

O. O. NEWBERRY.  
WAGON BOX.  
APPLICATION FILED APR. 30, 1909.

951,256.

Patented Mar. 8, 1910.

Fig. 1.

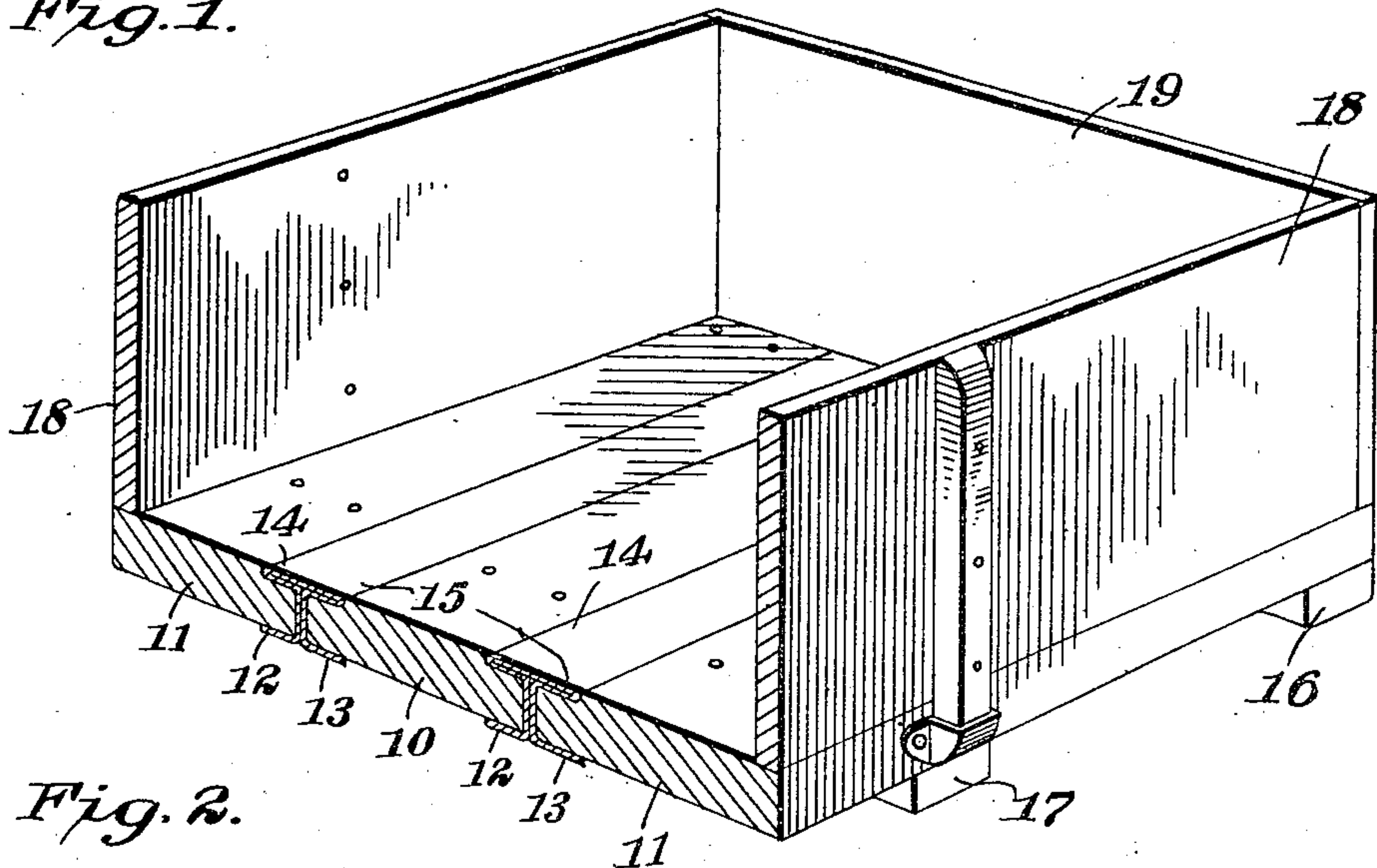


Fig. 2.

