

CATALOGUE AND REPAIR PRICE LIST

MANDT WAGON COMPANY
STOUGHTON, WISCONSIN  BRANCH OF

MOLINE PLOW COMPANY

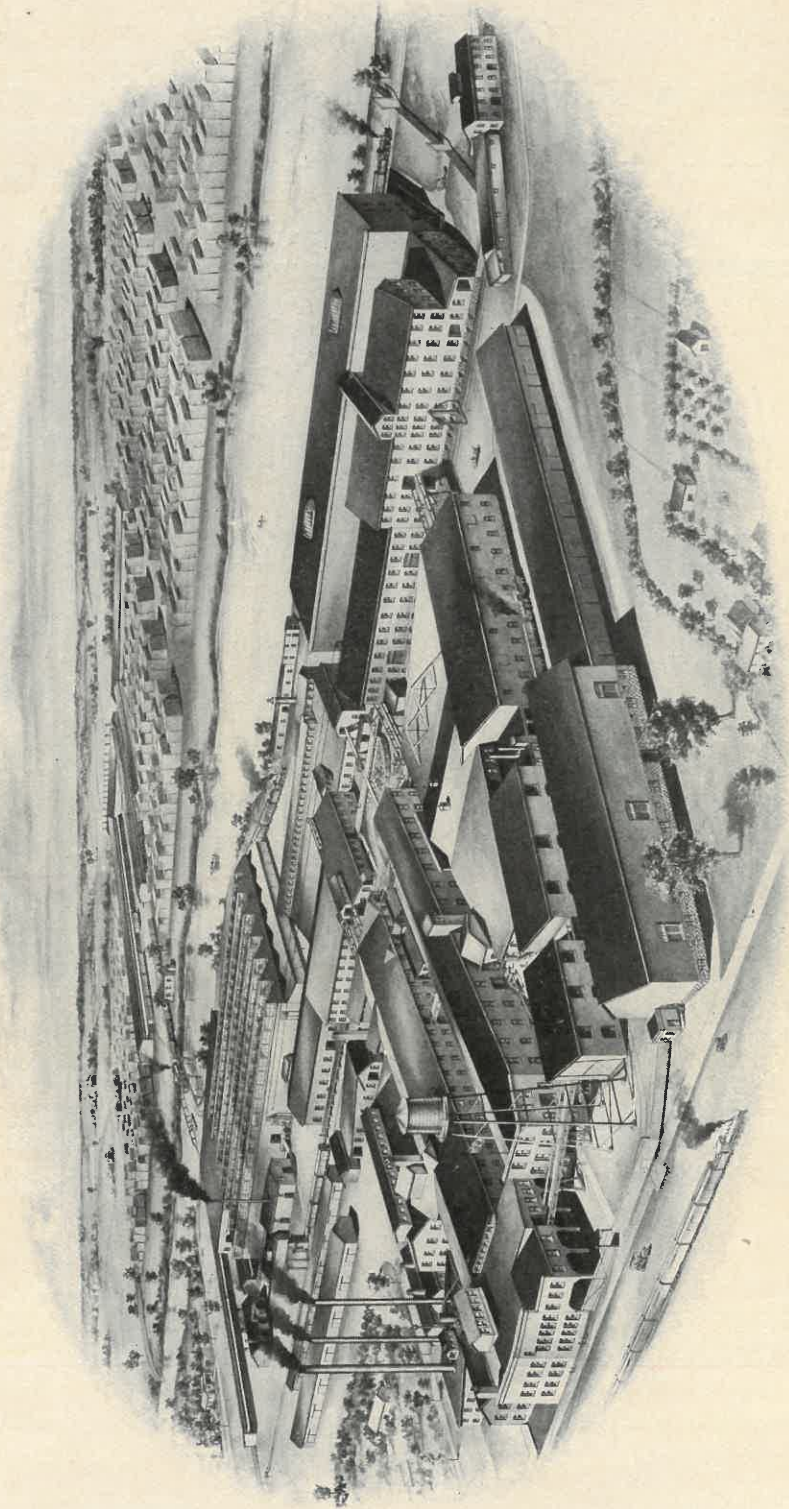
MOLINE, ILLINOIS



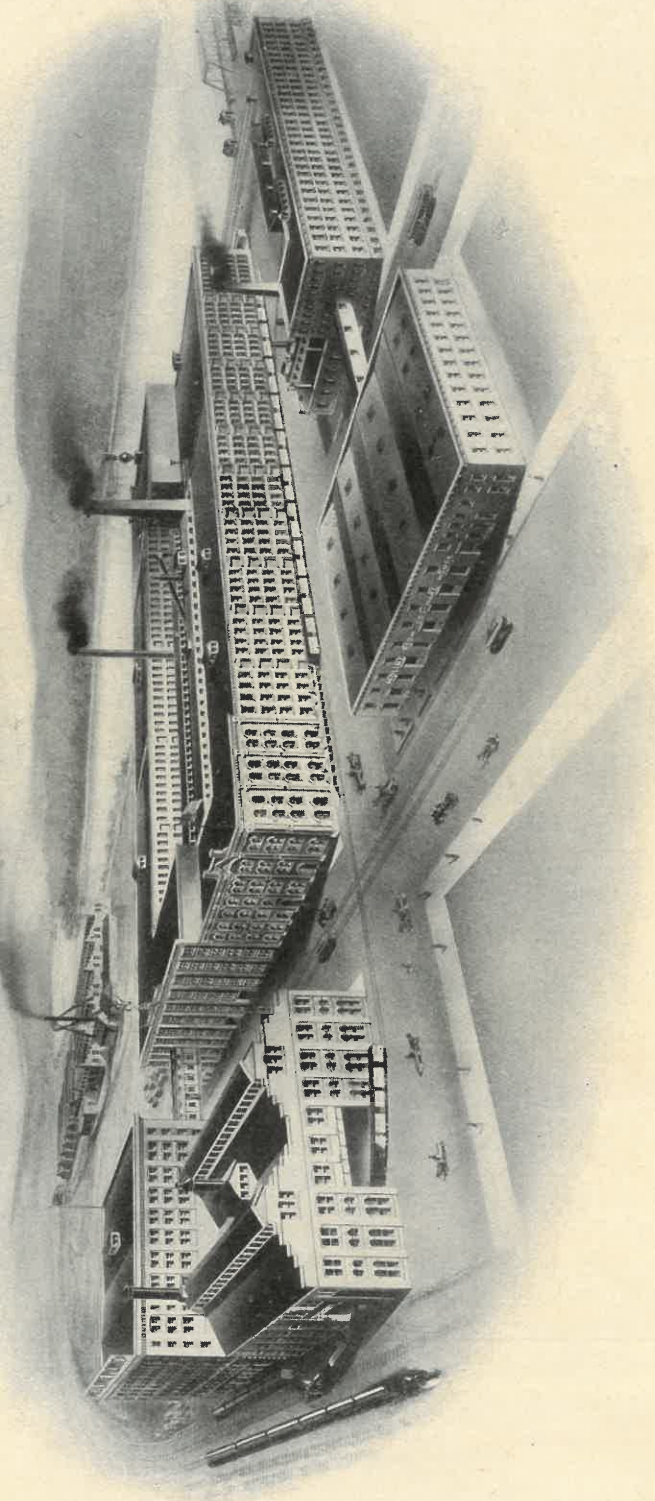
MANUFACTURERS OF

Genuine T. G. Mandt Farm Wagons and Trucks
Market Wagons, Anti-Tip-Over Oscillating Bobsleds
Express Sleighs, and Self-Adjusting Bolster Springs

