

No. 788,487.

PATENTED APR. 25, 1905.

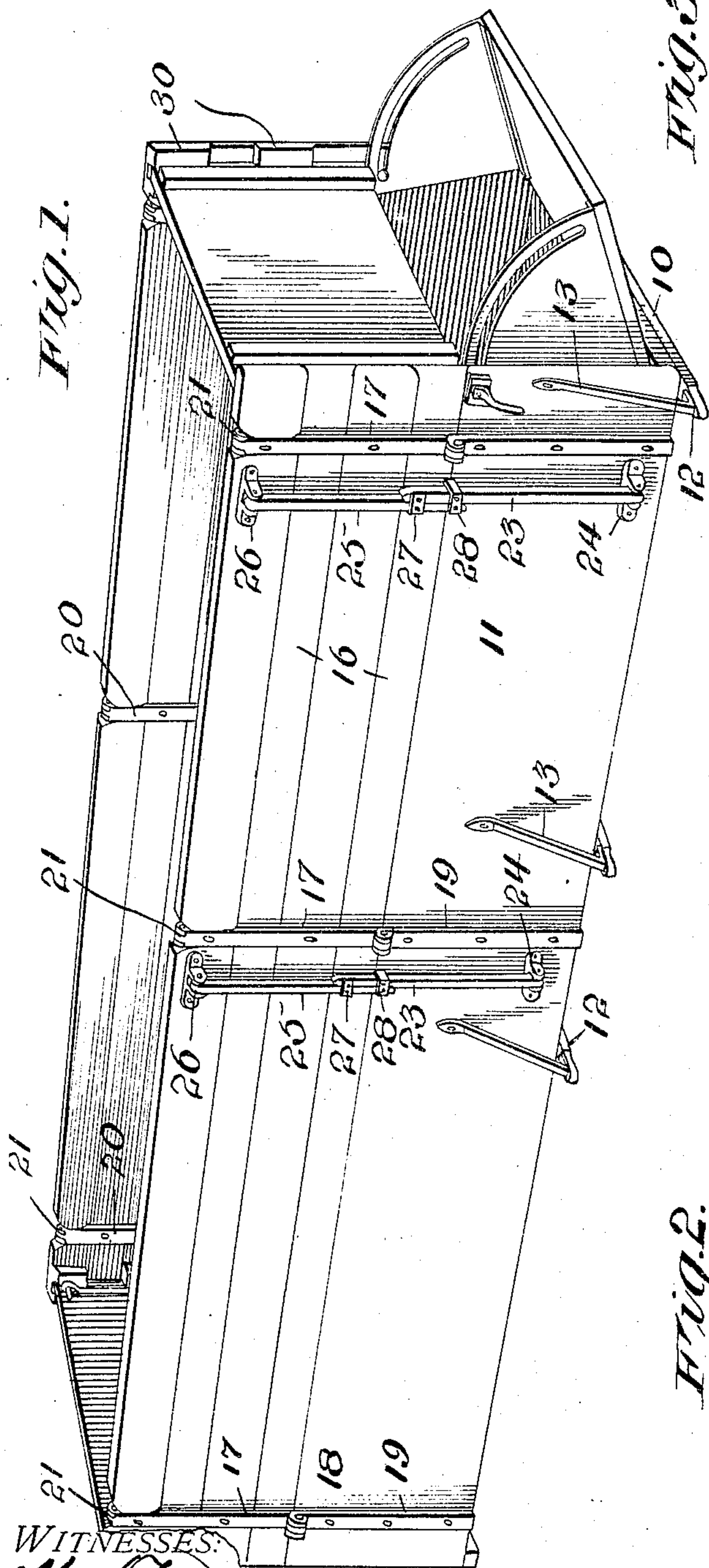
W. A. MELROSE.

WAGON BOX.

APPLICATION FILED NOV. 14, 1904.

3 SHEETS—SHEET 1.

Fig. 1.



WITNESSES:

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Fig. 3.