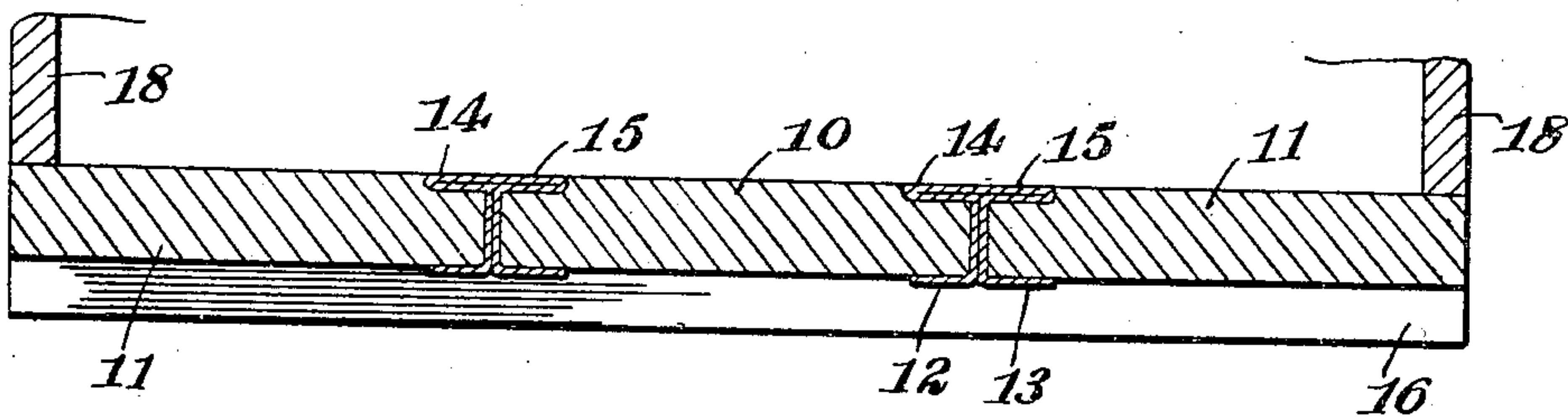
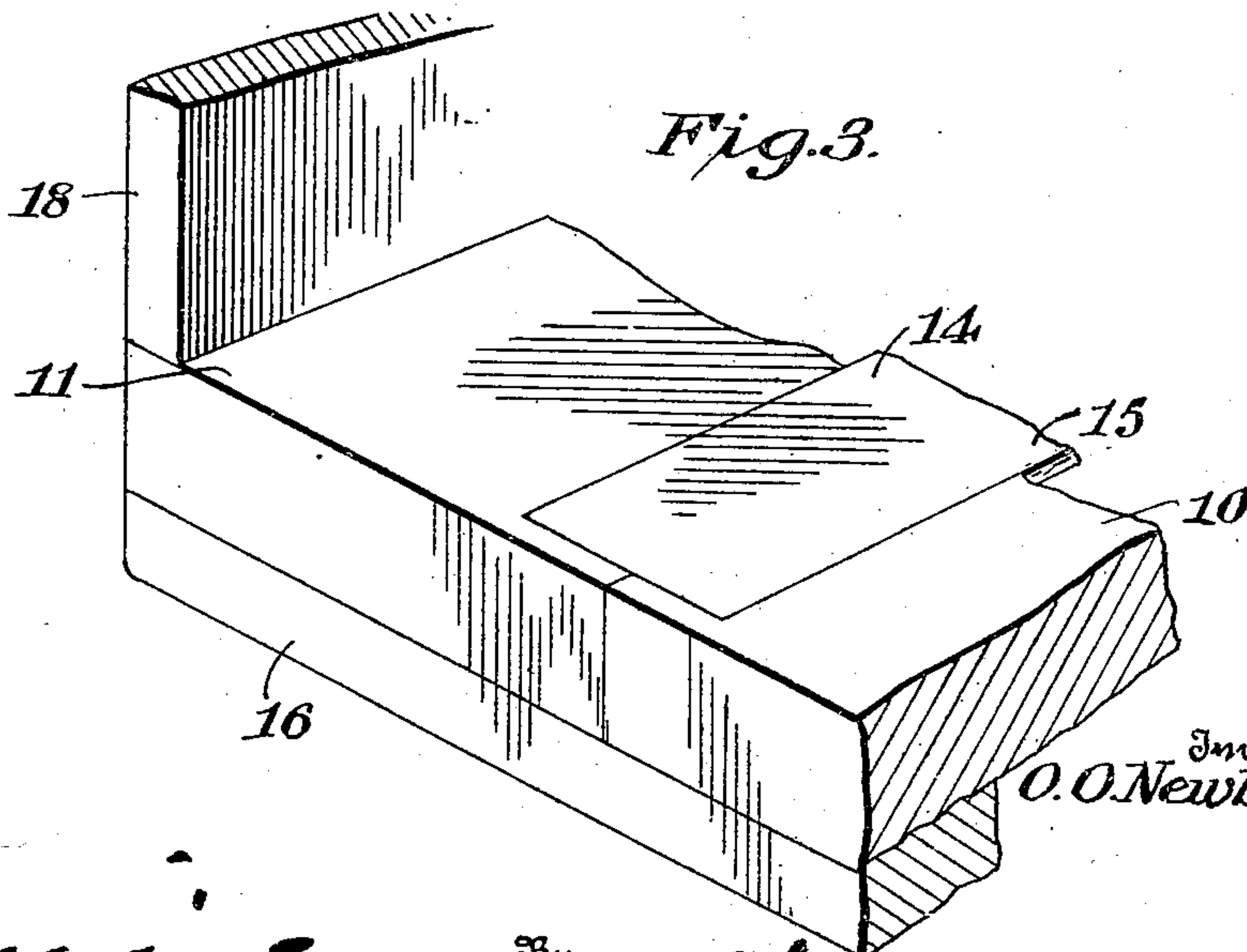