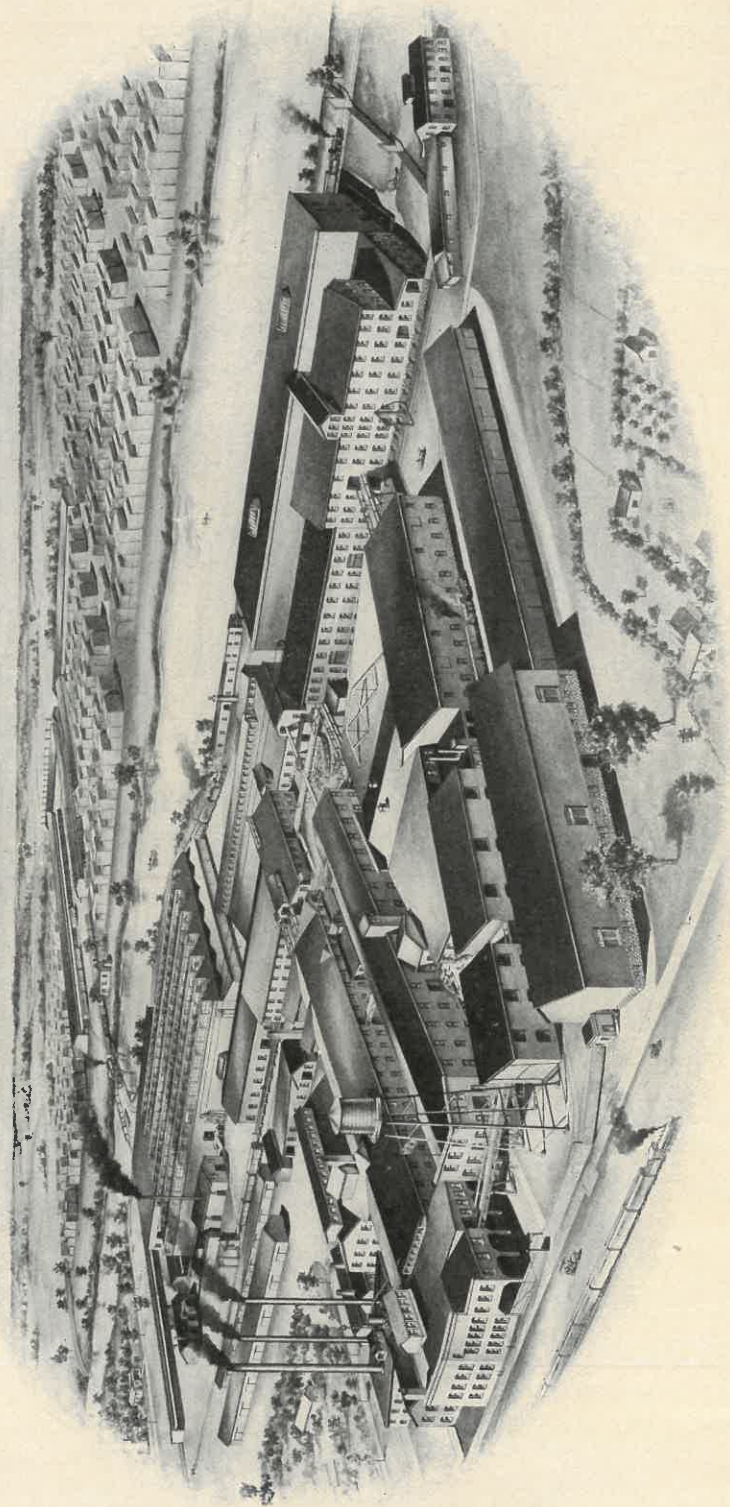
Factory: Stoughton, Wisconsin
General Office: Moline, Illinois



