

No. 684,611.

Patented Oct. 15, 1901.

R. B. MARSHKE.
GRAIN TANK FOR WAGONS.

(Application filed July 29, 1901.)

(No Model.)

Fig. 1.

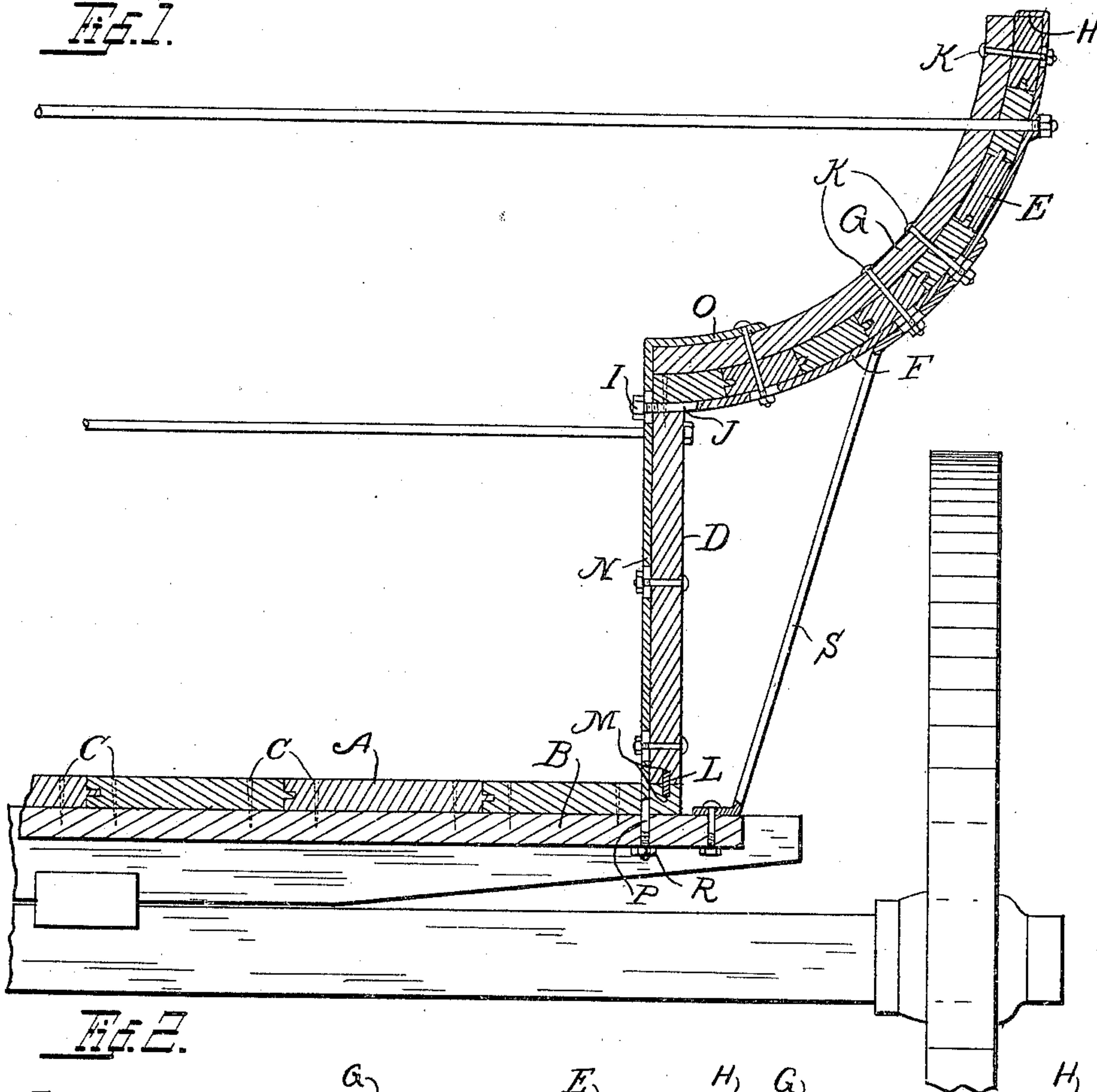
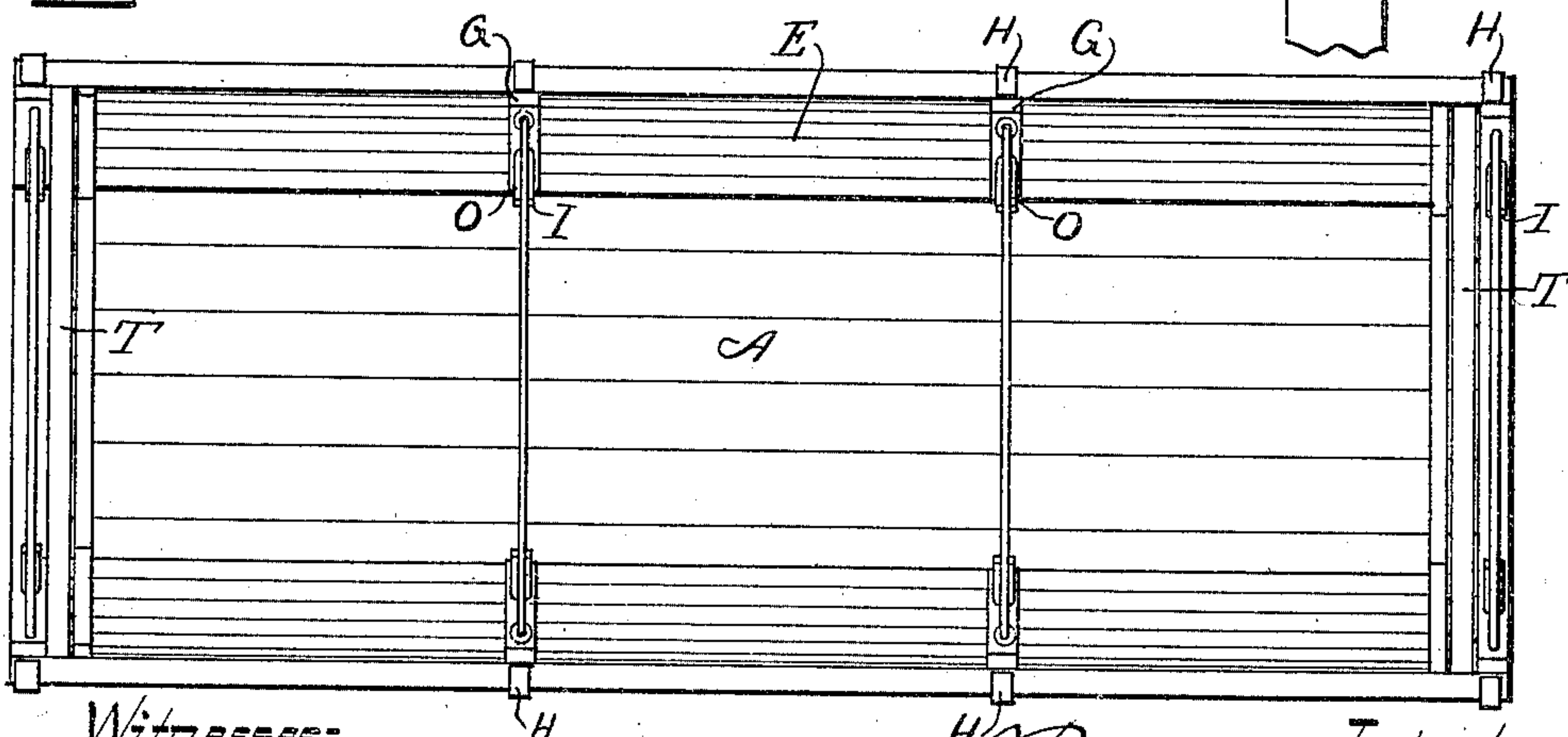


