

No. 757,023.

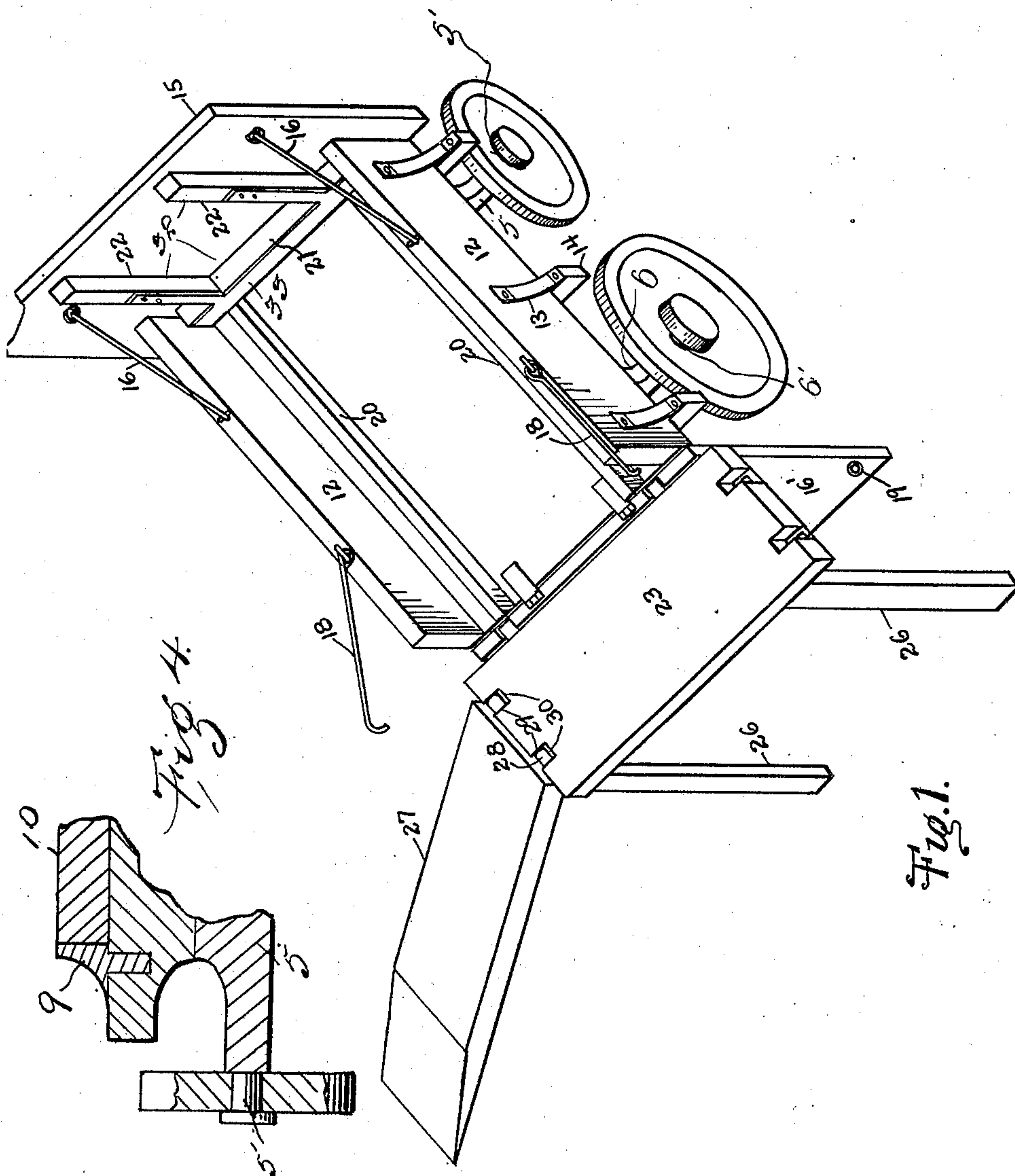
PATENTED APR. 12, 1904.