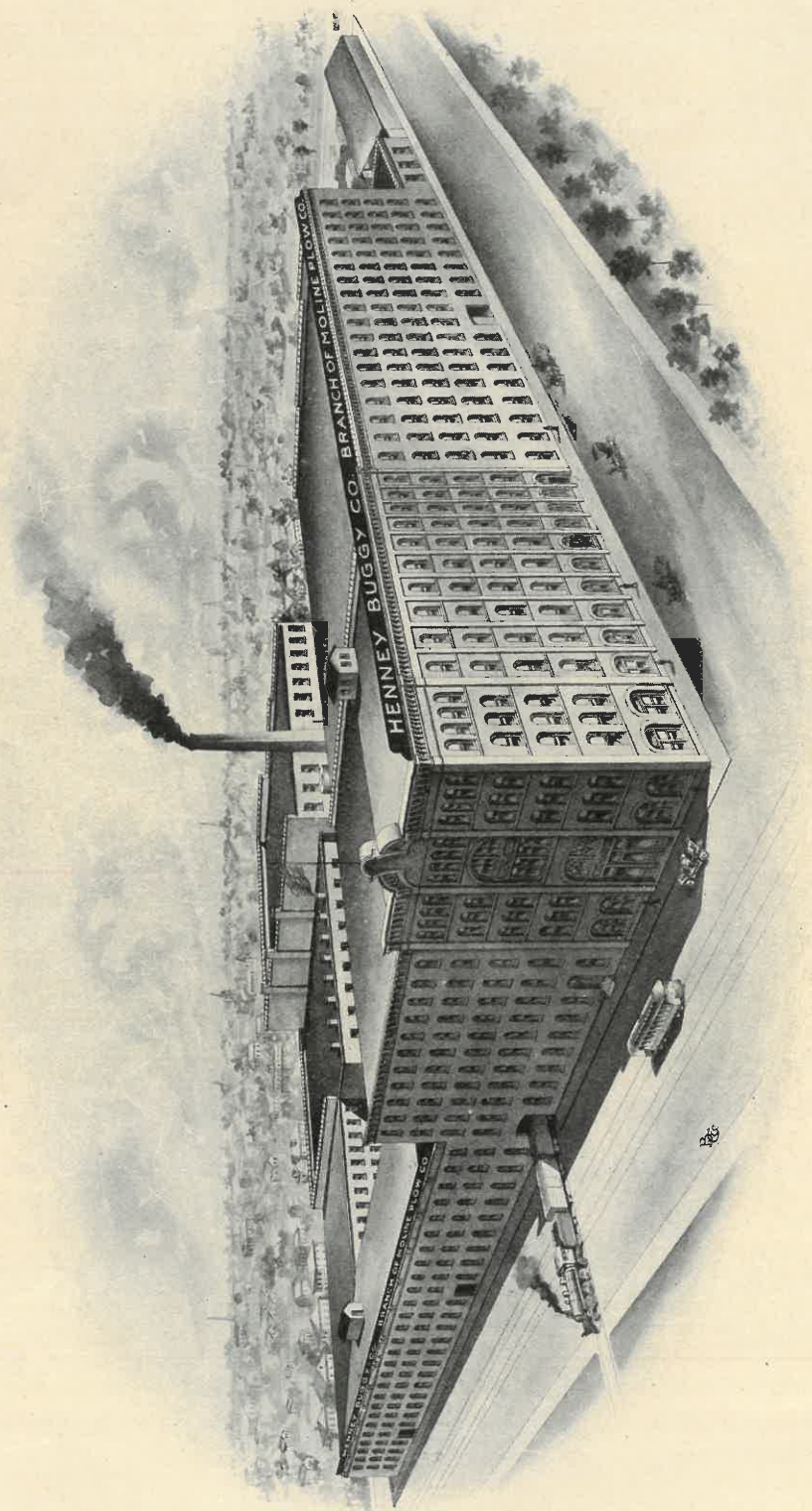
BIRD'S-EYE VIEW OF FACTORY OF MANDT WAGON COMPANY, STOUGHTON, WISCONSIN
BRANCH OF MOLINE PLOW COMPANY, MOLINE, ILLINOIS.



BIRD'S-EYE VIEW OF FACTORY OF MOLINE PLOW COMPANY,
MOLINE, ILLINOIS.



BIRD'S-EYE VIEW OF FACTORY OF MANDT WAGON COMPANY, STOUGHTON, WISCONSIN
BRANCH OF MOLINE PLOW COMPANY, MOLINE, ILLINOIS.



BIRD'S-EYE VIEW OF FACTORY OF HENNEY BUGGY COMPANY, FREEPORT, ILLINOIS,
BRANCH OF MOLINE PLOW COMPANY, MOLINE, ILLINOIS.

**ADDRESS MOLINE PLOW CO., MOLINE, ILL.
or Nearest Branch House**

KANSAS MOLINE PLOW CO.	-	Kansas City, Missouri
NEBRASKA MOLINE PLOW CO.	-	Omaha, Nebraska
MINNESOTA MOLINE PLOW CO.	-	Minneapolis, Minnesota
TEXAS MOLINE PLOW CO.	- - -	Dallas, Texas
MISSOURI MOLINE PLOW CO.	-	St. Louis, Missouri
CALIFORNIA MOLINE PLOW CO.	-	Stockton, California
WESTERN MOLINE PLOW CO.	- -	Salt Lake City, Utah
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DAKOTA MOLINE PLOW CO.	-	Sioux Falls, South Dakota
OREGON MOLINE PLOW CO.	-	Portland, Oregon



WARRANTY

THIS WAGON is sold and purchased under the following conditions of Warranty: The manufacturers guarantee that it is well made, of good and seasoned materials. They will furnish free of charge, through the dealer or selling agent, such new parts as are necessary to replace those proving defective in either materials or workmanship within one year from date of sale to purchaser, or at their option, will pay in cash an amount equal to the charges they would make to the dealer for such parts: provided, that the checking of hubs not caused by reason of unseasoned materials, and box sides that split from other causes than unseasoned materials or defective workmanship, shall not be claimed as defects. Seat springs may be reasonably tested at time of purchase, but will not be replaced if broken after leaving dealer's hands. It is also agreed that they will not be responsible for any damage other than the replacing of defective parts as above stated.



INTRODUCTORY

THE product of the MANDT WAGON COMPANY is too widely and favorably known to require extended mention on this page. We have a complete and up-to-date factory in every respect, the most perfect equipment and a great capacity that enables us to handle our large volume of business not only with conscientious care as to detail, but with unusual dispatch.

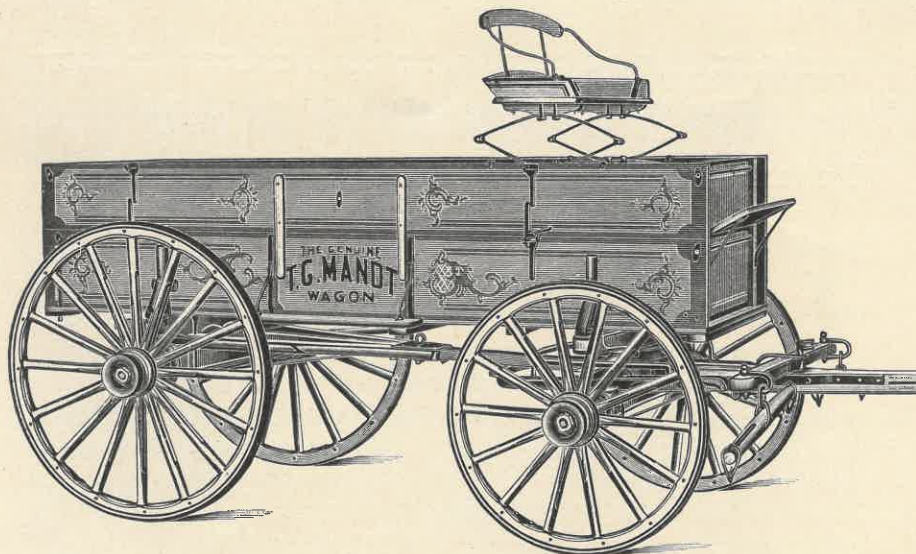
In addition to an up-to-date plant we make goods that are up-to-date, possessing many meritorious points not found on other makes. All of these special features are of great value to the users of wagons, and our rapidly increasing trade is the best evidence of their appreciation of the good things we make. The late T. G. Mandt did more during his life to improve the farm wagon than all of the other makers of wagons combined have done in the past hundred years. Some of his patents are used by other concerns and mark the only progress they have ever made. The more valuable features, however, are securely covered by patents, which belong to this Company, and are used exclusively on the "GENUINE T. G. MANDT WAGON."