Fig. 3.



Witnesses

*W. W. Woodson*

By

*W. W. Woodson*

Inventor  
O. O. Newberry,

Attorneys.



# UNITED STATES PATENT OFFICE.

ORSON O. NEWBERRY, OF ARGYLE, IOWA.

## WAGON-BOX.

951,256.

Specification of Letters Patent.

Patented Mar. 8, 1910.

Application filed April 30, 1909. Serial No. 493,176.

*To all whom it may concern:*

Be it known that I, ORSON O. NEWBERRY, citizen of the United States, residing at Argyle, in the county of Lee and State of Iowa, have invented certain new and useful Improvements in Wagon-Boxes, of which the following is a specification.

This invention relates to carriages and wagons and refers particularly to a substantial construction of a bottom for a wagon box.

The invention has for an object the provision of a wagon box which is formed so as to be grain tight and thus enabling the operator to scoop grain from the bottom of the box. For this purpose it is necessary to form the bottom of the wagon box in such a manner as to eliminate raised portions which tend to present an uneven surface hindering the gathering of the grain therefrom.

The invention has for another object the provision of a device for securing the boards of the bottom of a wagon box together so that shrinking or swelling of the same will not affect the construction by weakening the boards, either by the splitting or bulging of the same.

The invention has for a further object the provision of a device of this nature which may be employed without the use of nails or the like and which will securely hold the boards in rigid position.

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 perspective view of a wagon box disclosing the same in transverse section; Fig. 2 is a transverse section of the wagon box; and, Fig. 3 is a detail perspective view of one end of the wagon box, having the end wall removed.

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.

Referring to the drawings, the numerals 10 and 11 designate the adjoining boards longitudinally positioned in the formation of the bottom of the wagon box and which, owing to the employment of the improved device which will herein be described and claimed, are preferably three in number and

are secured at their adjoining longitudinal edges by the improved device.

