

W. F. RODEBAUGH.
WAGON BOX.
APPLICATION FILED MAY 5, 1908.

913,237.

Patented Feb. 23, 1909.

2 SHEETS—SHEET 1.

Fig. 1.

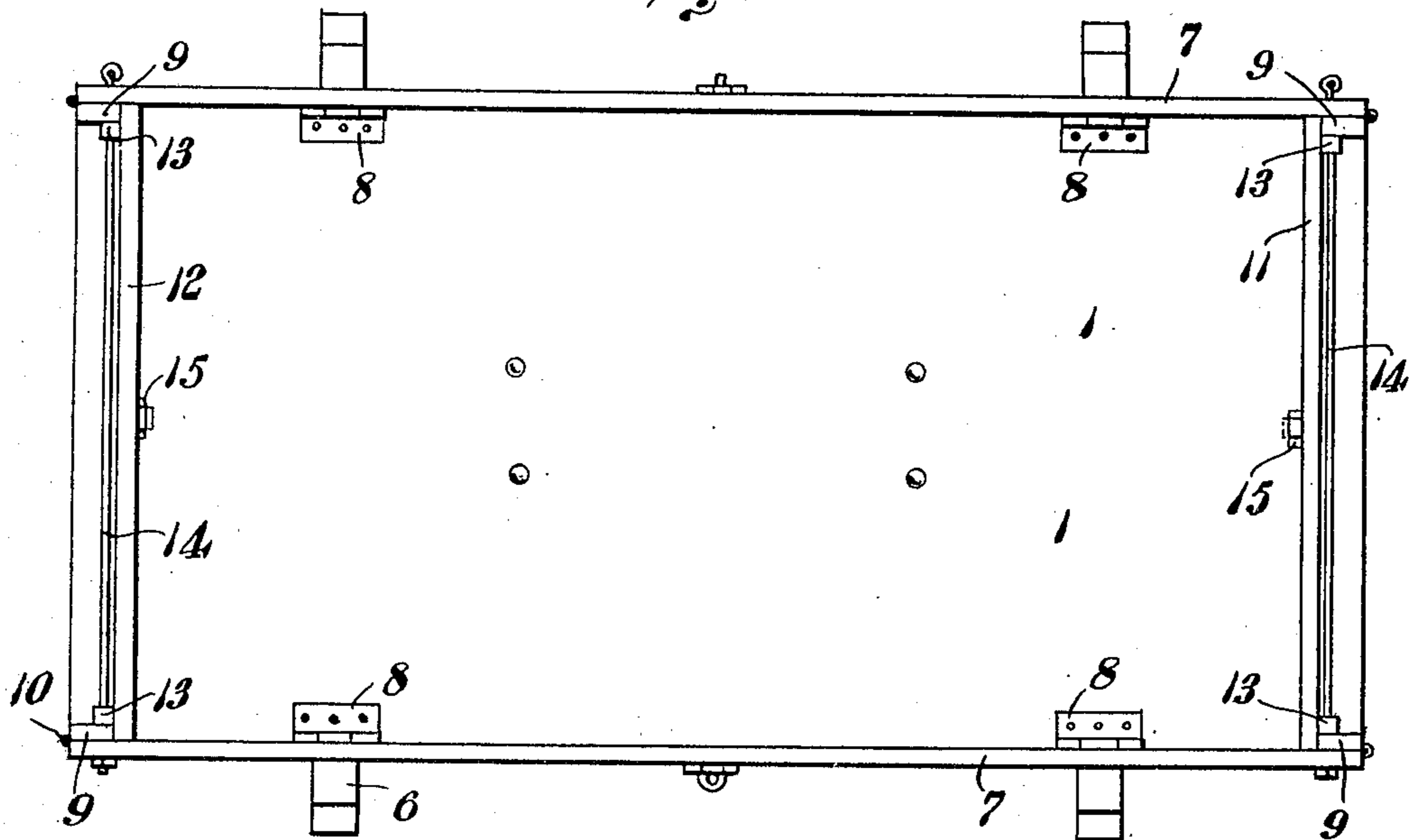
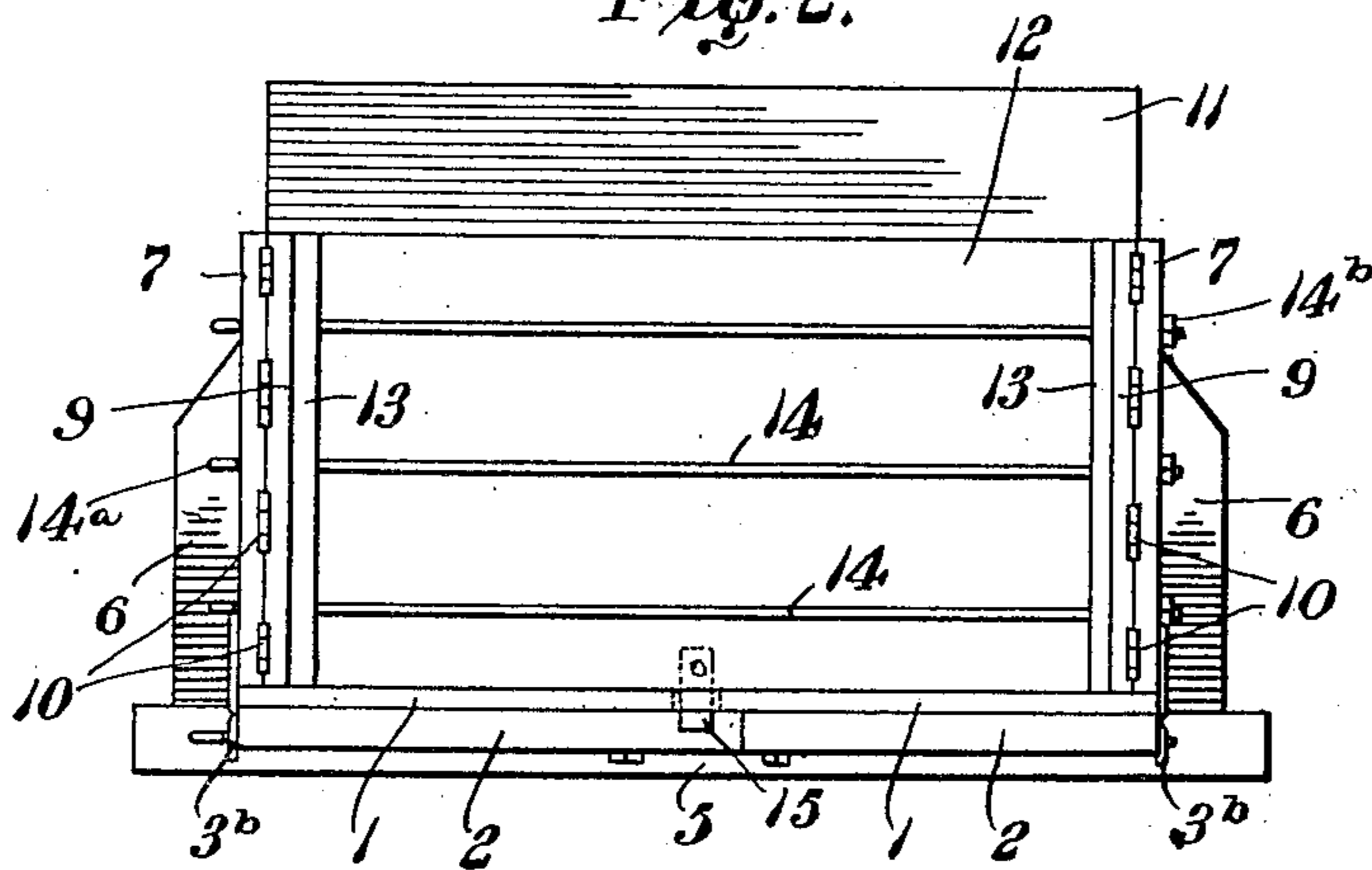


Fig. 2.