A perusal of the following pages will demonstrate that we are not resting on our laurels, are not satisfied with having the most attractive, easiest running and best selling wagon offered to the trade, but are constantly developing new features to place it still farther in the lead.

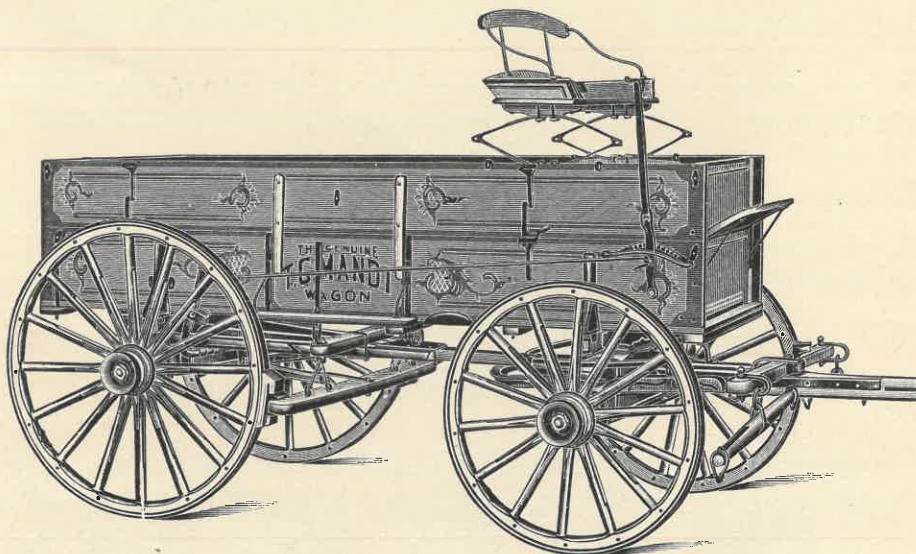
In addition to the goods listed in this book we make the Light Running National Manure Spreader, which is of sufficient importance to call for a separate catalogue. A copy will be mailed upon request.

MANDT WAGON COMPANY
— BRANCH OF —
MOLINE PLOW COMPANY





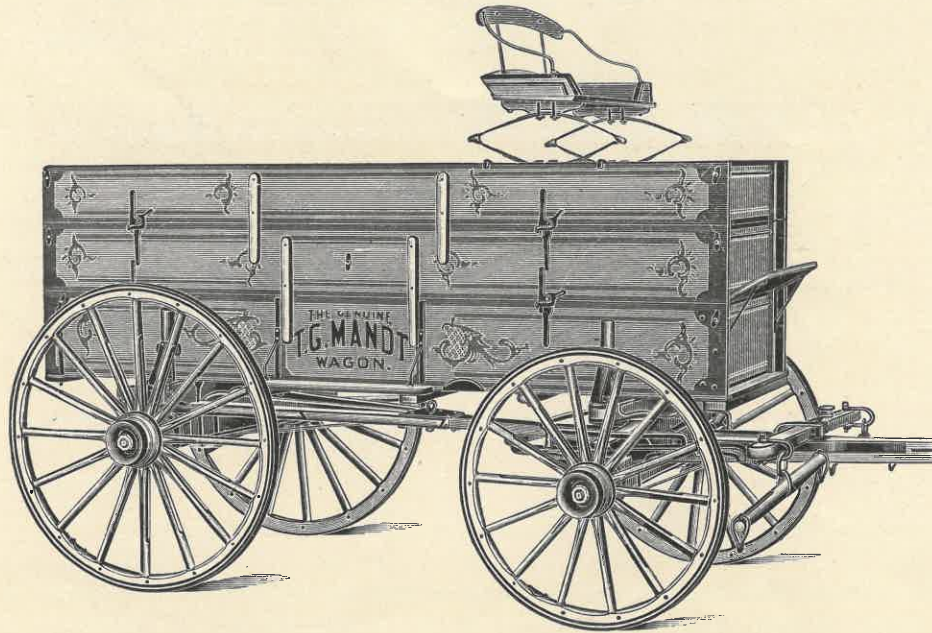
THE GENUINE T. G. MANDT WAGON
Without Brake



THE GENUINE T. G. MANDT WAGON
With Gear Brake

THE GENUINE T. G. MANDT WAGON WITH TRIPLE BOX

Not How Cheap, But How Good. The Best Is the Cheapest

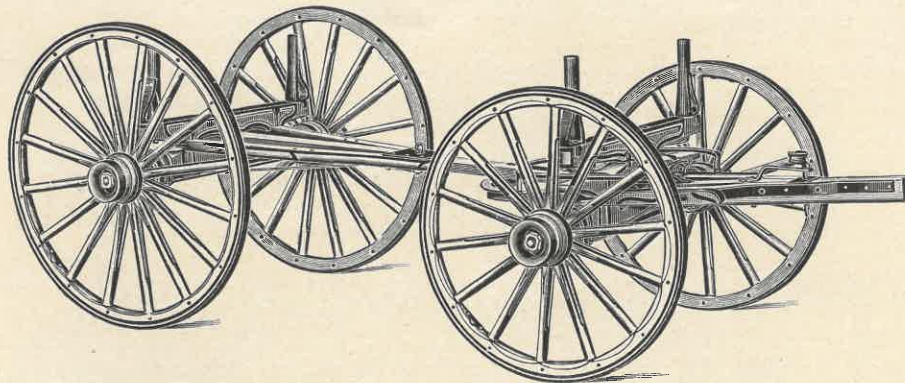


35 REASONS Why it is the cheapest wagon on the market. It costs only a few dollars more than an ordinary wagon, and is worth at least double the money.