D. CLARK.
WAGON BOX.

APPLICATION FILED FEB. 25, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



DANIEL CLARK.

by

Inventor

Charles Morgan

Attorneys

Witnesses
Charles Morgan
Harry Ellis Chandler

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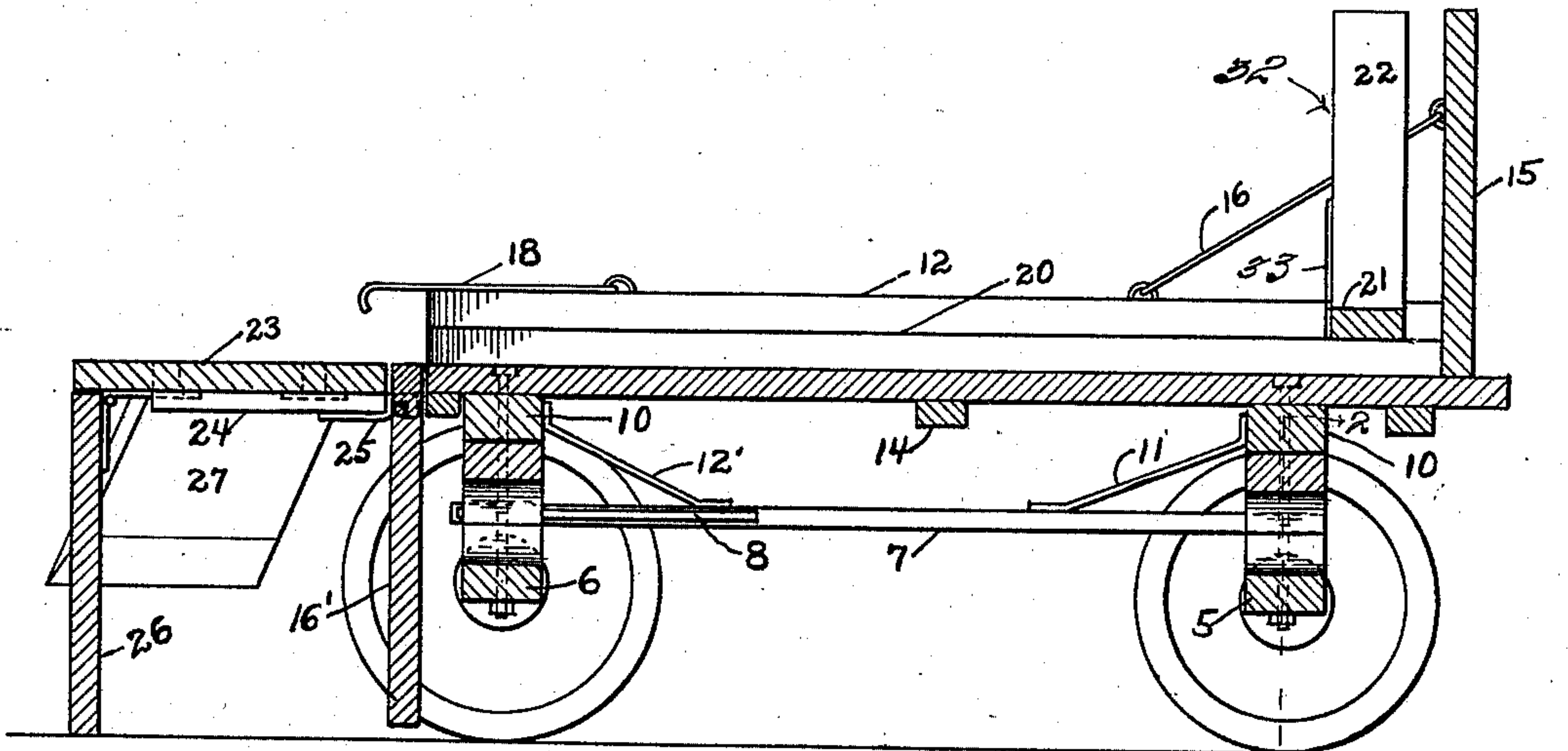


Fig. 2.