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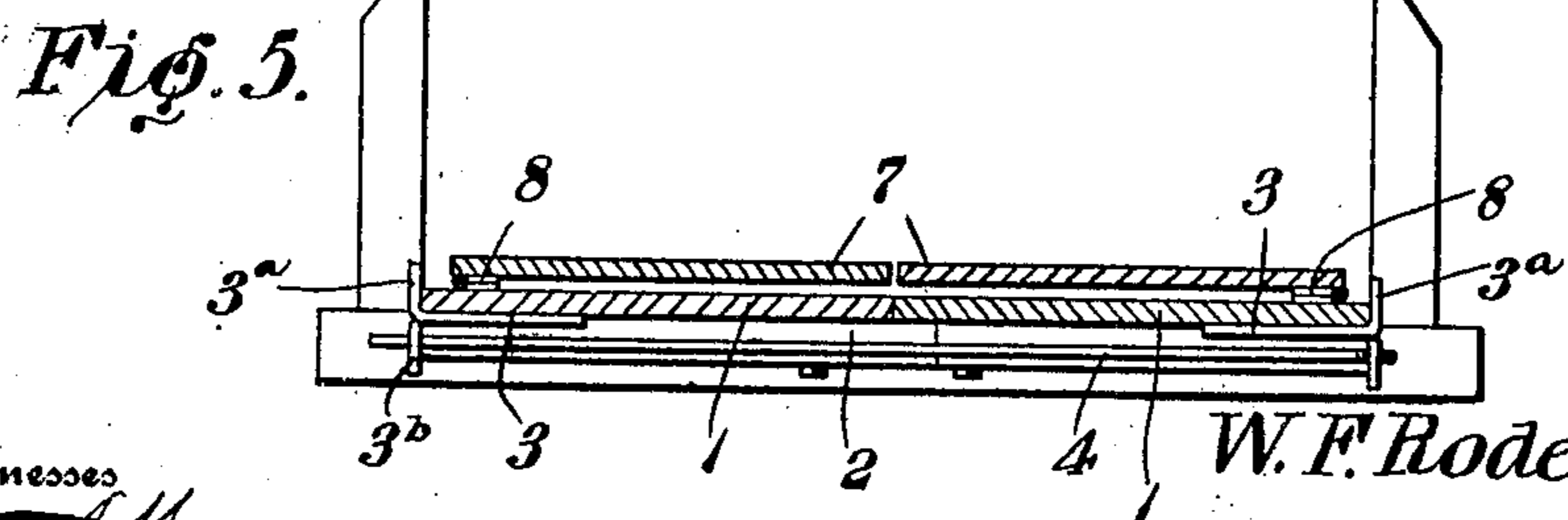
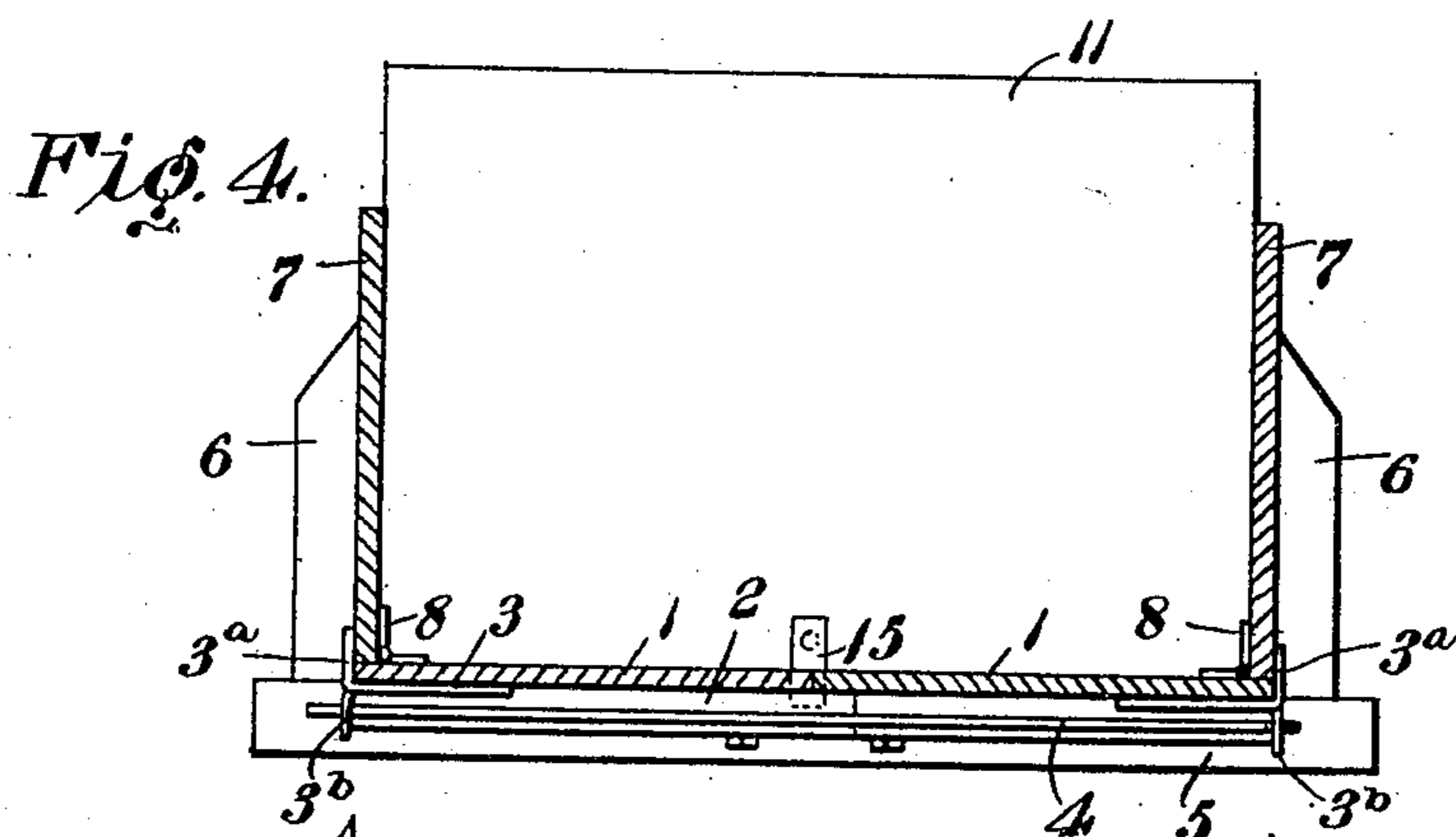