The device comprises a strip of metal which is bent longitudinally adjacent its opposite edges to form flanges, as at 12 and 13, the central portion of the metallic strip being bent longitudinally at two portions in spaced relation to form an upstanding flange which is of T-form in cross section and which is adapted to extend laterally in opposite directions, as at 14 and 15 to lie in parallel with the flanges 12 and 13 respectively. The flanges 14 and 15 are adapted for engagement upon the upper face of the boards 10 and 11 of the bottom and are preferably countersunk within the same in order to present a smooth and even surface. The flanges 12 and 13 are engaged upon the lower faces of the boards 10 and 11 and are held in engagement therewith by frictional contact with the boards 10 and 11 on account of the resiliency of the metal employed. For the purpose of securing the boards 10 and 11 together the same are provided at their opposite extremities with transversely disposed beams 16 which extend beneath the same and also form a support or brace for the wagon box. The boards 10 and 11 are provided in the usual manner intermediate of their ends with cross braces 17 which are adapted for securing the same in rigid relation to one another as well as for the purpose of reinforcing the bottom to enable the positioning of heavy objects thereupon.

As disclosed in the drawings the securing device is preferably terminated a distance from the extremities of the boards 10 and 11, so as to admit of the rounding of the extremities of the boards and to prevent the upstanding of corners or edges which are formed upon the flanged fastening device. This termination of the counter sunk portions of the boards inwardly of the ends of the same serves also the purpose of retaining the strips from longitudinal movement.

The sides 18 of the wagon box are positioned in the usual manner about the edges of the bottom and are terminated at the forward end in the wall 19 which is secured across the ends of the boards and adapted for engagement with the forward extremity of the flanges 14 and 15.

It is readily seen that in a wagon box of this structure the bottom of the same is rendered smooth and even, and in hauling grain the scoop which is employed in removing



the grain from the wagon may be readily pushed along the bottom of the wagon to raise the grain from the same without leaving any of the grain in the wagon as there are no crevices or overlapped portions in the wagon bottom.

This invention is utilized in lieu of the old tongue and groove construction of wagon bottoms which are subject to splitting, thereby causing long slits in the bottom of the wagon between the boards and permitting the falling through of material carried thereon.

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

1. A wagon box including a plurality of boards having their longitudinal edges abutted, a metallic strip engaged between said boards, a T-flange formed along the upper edge of said strip for engagement upon the upper faces of said boards and flanges oppositely formed upon the lower edge of said strip for engagement beneath the under faces of said boards, said T-flange and said flanges being disposed in rectangular relation to the body portion of said strip.

2. A wagon box including a plurality of boards positioned in parallel and having their longitudinal edges abutted, metallic strips engaged between said boards, T-flanges formed on said strips to engage the upper faces of said boards in countersunk relation, lower flanges formed on said strips for engagement against the under faces of

said boards, said strips being terminated inwardly of the ends of said boards to provide a locking means for preventing the longitudinal movement of said strips.

3. A wagon box including a plurality of boards positioned in parallel and having their longitudinal edges abutted, flanged strips positioned between said boards the flanges of which engage against the opposite faces of the boards, one being in countersunk relation, said strips being terminated inwardly of the ends of said boards to form abutments to prevent the longitudinal movement of said strips by the counter sunk relation of the upper of the flanges.

4. A wagon box including a plurality of boards being countersunk at their adjacent edges in the upper faces thereof, flanged strips for engagement between said boards and in said countersunk portions, said countersunk portions terminated inwardly of the ends of said boards to form abutments for engagement with the ends of said strips to prevent the longitudinal movement of the same and lower flanges formed on said strips for engagement against the under faces of said boards to retain said strips from upward movement.

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

ORSON O. NEWBERRY. [L. s.]

Witnesses:

FRANK D. CARR,  
J. S. FORGRAVE.