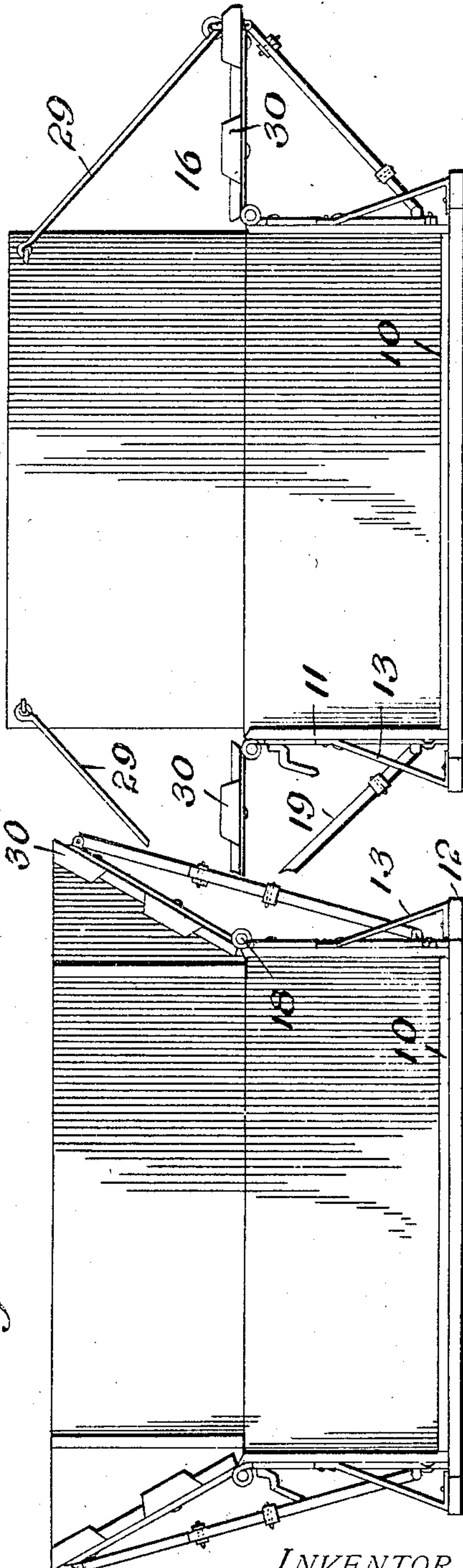


Fig. 2.