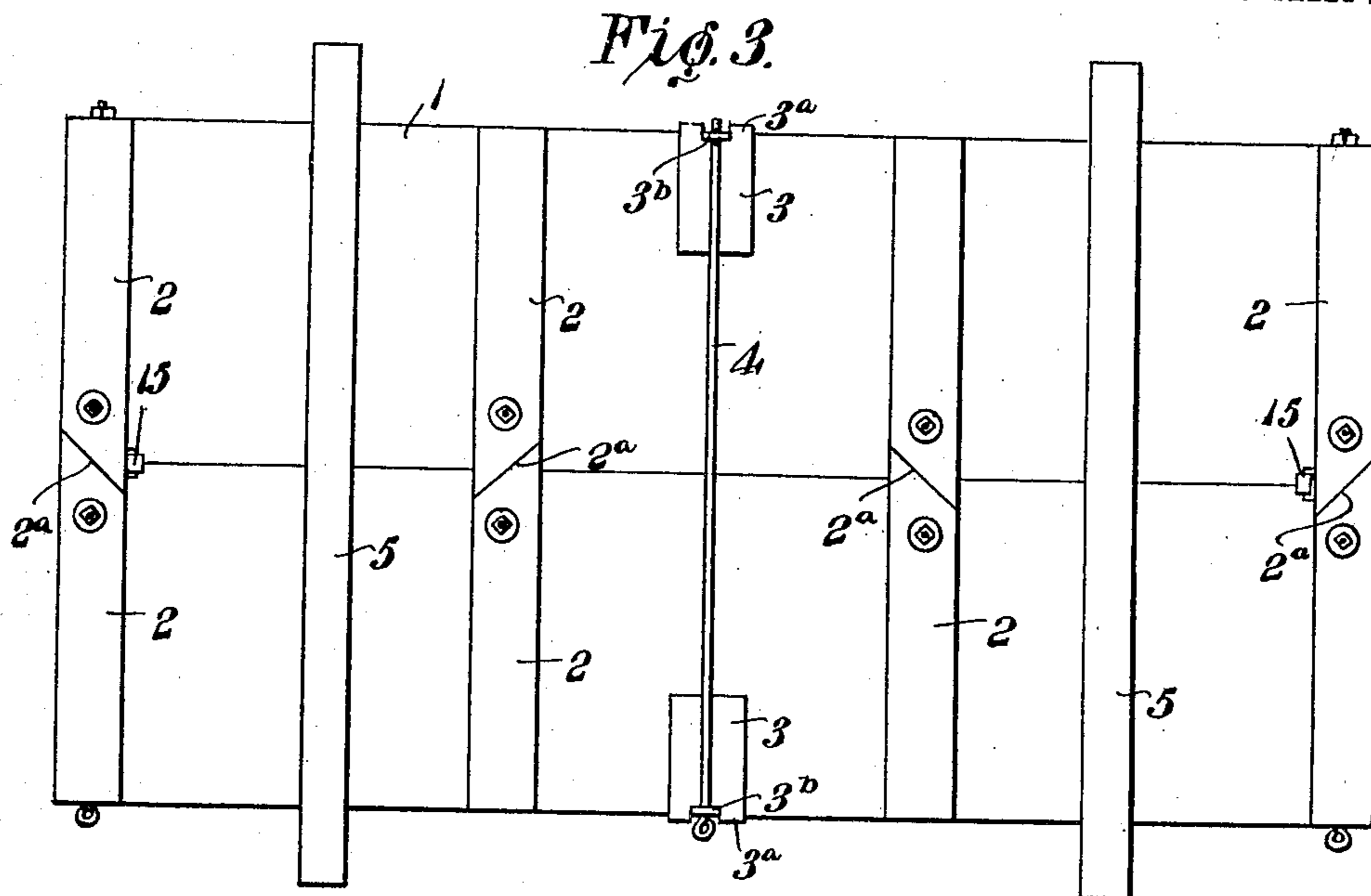
W. A. Macy, Attorneys