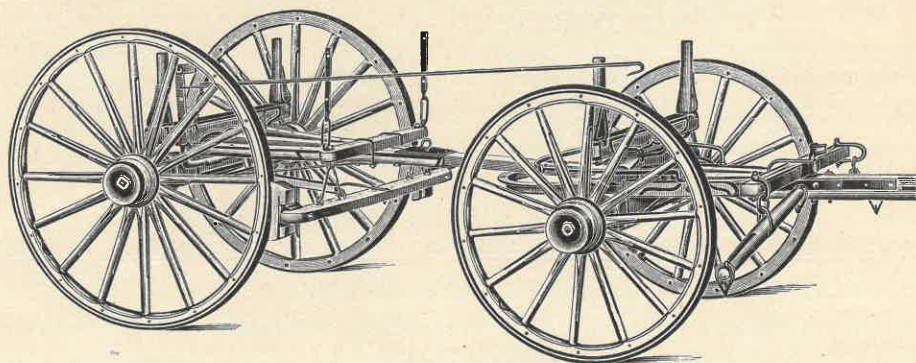
1. It is manufactured from the very best and thoroughly seasoned material.
2. It excels all others in good looks, finish and proportion.
3. It is the easiest running wagon in the world.
4. The gears, both front and hind, are clipped instead of bolted and have the T. G. Mandt Patented Circle-posts.
5. The skeins have a malleable dust and sand - proof collar.
6. The skeins have extra strong bell, are heavier on under side or wearing part.
7. The axles have our new improved flat steel truss.
8. Axles have braces from under side of skeins to hounds.
9. The wheels have black birch hubs and best of oak spokes.
10. The wheels have bent white oak felloes, bolted and clipped joints, and have heavy tires.
11. The felloes are riveted at the side of each spoke.
12. The tongue cap iron is 34 inches long with a safety catch.
13. The tongue is steel stripped its entire length underneath.
14. The angle steel front hound is re-enforced with wood, running from axles to end of hound.
15. The adjustable tongue spring.
16. The steel lock bolster-plate.
17. The stakes are hollow steel with extension wooden stakes.
18. The front axle and sand-board are iron-plated, preventing the reach from wearing.
19. The front end of reach has iron plates forming a bushing in king-bolt hole.
20. The reach has hardened, tempered, steel rub-irons.
21. The steel extension reach plate with lock nut.
22. The Mandt patent grip nut wagon-wrench.
23. The concave cut-under rub-iron.
24. The self-centering box rod nuts.
25. The side-boards and end-boards all have hard wood cleats, riveted ends.
26. The box has steel grain strips on inside, cleats cut bias, thus making a perfectly tight box, with anti-spread rods.
27. The side-boards have steel wearing plates for bolster-stakes.
28. The boxes are made either with the improved Comstock End-gate with iron plated side-boards, or with the Shoveling-board End-gates—has six box-straps on each side-board.
29. The bottoms have hardwood cleats on top of bolsters.
30. The center box straps are outside, supported by heavy double bolted braces.
31. The double eccentric lever top box holders.
32. The seats have anti-rebound springs.
33. The seat-spring with clipped centers instead of bolted.
34. The T. G. Mandt patent whiffletrees, eveners, neckyoke and clevises.
35. The automatic brake lock.

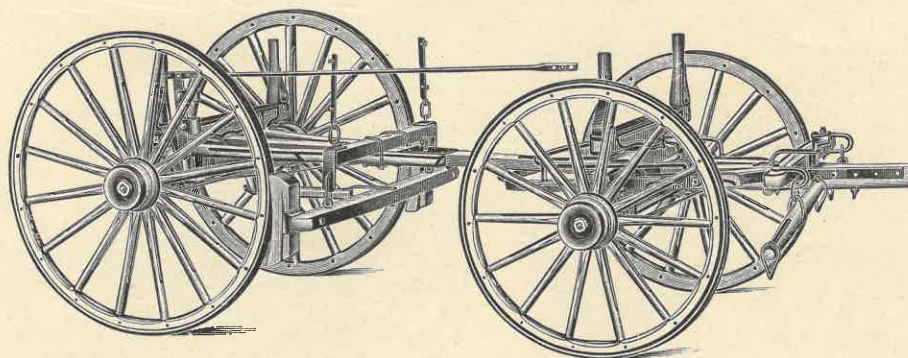
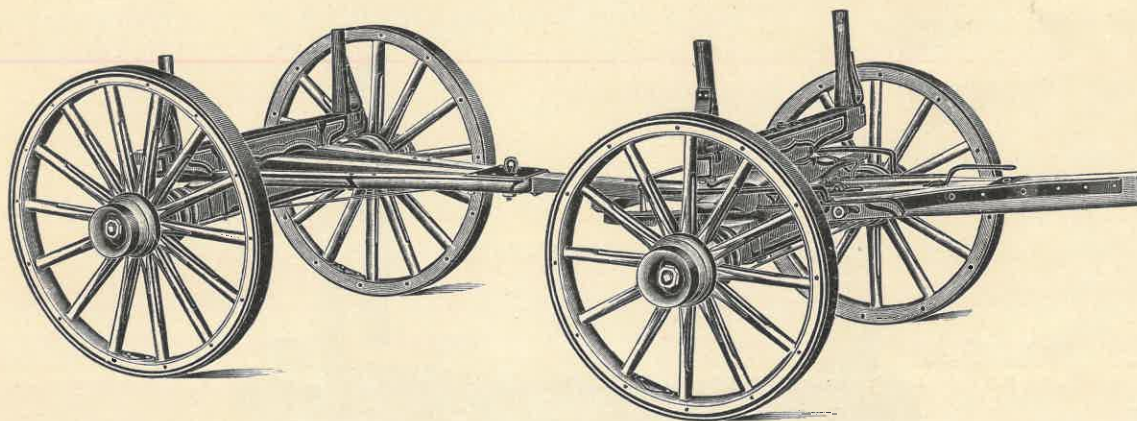
¶The above is an index of the superior points, most of them illustrated in this catalogue. Nothing is spared—quality of material, workmanship or finish; and with the many new patent improvements, it excels all others made, and stands in the market to-day without a rival. Be sure you get the GENUINE; they are branded T. G. MANDT on side of box and hind axle.

¶See cuts of special patented features.

