

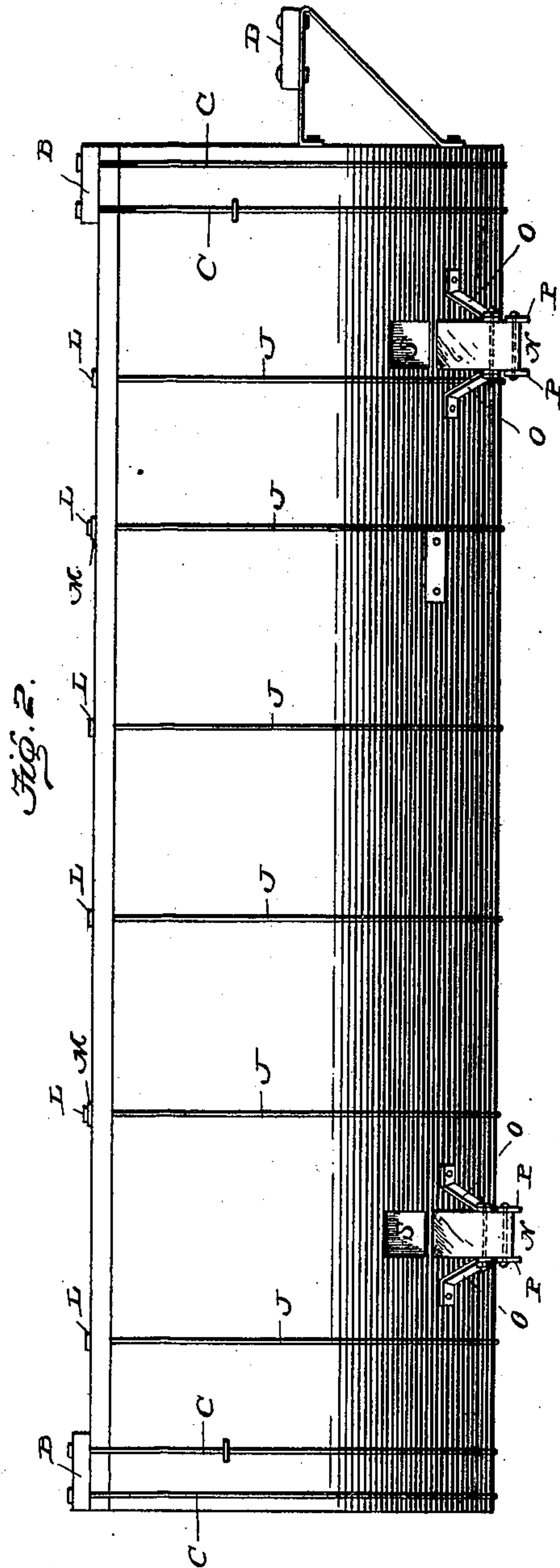
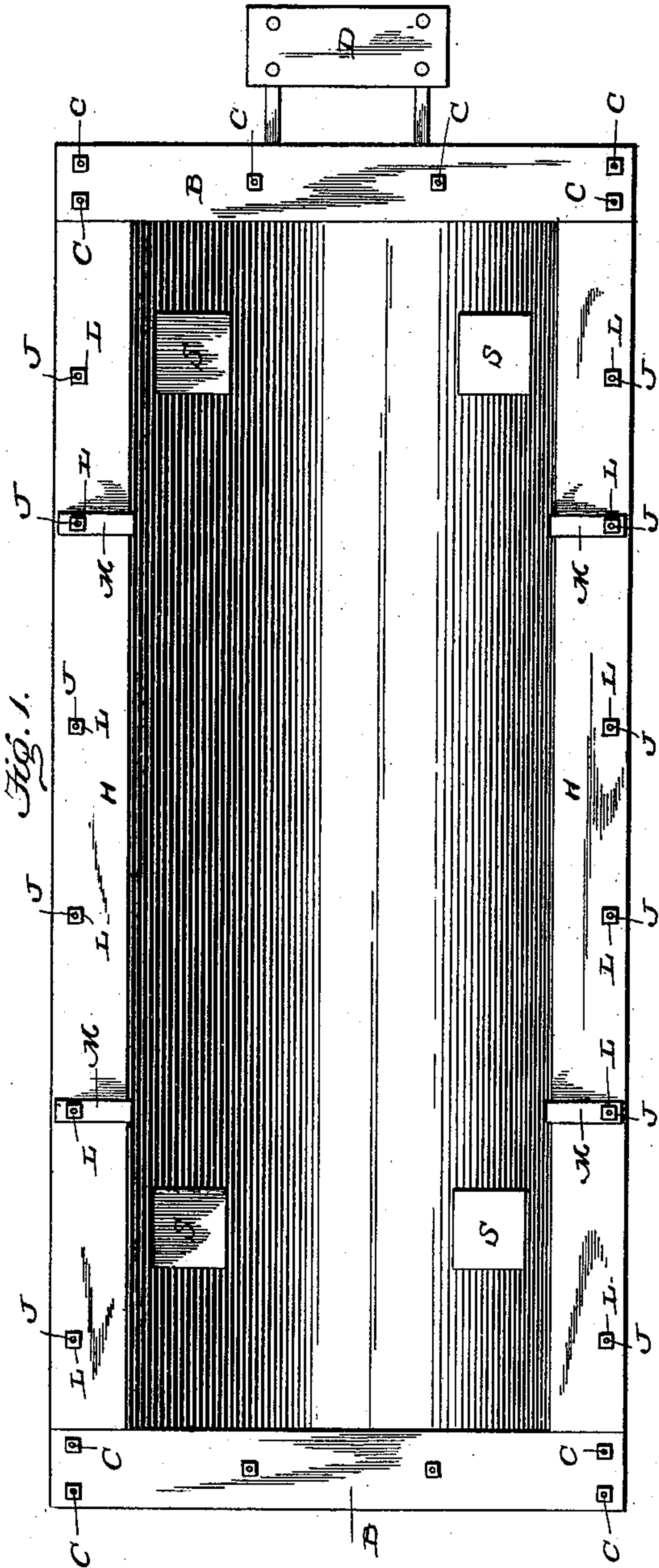
(No Model.)