Fig. 2.



Witnesses:

John C. Leach

By

Inventor

Reinhold B. Marshke
Erwin & Wheeler

Attorneys.

UNITED STATES PATENT OFFICE.

REINHOLD B. MARSHKE, OF CHAFFEE, NORTH DAKOTA.

GRAIN-TANK FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 684,611, dated October 15, 1901.

Application filed July 29, 1901. Serial No. 70,044. (No model.)

To all whom it may concern:

Be it known that I, REINHOLD B. MARSHKE, a citizen of the United States, residing at Chaffee, county of Cass, and State of North Dakota, have invented new and useful Improvements in Grain-Tanks for Wagons, of which the following is a specification.

My invention relates to improvements in wagon-bodies or so-called "grain-tanks" for hauling grain.

The object of my improvements is to provide a simple and durable form of wagon-body which is so constructed that the boards when shrunken may be drawn together and the grain thereby prevented from escaping therefrom.

The construction of my invention is explained by reference to the accompanying drawings, in which—

Figure 1 represents a vertical cross-section through one side of the body above the rear axle, the opposite side of the body being like that shown. Fig. 2 is a plan view of the wagon-body from which it is supported.

Like parts are referred to by the same references in both views.

A represents the bottom of the tank, which is formed of matched or so-called "tongue-and-groove" flooring, which is supported on the cross-pieces B, to which it is secured by nails C in the ordinary manner.

