beds, of which the following is a full, clear, and exact description.

The invention relates to ordinary farm-wagons; and its object is to provide new and
10 improved cleats for conveniently holding the end-gate in place on the wagon-bed.

The invention consists of L-shaped metallic cleats secured to each side of the wagon-bed and forming a guideway for the end-
15 gate, said cleats being each provided at its outer end with a bolt passing through the bed proper and a nut screwing on the lower end of each bolt and against the under side of the bed-bottom.

20 The invention also consists of certain parts and details and combinations of the same, as will be hereinafter fully described, and then pointed out in the claims.

Reference is to be had to the accompanying
25 drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the improvement. Fig. 2 is a sectional side elevation of
30 the same on the line *x x* of Fig. 1; and Fig. 3 is a sectional end elevation of the same on the line *y y* of Fig. 1.

The wagon-bed A is provided with a bottom, B, the sides C, and the transverse beam
35 D, extending under the rear end of the bottom B, and to which are secured, by screws or other means, the several boards forming the bottom. On each of the sides C, above the transverse beam D, are secured the two.
40 metallic L-shaped cleats E and E', each of which has its part E² secured by screws or other means to the inside of the side C, so that the two longitudinally-extending parts E³ of the said cleats form a convenient guideway
45 for the end-gate F. The lower end of each cleat E or E' is somewhat enlarged at E⁴, and from this enlarged end extends a bolt, G, passing through corresponding apertures in the bottom B and in the transverse beam D.
50 On the lower ends of the bolts G screw the nuts H against the under side of the trans-

verse beam D, so as to securely hold the sides C in place on the bed-bottom B. The cleat E is provided with an aperture, E⁵, for the
55 passage of the usual end-gate rod, I, which connects the two sides with each other. Thus it will be seen that by a convenient arrangement I provide a very secure guideway for the end-gate, at the same time fastening the sides of the wagon-bed in place on the bed-
60 bottom.

When it is desired to remove the sides, the operator has only to remove the nuts H and then lift the sides up.

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

1. In a wagon-bed, the combination, with the bottom, of sides adapted to rest on the said bottom, L-shaped metallic cleats secured
70 to the insides of the said sides and forming a guideway for the end-gate, bolts formed on the lower ends of the said cleats to pass through corresponding apertures in the said bottom, and nuts screwing on the under sides
75 of the said bolts, substantially as shown and described.

2. In a wagon-bed, L-shaped metallic cleats adapted to be secured to the sides of the wagon-bed to form a guideway for the
80 end-gate, each cleat being provided on its lower end with a bolt adapted to pass through an aperture in the bed-bottom, and a nut adapted to screw on the said bolt, substan-
85 tially as shown and described.

3. In a wagon-bed, the combination, with the wagon-bed bottom, and a transverse beam extending across the under side of the said wagon-bed bottom, of sides adapted to rest
90 on the said wagon-bed bottom, L-shaped metallic cleats secured to the insides of the said sides to form a guideway for the end-gate, bolts formed on the lower enlarged ends of the said cleats and passing through cor-
95 responding apertures in the said bed-bottom and its transverse beam, and nuts screwing on the said bolts against the said transverse beam, substantially as shown and described.

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Witnesses:

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