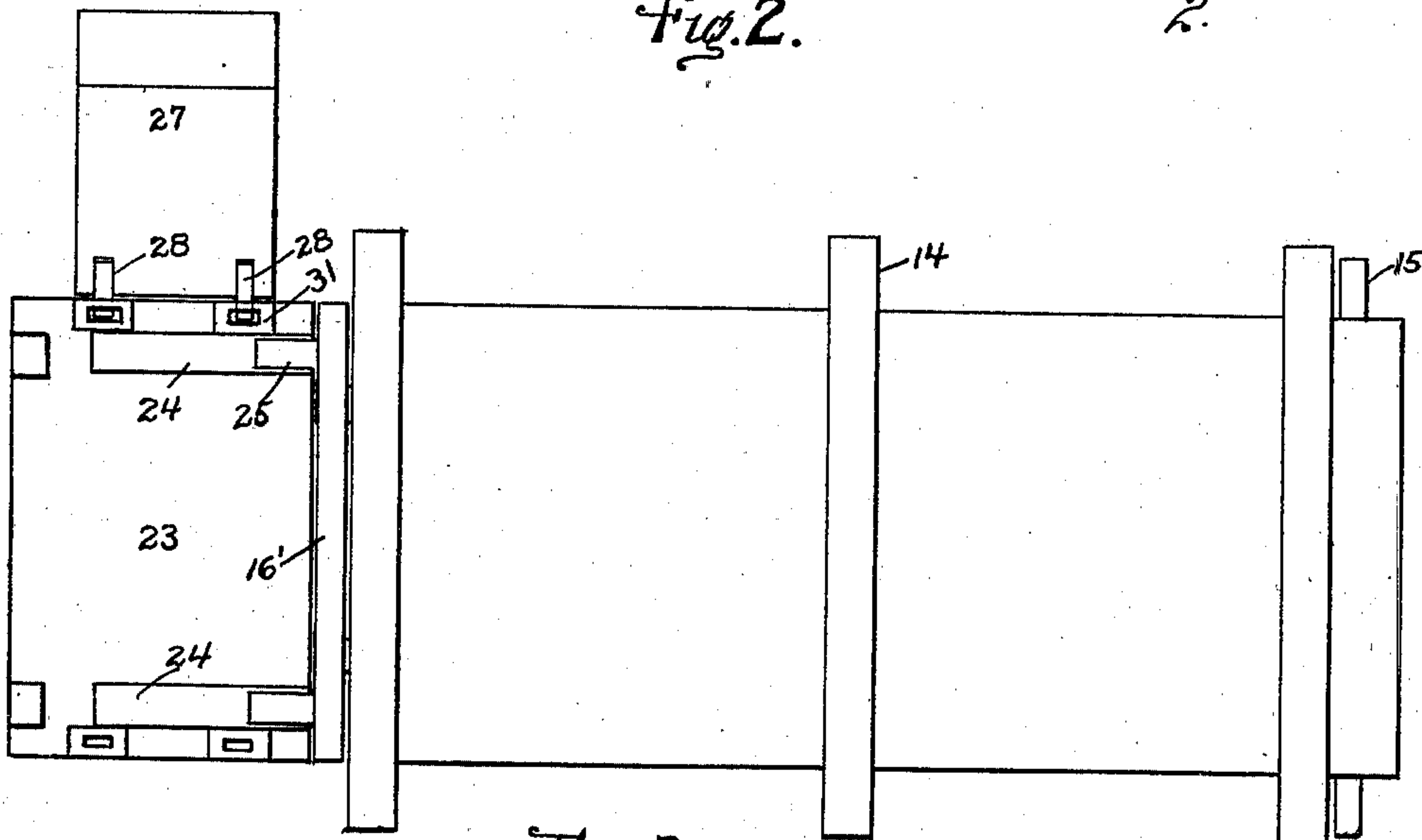


Fig. 3.

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UNITED STATES PATENT OFFICE.

DANIEL CLARK, OF POWASSAN, CANADA.

