

T. JENNINGS.  
WAGON-BOX.

No. 169,444.

Patented Nov. 2, 1875.

Fig: 1.

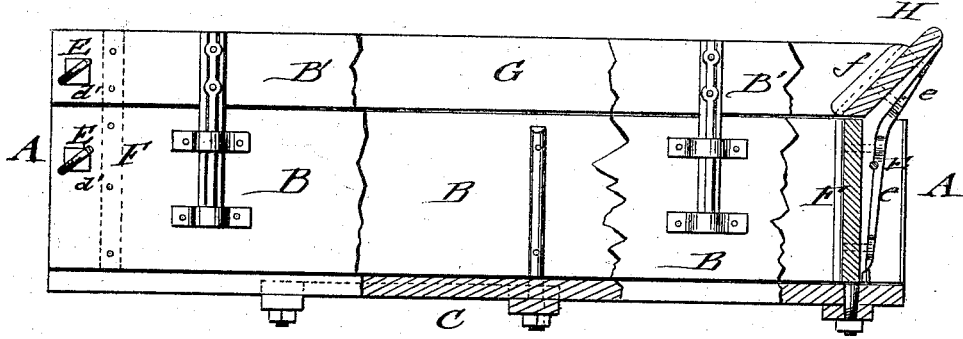


Fig: 2.

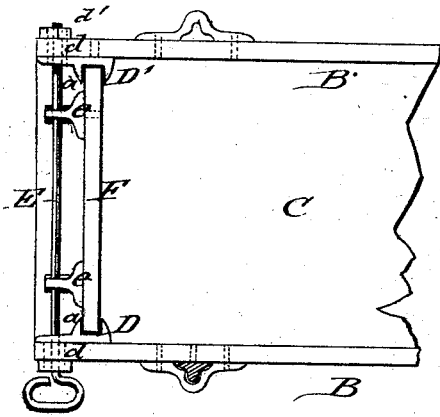


Fig: 3.

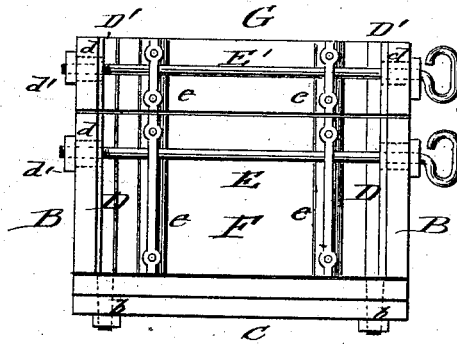
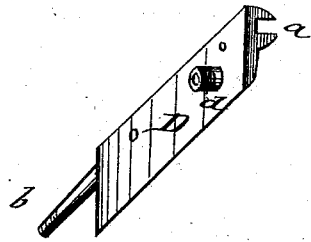


Fig: 4.



WITNESSES:

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# UNITED STATES PATENT OFFICE

TIMOTHY JENNINGS, OF MOULTON, IOWA.

## IMPROVEMENT IN WAGON-BOXES.

Specification forming part of Letters Patent No. **169,444**, dated November 2, 1875; application filed June 5, 1875.

*To all whom it may concern:*

Be it known that I, TIMOTHY JENNINGS, of Moulton, in the county of Appanoose and State of Iowa, have invented a new and Improved Wagon-Box, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a sectional side elevation of my improved wagon-box, Figs. 2 and 3, respectively, top and end views, showing end-gate construction, and Fig. 4 a perspective view of end-gate guide-strap.

Similar letters of reference indicate corresponding parts:

The invention relates to the construction and arrangement of parts, as hereinafter described and claimed.

In the drawing, A represents a wagon body or box, whose side boards B are securely and rigidly applied to the bottom part C by end straps D, which are provided at the inside with grooved cleats or guides *a* for the end-gates. The lower threaded bolt ends *b* of the end straps are firmly bound by screw-nuts to the under side of the bottom part C, and the upper parts of the straps riveted to the inside of the side boards. A sleeve, *d*, of the strap D projects through a hole of the side board, and is fastened in position by a screw-nut, *d'*, turned on the outer threaded end of sleeve *d*. The lateral rods E, that bind the side boards and end-gate together, pass through the sleeves *d*, and the perforated stiffening-ribs *e* of the end-gates F screw with their threaded ends into the internally-threaded perforations of the fastening-straps, their opposite handle ends serving to insert and detach them. The end-gates F are slid into the guides *a* of the side straps, and then rigidly secured by the lateral binding-rods, which hold end-gate and side boards firmly together, but leave the side boards, when taken out by means of the

side straps and intermediate connecting-bolts, in rigid position on the bottom. The detachable top box G is constructed in the same manner as the side boards with side straps D', that are provided with guide-flanges for the top rear gate. The top rear gate F is secured by a lateral stiffening-rod, E', passing through the sleeves of the side straps and the perforated ribs of the end-gate in the same manner as the end-gates of the body. A dash-board, H, takes the place of the front gate of the detachable box, and is applied to the forward-inclined extension of the bracket-ribs *e* of the front end-gate to be detachable therewith. Flanged guides *f* serve to slide the inclined front ends of the top side boards B', which are steadily secured to the main side boards B by outer side stays *g*, of T-shaped cross-section, into corresponding staples *g'* of the lower side box.

The wagon-body may at any time be used with or without top box, which forms a rigidly-attached extension of the same. The different binding straps and stays connect the body in a solid and durable manner, so as to impart to it the required strength and resistance to heavy loads, while they may be readily replaced without difficulty when they get broken or injured by use.

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

The combination of the front end board and dash-board, perforated, bent, and ribbed straps or plates *e* connecting said boards, the grooved straps D, having bolts *b*, rods E E, the top box B' and body B of the wagon, all as shown and described.

TIMOTHY JENNINGS.

Witnesses:

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