2 Sheets—Sheet 1.

J. MUIR.  
WAGON BODY.

No. 565,294.

Patented Aug. 4, 1896.



Witnesses—  
*W. C. Ashiee*  
D. P. Moore.

John Muir—  
Inventor—  
By *D. P. Moore*,  
and David H. Hoxton. Attys.

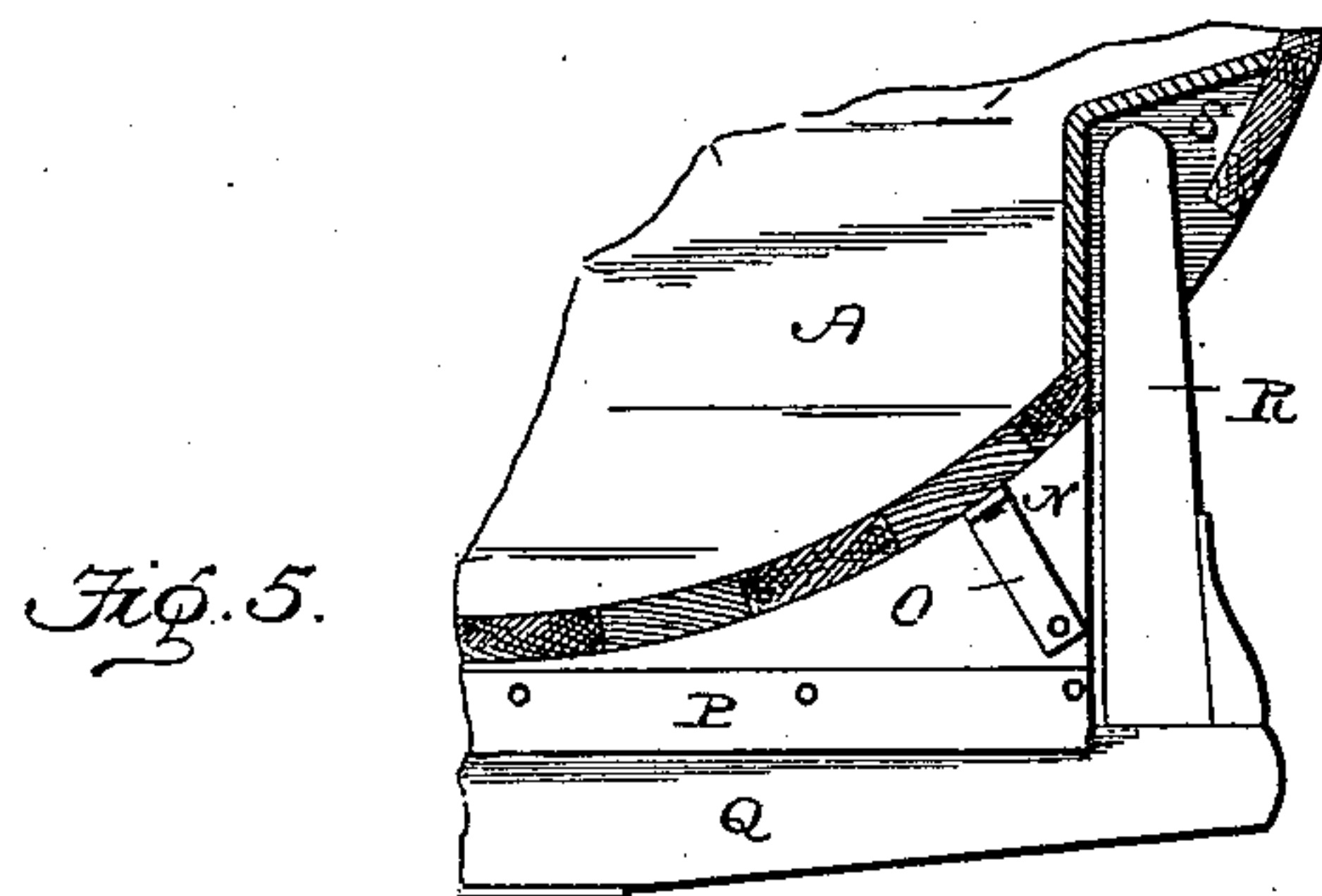