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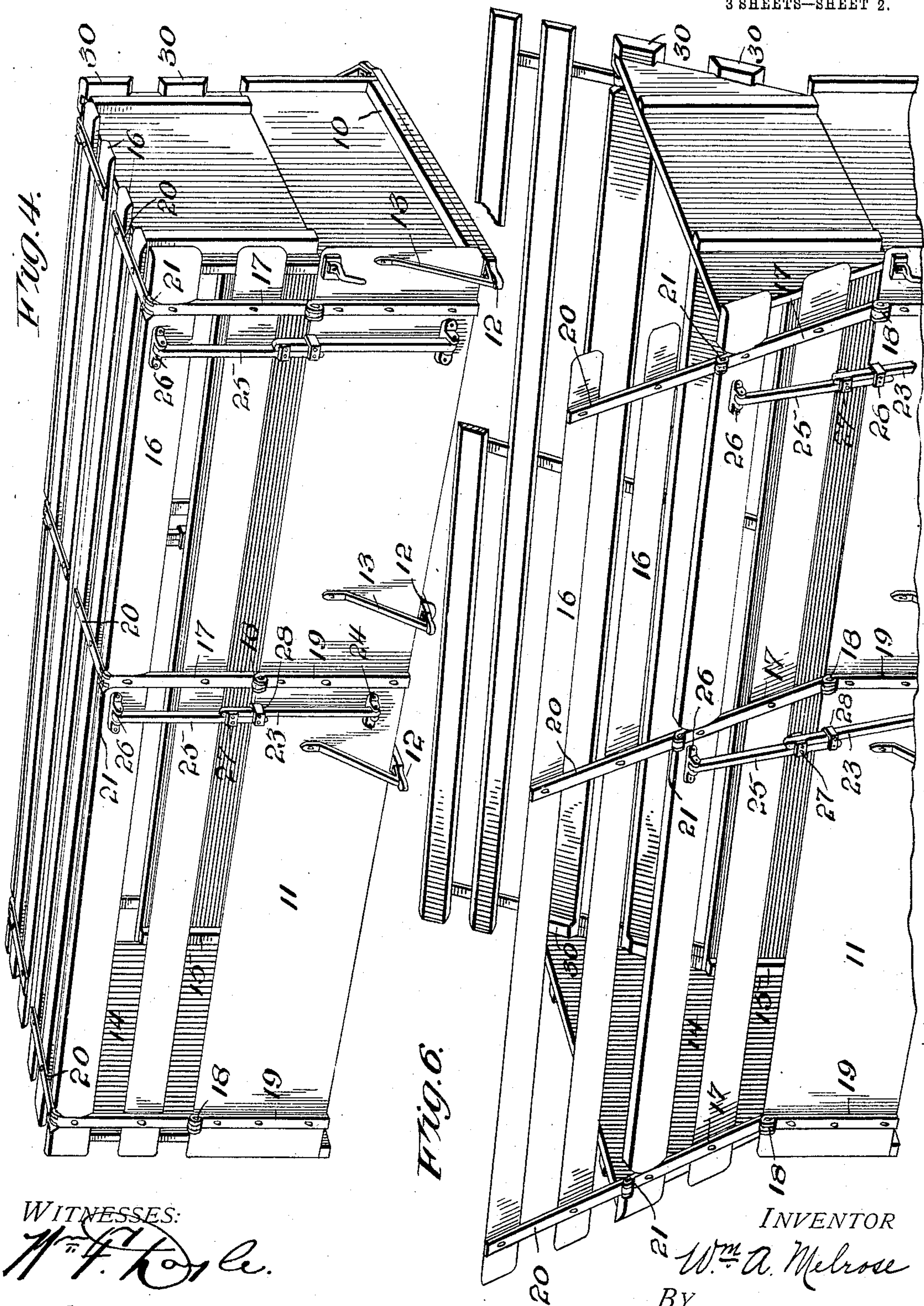
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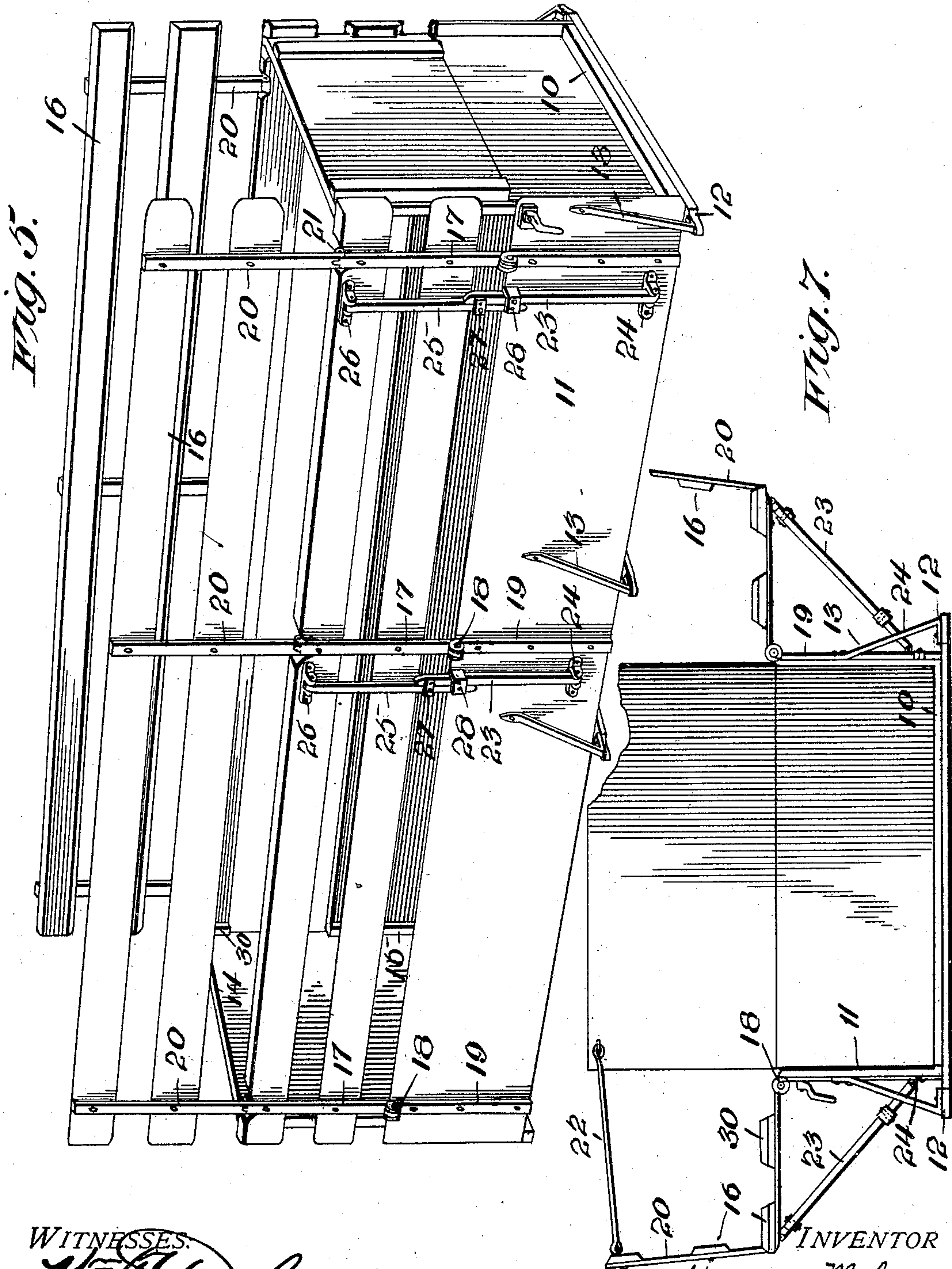
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3 SHEETS—SHEET 3.