GENUINE T. G. MANDT WAGON GEAR

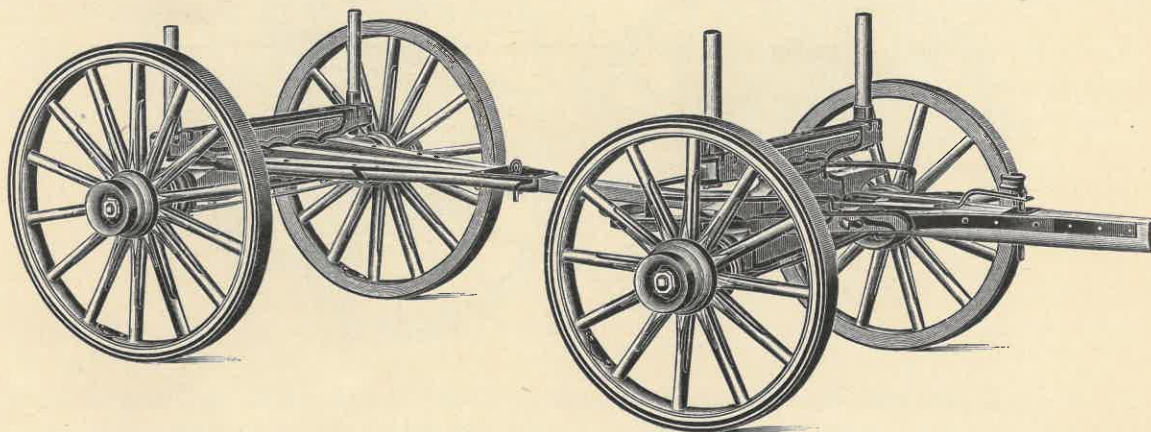
This wagon has, as explained elsewhere each and every essential to make it the best; the best selling and leading wagon on the market. It has no equal. Clipped front and hind gears, skeins with our patented malleable dust and sand-proof collars; new improved flat steel truss; double braces, clipped from under side of skeins to hounds; wheels with fourteen and sixteen spokes; black birch hubs; BEST OF OAK SPOKES; white oak bent rims; rims bolted and clipped at joints; heavier tires than ordinarily used and rims riveted at side of each spoke. All these special features in the wheels make them without question the best wheels made, and wheels are the foundation of all wagons. Has patented self-locking bolster plates, patented steel extension reach plate with lock nut.

GENUINE T. G. MANDT WAGON GEAR WITH GEAR BRAKE

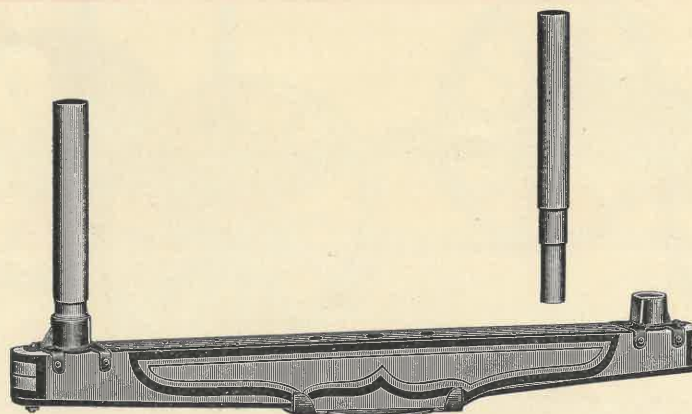
GENUINE T. G. MANDT WAGON GEAR WITH MOUNTAIN BRAKE**T. G. MANDT LOW WHEEL WAGON GEAR**

We manufacture for the trade a low wheel wagon which has become very popular and proven a good seller wherever introduced. The regular T. G. Mandt Gear is used. Wheels for same made in two heights, namely: Truck heights, 3 ft. and 3 ft. 6 in., and medium height 3 ft. 4 in. and 4 ft., manufactured in the following sizes of skeins: $2\frac{3}{4} \times 8\frac{1}{2}$, 3×9 , $3\frac{1}{4} \times 10$ and $3\frac{1}{2} \times 11$ inch, and with the following width tires: $1\frac{1}{2}$, 3, $3\frac{1}{2}$ and 4 inch.

T. G. MANDT FARM TRUCK



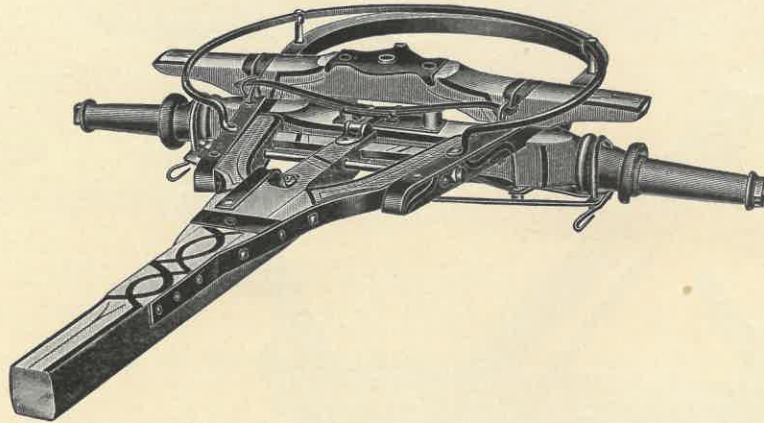
The T. G. Mandt Farm Truck is superior to any farm truck in the market, is made of first-class materials throughout, elegantly finished and has a number of improvements, viz: Improved tongue cap-iron, steel stripped tongue, steel hound, improved hammer strap and hook, steel locked bolster plates; axles have steel truss, sand and dust proof collar skeins, same as used on the T. G. Mandt wagon and herein illustrated; bolsters have tubular malleable bolster stakes.



Bolster is ironed with malleable tubular socket. Any length stakes can be used. Bolsters have steel plates entire length between stakes.

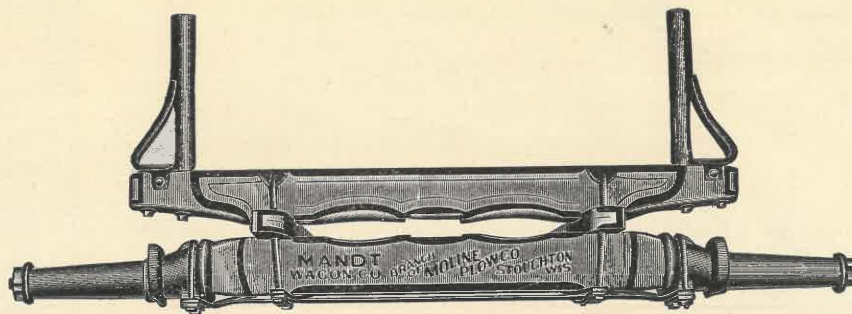
Furnished with 10-inch steel bolster stake at a small additional charge, when so ordered.