D represents the sides of the wagon-body, which are of the usual width, extending vertically above the bottom to about the height of the rear wheel. Extending upwardly and toward the right and left from the side pieces D are two upwardly-curving walls E, which are also formed of narrow pieces of matched or tongue-and-groove flooring, which are supported from below upon the curved metallic ribs F, located at each end and at intervals between the ends of the wagon-body. The matched boards E are secured in place upon the ribs or cross-pieces F by corresponding ribs or cross-pieces G, located upon the upper surface of said matched flooring E.

The upper end of the rib F is provided with a horizontal bend H, which engages over the upper edge of the series of boards E, while the lower end of said rib F is provided with a nut I, operating on the screw-threaded end J

of said rib, whereby it is obvious by turning down the nut I on said thread the several parts comprising the series of boards E will be drawn firmly together and the possibility of grain escaping between the joints is avoided. The ribs F and G are secured together by the series of bolts K, and the apertures in the ribs F and G, through which said bolts are inserted, are made slightly larger than the bolts or preferably slightly elongated, so as to permit them to move with the series of boards E as they are drawn together.

The lower edges of the side boards D are provided with tongues L, which fit in corresponding grooves M, formed in the upper surface of the bottom boards A, whereby grain is prevented from escaping beneath the edges of the side boards, as might otherwise be the case when the bottom boards become sprung with the weight of the load.

Located at intervals between the ends of the body are a series of metallic strengthening-bars N, which are bolted to the sides D of the body. The upper ends of said bars N are provided with angular bends O, which engage the upper surfaces of the ribs G, while the lower ends of said strengthening-bars N are provided with screw-threads P and nuts R, whereby as said nuts are turned down on the threads P the said several parts, including the cross-piece B, bottom A, side pieces D, and the curved portion of the body, are drawn firmly together. A series of strengthening-braces S are also provided between the curved pieces B and the ribs F, which serve to support the upper curved portion of the body, as indicated in Fig. 1.

T T are vertical end boards of the body, which extend across the body from one side to the other and are rigidly secured to the same at their respective ends, as indicated in Fig. 2.

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

1. A grain-tank for wagons, comprising a horizontal bottom formed of series of matched boards, interlocked together by tongues and grooves, and secured to transversely-arranged cross-pieces; two vertical side pieces, the lower edges of which are connected by a

tongue-and-groove joint with the upper surface of said bottom pieces; two outwardly-curved side pieces formed of series of narrow boards interlocked together at their edges by
 5 tongues and grooves; series of circular ribs, supported at their lower ends from the upper edges of said vertical side pieces, provided at their upper ends with angular bends adapted to engage on the upper edges of said interlocking boards, and provided at their lower
 10 edges with screw-threaded ends and clamping-nuts; an inner series of ribs, arranged parallel to said outer series; and series of transversely-arranged bolts connecting said
 15 inner and outer ribs together.

2. A grain-tank for wagons, comprising a horizontal bottom formed of series of matched boards, interlocked together by tongues and grooves, and secured to transversely-arranged
 20 cross-pieces; two vertical side pieces, the lower edges of which are connected by a tongue-and-groove joint with the upper surface of said bottom pieces; two outwardly-curved side pieces formed of series of narrow
 25 boards, interlocked together at their edges by tongues and grooves; series of circular ribs, supported at their lower ends from the upper edges of said vertical side pieces, provided at their upper ends with angular bends
 30 adapted to engage on the upper edges of said interlocking boards, and provided at their lower edges with screw-threaded ends and clamping-nuts; an inner series of ribs, arranged parallel to said outer series; a series
 35 of transversely-arranged bolts connecting said inner and outer ribs together; and series of strengthening-braces, supported at their lower ends from the bottom-supporting

curved pieces, and connected at their upper ends with said outwardly-curved side pieces. 40

3. A grain-tank for wagons, comprising a horizontal bottom, formed of series of matched boards A, interlocked together by tongues and grooves; transversely-arranged curved
 pieces B; two vertical side pieces D, the
 45 lower edges of which are connected, by tongue L and groove M, with the upper surfaces of said bottom pieces; two outwardly-curved side pieces formed of series of narrow
 boards E, interlocked together at their edges
 50 by tongues and grooves; series of transversely-arranged curved ribs F, supported at their lower ends from the upper edges of said sides D, and provided at their upper ends
 with angular bends H, adapted to engage
 55 over the upper edges of said interlocking boards, and at their lower ends with nuts I and screws J; an inner series of ribs G, said inner and outer series of ribs being connected together by transversely-arranged bolts
 60 K; vertical strengthening-bars N, provided at their upper ends with angular bends O, and at their lower ends with clamping-nuts R, operating on screw-threaded bearings P; end-boards T, extending transversely from
 65 one side of the wagon to the other; and brace-rods S communicating from the cross-pieces of the bottom to said curved side pieces, all substantially as and for the purpose specified. 70

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

REINHOLD B. MARSHKE.

Witnesses:

J. B. VAIL,
 C. F. VAIL.