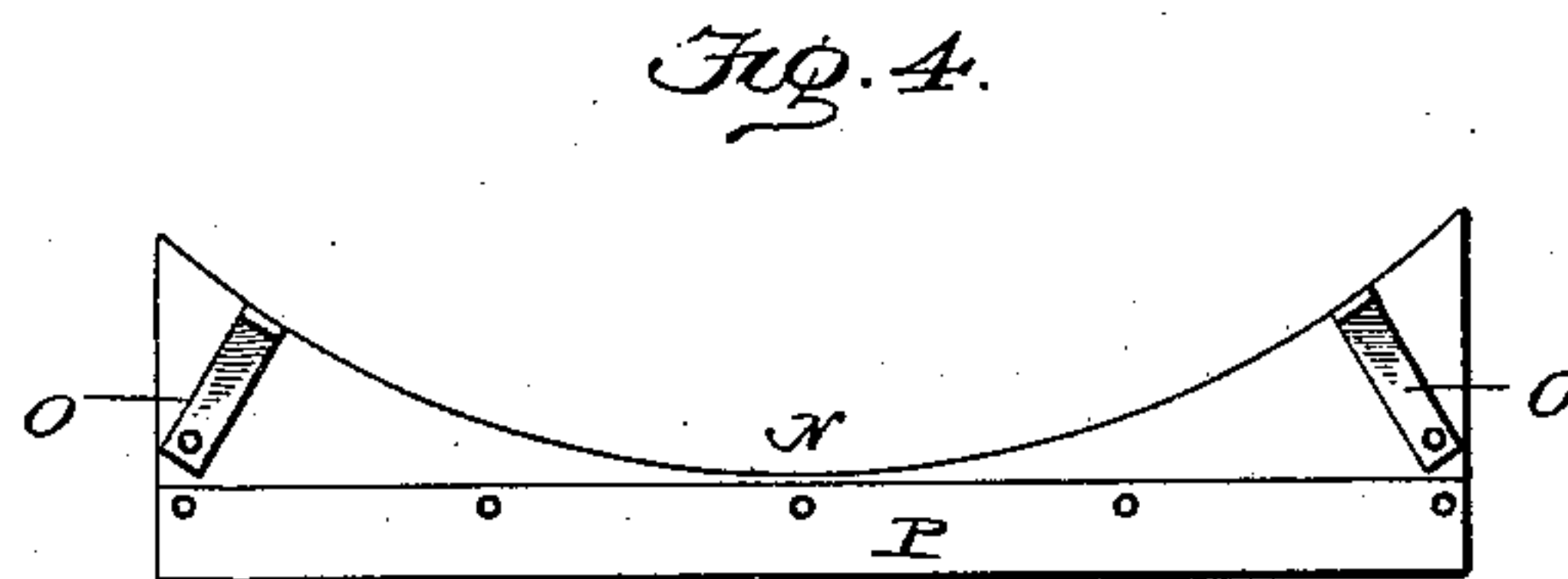
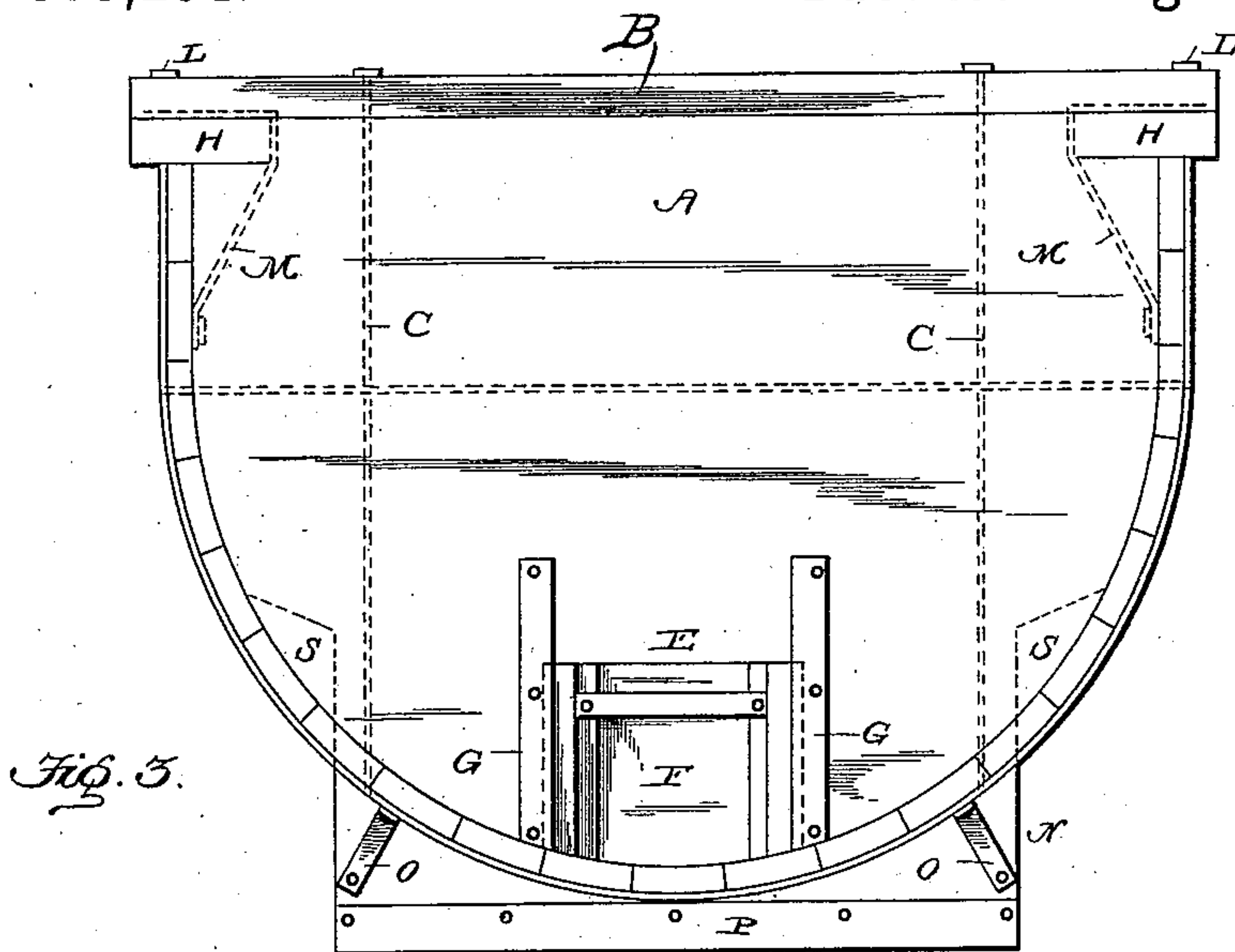
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Attys.