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UNITED STATES PATENT OFFICE.

WILLIAM F. RODEBAUGH, OF CEDARVILLE, ILLINOIS.

WAGON-BOX.

No. 913,237.

Specification of Letters Patent.

Patented Feb. 23, 1909.

Application filed May 5, 1908. Serial No. 431,014.

To all whom it may concern:

Be it known that I, WILLIAM F. RODEBAUGH, citizen of the United States, residing at Cedarville, in the county of Stephenson and State of Illinois, have invented certain new and useful Improvements in Wagon-Boxes, of which the following is a specification.

The present invention relates in general to vehicles and more particularly to an improved wagon box embodying a novel construction which admits of the bottom boards being drawn tightly together and of the sides being swung inwardly against the bottom.

The object of the invention is the provision of a wagon box of this character which is durable and inexpensive in its construction and in which the various members may be rigidly locked in an operative position when the wagon box is in use.

For a full understanding of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a top plan view of a wagon box embodying the invention. Fig. 2 is an end view of the same. Fig. 3 is a bottom plan view. Fig. 4 is a transverse sectional view showing the sides as swung upwardly into operative position. Fig. 5 is a similar view with the sides collapsed.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

Specifically describing the present embodiment of the invention it will be observed that the bottom of the wagon box is formed of two longitudinal sections 1 which are of similar construction. Transverse cleats 2 are bolted or otherwise rigidly secured to the lower face of each of the bottom sections 1 and the inner ends of the said cleats are correspondingly beveled at 2^a so as to fit closely together the corresponding cleats upon each section being disposed in alinement with each other when the two sections are held together in normal position. A plate 3 is secured to the lower face of each of the bottom sections 1 toward the outer edge thereof and each of these plates is provided with a pair of upwardly extending ears 3^a, which engage the edge of the section, and a downwardly extending ear 3^b. A tie rod 4 passes loosely

through one of these downwardly extending ears 3^b and has a threaded connection with the opposite ear 3^b so that by turning said tie rod the bottom sections 1 may be drawn closer together and locked in such position. The bottom rests in the usual manner upon the wagon bolsters 5 which are provided at their opposite ends with the standards 6.

The sides 7 of the wagon box are loosely connected to the corresponding bottom sections 1 by means of the hinges 8 and are adapted to be swung inwardly against the bottom when not in use. Swinging cleats 9 are connected to opposite ends of the sides 7 by means of the hinges 10 and these cleats may either be swung outwardly into alinement with the sides or inwardly against the sides so as to form stops for engagement with the ends of the box. The front end 11 extends upwardly somewhat above the sides while the rear end 12 has a height corresponding to that of the sides. Each of the ends 11 and 12 is provided with the battens 13 which fit between the swinging cleats 9 when the end is in position and bear against the said swinging cleats so as to hold them against the sides of the vehicle and prevent them from swinging outwardly into an inoperative position. The battens 13, swinging cleats 9 and the sides 7 are provided at various points in their height with corresponding openings loosely receiving the locking rods 14 by means of which the ends of the wagon box are securely held in position. In the present instance each of the locking rods 14 is provided at one end with a loop or finger-piece 14^a while the opposite end is threaded for engagement with a nut 14^b. When these rods 14 are in position the ends 11 and 12 are locked against inward movement and the battens 13 are held in such position as to hold the swinging cleats closely against the sides 7. It will also be obvious that the locking rods themselves would serve to prevent swinging movement of the cleats 9. Projecting downwardly from each of the ends 11 and 12 is a hook member 15, the said hook members extending through openings in the bottom of the box and engaging the same. It will thus be obvious that when the locking rods 14 are in position the sides and ends of the box will be held rigidly together, while when the said locking rods are removed the ends of the box can be displaced, the swinging cleats 9 moved outwardly into alinement with the sides 7 and

the latter members swung downwardly against the bottom.

Having thus described the invention, what is claimed as new is:

- 5 1. In a wagon box, the combination of a bottom, sides carried by the bottom, swinging cleats applied to the sides and adapted to be folded against the same or swung into alinement therewith, ends adapted to fit
10 against the swinging cleats when the latter are swung against the sides, battens upon the ends fitting between and engaging the cleats to hold them against the sides when the ends are in position, and locking rods
15 passing through the sides, cleats, and battens for locking the said ends in position.

2. In a wagon box, the combination of a bottom, sides hinged to the bottom so as to

fold inwardly against the same, swinging cleats applied to the ends of the sides and
20 adapted to be folded against the same or swung outwardly into alinement therewith, an end adapted to fit against the swinging cleats when the latter are swung against the sides, battens applied to the ends and fitting
25 between and engaging the cleats to hold them in an operative position, and a locking rod passing through the sides, cleats, and battens for holding the ends in position.

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

WILLIAM F. RODEBAUGH. [L. s.]

Witnesses:

WILLIAM H. RODEBAUGH,
FRANK J. KEISTER.