CLIPPED FRONT GEAR



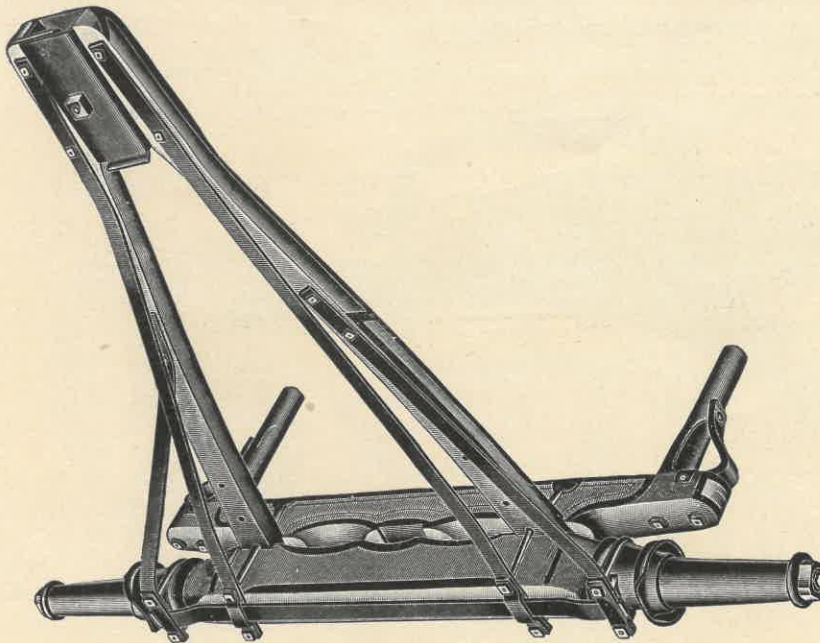
The gears are clipped instead of bolted, thereby overcoming weakening of axles and sandboards with large bolt holes; has clipped flat braces from under side of skeins to hounds which are stronger and superior to braces screwed into skeins. We use the angle steel front hounds in the construction of all our wagons, and same are re-enforced with hardwood from axle to end of hounds, making this the par excellence of hounds used. They excel as to lightness and strength. Notice that end of hound is bent down so as not to cut into or wear even. The new improved tongue spring is easily adjusted and releases the weight of pole on horses' necks. Tongue spring should be adjusted so as to carry two-thirds of weight of pole. Pole has a device by which tongue spring can be attached and detached in a moment.

CLIPPED HIND GEAR



This shows the new improved flat steel truss, style of clipping it to skeins, manner in which the gear is clipped and general construction. There is provision made in the shape and clipping of truss to "give" enough to allow axle natural elasticity.

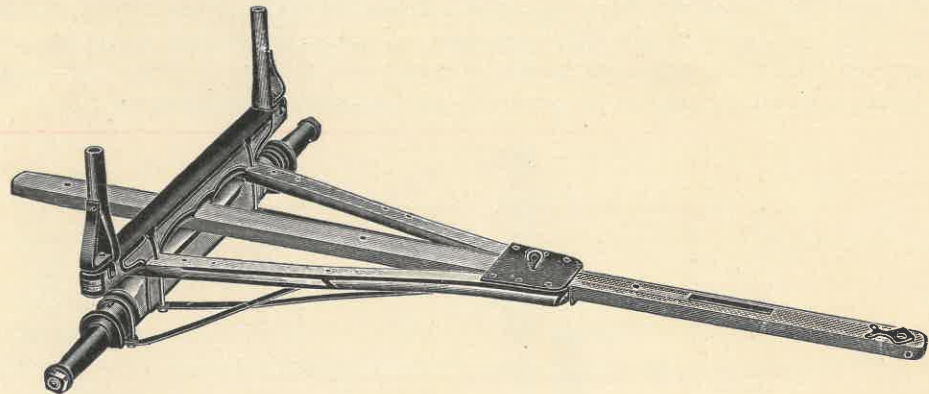
HIND GEAR RAISED TO SHOW UNDER SIDE



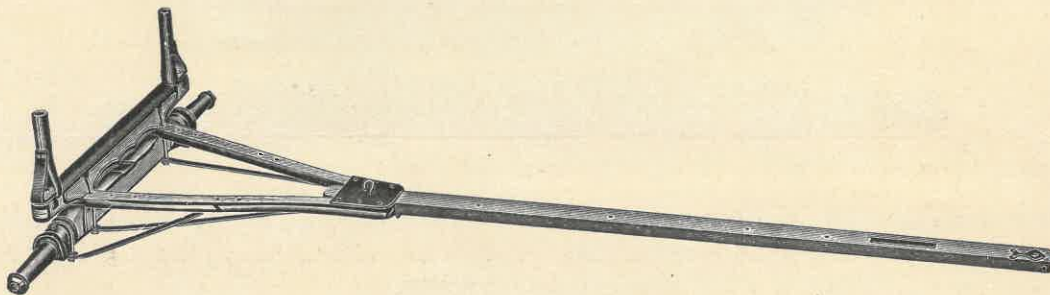
This shows under side of clipped hind gear, how braces are clipped to under side of skein and axle, and how fastened to hounds. Shows under side of steel adjustable reach - plate with lock nut.

MANDT WAGON HIND GEAR WITH REACH AS COMMONLY USED

This shows the construction of hind gear with Mandt steel stakes, steel reach - plate and clipped braces from under side of skein to hounds.



MANDT WAGON HIND GEAR WITH REACH EXTENDED FULL LENGTH



We use on all our wagons the new patented extension steel reach-plate which is adjusted in a moment and always perfectly tight, so made and arranged that reach can be extended enough to carry lumber up to 24-ft. length. Is easily changed. No additional weight and is strong and durable.

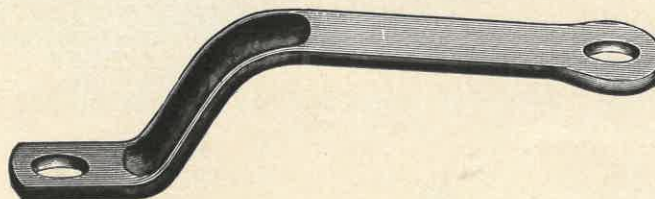


The tongue cap is made of $1\frac{1}{4} \times \frac{3}{8}$ beveled edge spring steel, and extends 34 inches back on pole, preventing horses from gnawing the wood, and will not rot the pole like a wide tongue cap. It is ironed all around with a malleable clip, preventing the neckyoke rings from wearing the wood or cutting off the tongue cap underneath. It has a safety catch in front of hold back, preventing tongue from dropping out of neckyoke ring and thus preventing many a runaway and serious accident, should tugs unhitch.



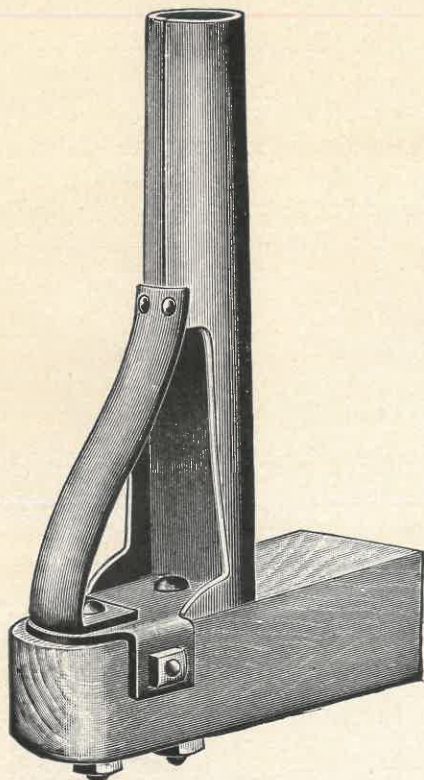
BOTTOM VIEW OF POLE.