WAGON-BOX.

SPECIFICATION forming part of Letters Patent No. 757,023, dated April 12, 1904.

Application filed February 25, 1903. Serial No. 145,100. (No model.)

To all whom it may concern:

Be it known that I, DANIEL CLARK, a subject of the King of Great Britain, residing at Powassan, in the Province of Ontario, Dominion of Canada, have invented certain new and useful Improvements in Wagon-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.

This invention relates to wagons in general, and more particularly to wagons for hauling bricks; and it has for its object to provide a wagon in which the bricks may be carried in racks and to which the racks with the bricks therein may be easily applied and from which they may be as readily removed.

Other objects and advantages of the invention have reference to details of structure, and will be understood from the following description.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a perspective view showing a wagon-body embodying the present invention with the delivery-platform in place. Fig. 2 is a vertical section taken longitudinally through the wagon. Fig. 3 is a bottom plan view of the platform with the gang-plank or skid attached. Fig. 4 is a vertical section through the line 2 2 in Fig. 2.

Referring now to the drawings, there is shown a wagon, including a running-gear having the usual front and rear bolsters 5 and 6 and axles 5' and 6', the reach-bar 7, and hounds 8, the bolsters having posts 9 at their ends, between which are received the blocks 10, which are notched at their ends to receive the posts, so that the blocks are held upon the bolsters. To further hold the blocks in place, braces 11 and 12' are secured to the front and rear blocks and to the reach-bar and hounds, respectively.

To the blocks 10 is secured the floor of the wagon-body, having the side-pieces 12 projecting upwardly therefrom and which are braced by the irons 13, attached at their lower ends to the extremities of the cross-pieces 14,

secured to the under side of the floor of the body and projecting laterally therebeyond. The sides 12 terminate short of the front end of the floor of the body, and against the front ends of these sides is disposed the front board 15, which rests upon the floor of the body and is provided with braces 16, which extend rearwardly and downwardly and are connected to the side pieces, as illustrated. Hinged to the rear end of the body is a tail board or gate 16', which when in vertical position rests against the sides and is held by braces 18, pivotally connected with the sides and having hooked extremities for engagement with the eyes 19 on the gate. Upon the floor of the wagon-body and reaching from the front board to the end-gate are sills 20, which are spaced slightly from the sides and are parallel and are adapted to receive and support the brick-racks 32. The brick-rack consists of a base 21 of a length to fit loosely between the sides of the body and to rest upon the sills and uprights 22, which extend upwardly from the base and parallel to each other, the said uprights having suitable braces 33, the bricks being placed in the racks, which are then loaded upon a truck successively and wheeled into the wagon and deposited upon the sills. The truck employed has its supporting-iron so disposed that it may be engaged beneath the rack upon the sills and may be as readily disengaged after the racks have been deposited.

By the use of the racks described a number of bricks can be quickly handled, and the racks when delivered upon a car may be placed upon bricks or other supports to facilitate engagement of the truck thereunder when they are to be moved from the cars.

What is claimed is—

1. A brick-wagon including a body portion comprising a floor, side pieces projecting upwardly therefrom, sills disposed longitudinally upon the said floor parallel to the sides and spaced therefrom, the said sills being of lesser height than the sides, and racks each including a base, uprights extending from the base, and braces for supporting the uprights upon the base, the racks resting removably upon the sills between the sides, the base of

the rack being of greater length than the distance between a side and the sill adjacent to the opposite side.

2. A wagon including a body portion comprising a floor having raised side portions and longitudinal sills parallel with the sides and spaced therefrom and adapted to support racks as specified, a front disposed upon the floor and against the forward ends of the sides, braces connecting the upper portion of the front and the upper edges of the sides, an end-gate hinged to the rear end of the floor

and braces attached to the upper edge of the sides and removably connected to the said end-gate when in closed position, the said front and end-gate being of a height equal to that of the racks and greater than that of the sides. 15

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

DANIEL CLARK.

Witnesses:

A. G. BROWNING,
H. A. BEATTIE.