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UNITED STATES PATENT OFFICE.

WILLIAM A. MELROSE, OF ELWOOD, INDIANA.

WAGON-BOX.

SPECIFICATION forming part of Letters Patent No. 788,487, dated April 25, 1905.

Application filed November 14, 1904. Serial No. 232,717.

To all whom it may concern:

Be it known that I, WILLIAM A. MELROSE, a citizen of the United States, residing at Elwood, in the county of Madison and State of Indiana, have invented new and useful Improvements in Wagon-Boxes, of which the following is a specification.

My invention relates to a wagon-box, and has for its object a construction whereby the same can be readily converted into a hay or stock rack. The box can also be arranged or adjusted in various ways to enable it to carry different kind of loads, as will be more fully described hereinafter.

In the accompanying drawings, Figure 1 is a perspective view showing the invention arranged as an ordinary wagon-box. Fig. 2 is an end view showing the sides of the box flared to increase its capacity, and Fig. 3 is a similar view showing the box converted into a hay-rack. Fig. 4 is a perspective view showing the arrangement of the parts to form a rack for small stock. Fig. 5 shows the arrangement to form a rack for large stock. Fig. 6 shows a rack for barrels or loose straw. Fig. 7 is an end view showing the box arranged to form seats for carrying passengers.

Referring specifically to the drawings, 10 denotes the floor of the wagon-box, and 11 the sides thereof. The floor is secured to cross-bars 12, as usual, from the outer ends of which braces 13 extend to the sides 11 and firmly hold them in upright position on the floor. The end-gates 14 fit in cleats 15 on the sides 11. Wings 35 are hinged to the sides 11, said wings comprising a number of slats 16, which are connected in a novel manner to be described whereby they can be arranged to enable the box to carry various different kinds of loads. The slats are of the same length as the sides 11, and they are four in number on each side. However, the number of slats used is immaterial and will depend on the size of the wagon. Two of the slats are fastened to a strap 17, which constitutes one leaf of a hinge 18, the other leaf, 19, thereof being fastened to the side 11 and extending entirely across the same with a view to strengthening it. The other two slats are fastened to a strap 20,