# UNITED STATES PATENT OFFICE.

JOHN MUIR, OF HUNTER, NORTH DAKOTA.

## WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 565,294, dated August 4, 1896.

Application filed October 8, 1895. Serial No. 565,035. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN MUIR, a citizen of the United States, residing at Hunter, in the county of Cass and State of North Dakota, have invented certain new and useful Improvements in Wagon Bodies or Boxes; and I do hereby 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.

My invention relates to improvements in wagon bodies or boxes; and the object of my invention is the provision of a body or box which, while it may be used for any purpose, is specially constructed and adapted for the handling and transportation of grain, and which wagon body or tank will be of inexpensive and durable construction and thoroughly practical for the intended purpose.

To attain the desired objects, the invention consists of a wagon body or box embodying novel features of construction and combination of parts, substantially as disclosed herein.

Figure 1 represents a top plan view of my improved box or tank. Fig. 2 represents a side elevation thereof. Fig. 3 represents an end view or elevation. Fig. 4 represents a detail view of one of the supports for the body, and Fig. 5 represents a detail view of a portion of the body support and bolster.

Referring by letter to the drawings, the letter A designates the half-circular ends or heads of the body, upon which rest and are secured thereto the end top plate or rails B, which are secured by means of the vertical bolts or rods C, and one of these ends or heads carries the driver's foot-rest D, and the other end is formed with an exit-opening E, provided with a controlling-door F, movable in guides or ways G, secured to the end.

Secured to the semicircular or curved ends are the stave sides and top plates or rails H, which fit snugly together and are held in position by means of the curved ties or binding-rods J, which closely surround the body and have their ends passing through the top side plates or rails H and the end top rails B and are secured by the nuts L, which engage the threaded ends of said ties or binding-rods and thus securely bind all parts of the body rigidly together. I also provide the braces M, which are connected to the side top plates or

rails and to the inside of the body, as clearly shown.

The body or box rests on the curved supports N, having the clips O for bracing the supports to the body, and these supports are formed with flanges P, which fit snugly upon the bolster Q, and the wagon stakes or standards R, which rise from the wagon-bolsters, received in recesses, boxes, or sockets S, formed in the side of the body, as most clearly seen in Fig. 5, thus making a neat connection between the parts.

From the foregoing description it is evident that I provide a wagon box or body which, while it may be used for various purposes, is specially adapted for handling grain, and it will be noticed that the grain can be very easily placed in the body or tank and that the grain can be easily discharged at the exit end thereof, and thus a practical wagon-body or grain-tank is provided.

I claim—

1. Combined in a wagon body or box having the semicircular ends, one having a discharge-opening provided with a door, the side staves, the side top plates, the end top plates, hoops having burs adapted to tighten said hoops, said wagon-box built on and supported by bolsters.

2. Combined in a wagon body or box having a semicircular form, the half-circular ends, and a series of side staves, the side top plates, the hoops, and burs on said hoops.

3. Combined in a wagon body or box having a semicircular form, the half-circular ends, and a series of side staves, the side top plates, the hoops, the burs, the end top plates, the braces, and the cross-rods.

4. Combined in a wagon body or box having a semicircular form, the half-circular ends, and a series of side staves, the side top plates, the hoops, the burs, the end top plates, and the bolsters.

5. Combined in a wagon body or box having a semicircular form, the half-circular ends, and a series of side staves, the side top plates, the hoops, the burs the end top plates, the bolsters, and the bolster side plates.

6. Combined in a wagon body or box having a semicircular form, the half-circular ends, and a series of side staves, the side top plates, the hoops, the burs, the end top plates, the

bolsters, the bolster side plates, and the stake-boxes.

7. Combined in a wagon body or box having a semicircular form, the half-circular ends, 5 and a series of side staves, the side top plates, the hoops, the burs, the end top plates, the bolsters, the bolster side plates, the stake-boxes, and a door at the rear end of the box for controlling a discharge-opening therein.
- 10 8. Combined in a wagon body or box having a semicircular form, the half-circular ends, and a series of side staves, the side top plates,

the hoops, the burs, the end top plates, the bolsters, the bolster side plates, the stake-boxes, the door closing the opening in the end 15 of the box, and the foot-board at the front end of the box.

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

JOHN MUIR.

Witnesses:

W. H. SIMMONS,

W. N. PARKHURST.