which constitutes one leaf of a hinge 21, the other leaf of which is the strap 17, heretofore referred to. Upon fastening the slats to the straps they are spaced as best shown in Figs. 4, 5, 6, and 7, and the hinge 21 folds inwardly, so that the slats carried by the strap 20 can be swung downwardly to fit between the slats carried by the strap 17. In this position, which is shown in Fig. 1, an ordinary wagon-box with closed sides is had. It is to be understood, of course, that the slats and the spaces therebetween are alike, so that a snug fit is had when the parts are in this position. Three sets of straps and hinges, as described above, are employed on each side of the box, they being located at the ends and in the middle thereof. The edges of the slats are slightly beveled, so that the two sections will fold and unfold easily. The hinges 18 fold outwardly, so that the slatted sections can be slanted outwardly or flared, as shown in Fig. 2, to increase the carrying capacity of the box.

In Fig. 3 the box is shown converted into a hay-rack, the slatted sections being swung outwardly to extend horizontally from the sections 12.

In Fig. 4 the box is converted into a rack for small stock. In this position the slat-sections are unfolded, the slats carried by the straps 17 being extended upwardly in alignment with the sides 11, and the slats carried by the straps 20 are extended inwardly in a horizontal direction, thereby forming the roof of the rack, they being held in this position by being extended over the top edge of the end-gates. In Fig. 5 this roof is swung upwardly to extend vertically in alinement with the slats carried by the straps 17, whereby a rack having high sides is had for carrying large stock.

In Fig. 6 the slat-sections are in the same position as in the last-mentioned, except that they are swung outwardly or flared to form a rack for carrying barrels or loose straw.

In Fig. 7 the slatted sections are arranged to form seats to enable the wagon to carry passengers. In this position the slats of the straps 17 are extended outwardly in a hori

zontal direction from the sides 11, forming the seat. A back-rest is had by extending the slat-sections carried by the straps 20 upwardly, as shown. They are held in this position by
5 a suitable catch or similar device 22.

In the various positions above described the slatted sections are braced by an adjustable device comprising a stem 23, which is pivoted, as at 24, to the sides 11 of the wagon-box. A
10 stem 25 is pivoted, as at 26, to one of the slats carried by the straps 17. The free ends of the stems have loops 27 and 28, respectively, and the stem 23 extends through the loop 28, while the stem 25 extends through the loop
15 27. The brace-sections are prevented from slipping through the loops by extending a pin or bolt through the loops and stems. By reason of this construction the brace can be lengthened or shortened and accommodates
20 itself to the various positions of the slatted sections. A sufficient number of these braces will be provided to securely hold the parts. In the position shown in Fig. 3 the slatted sections are also held by a rod 29, fastened to
25 and extending from the end-gate. This is the front end of the wagon-box, and at this end the braces heretofore described cannot be used on account of the front wheels in turning. The rod has a hook which engages an eye on
30 the slatted sections and can be readily disengaged when they are adjusted to the other positions. The slatted sections are provided at their ends with cleats 30 to receive the end-

gates, of which there will be different-shaped ones to fit the box in its various adjustments. 35

The changes and adjustments above described can be quickly made, and they enable the wagon-box to be used for hauling various kinds of loads, whereby its utility is greatly
40 increased.

Having thus described my invention, what is claimed as new, and desired to be secured by Letters Patent, is—

1. The combination with a wagon-box, of wings hinged to the sides thereof, and braces 45 for said wings comprising stems pivoted to the wagon-box and having loops at their free ends, stems pivoted to the wings and extending through the aforesaid loops, said stems also having loops at their free ends, through
50 which the first-mentioned stems extend and pins extending through the loops and stems.

2. The combination with a wagon-box, of wings hinged to the sides thereof, said wings comprising folding slatted sections, the edges 55 of the slats being beveled, and the slats of one section fitting between and in contact with the slats of the other section when the sections are folded.

In testimony whereof I have signed my name 60 to this specification in the presence of two subscribing witnesses.

WILLIAM A. MELROSE.

Witnesses:

H. C. AUSTILL,

ALBERT M. ALLEN.