The tongue cap extends the entire length of pole underneath, and is riveted on, making a spring steel truss; keeping the pole perfectly straight, and will not break should a horse lie down on it.



T. G. MANDT HAMMER STRAP

Is very neat and strong. The draw pin hole is swelled, the bend of the strap is high and concave, so it has no sharp edges to cut the evener. The hammer strap hook is made from malleable iron, and is drawn down tight on washer, allowing hammer strap to play freely.



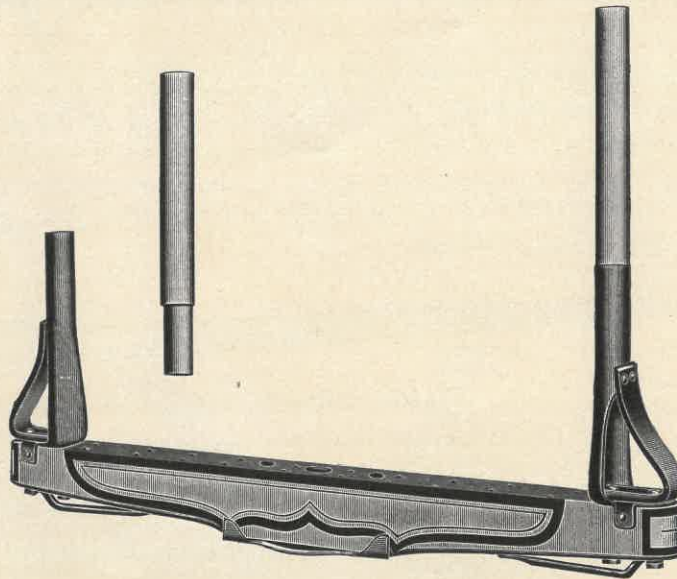
T. G. MANDT PATENT STEEL BOLSTER STAKES

Are dropped forged from one plate of steel $\frac{3}{16}$ -inch thickness with channel steel braces; is put on bolsters with three bolts, avoiding stake mortise holes in bolsters, thereby making a very durable bolster. Stakes are wide where they come in contact with side-boards and protect such from being worn into, so common with ordinary stake irons. Stakes are made hollow and admit extension wooden stakes of $1\frac{1}{4}$ -inch diameter. For strength and looks they have no equal, and all annoyance of rattling-rings are obviated. We furnish with each wagon four wooden stakes, made from either hickory or rock elm.

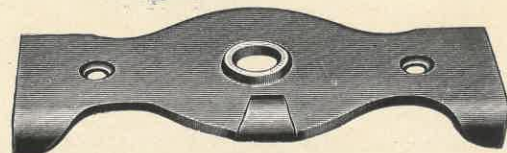
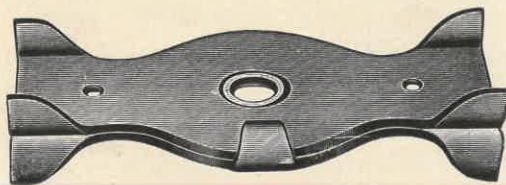


SHOWING WOODEN STAKES USED.

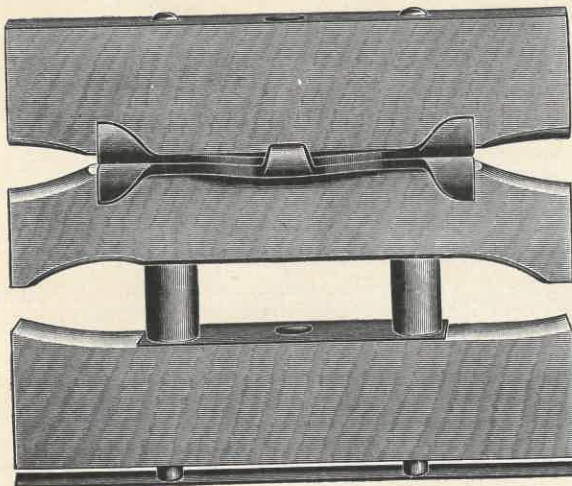
T. G. MANDT FRONT BOLSTER WITH HOLLOW STEEL STAKES



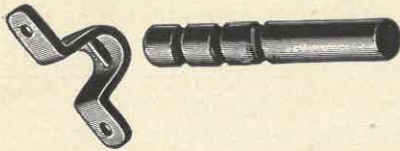
Is ironed on top with 3-inch steel plates and has rub-iron on ends, also steel lock bolster plates.



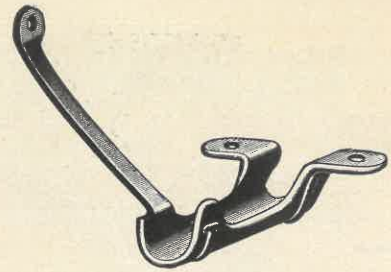
This patented self-locking bolster plate is made from $\frac{11}{16}$ -inch heavy open hearth steel plate. extra length of twelve inches, has six inch circle, has outward projecting lips at ends which are fitted for bolster and sandboard, always keeping in place and preventing bolster plates from becoming loose. The lower part of plate has a catch, locking upper and lower parts together, preventing king-bolt from lifting out when box or rack is taken off wagon gear. Lower plate has a raised center, preventing king-bolt from wear and breakage, and will carry a top-heavy load level. Its superiority over all others can be seen at a glance.



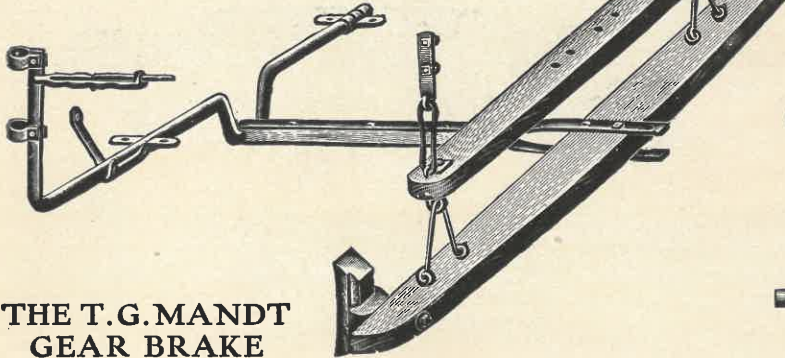
This shows section and construction of this part of the front gear, the construction of bolster and sandboard as to bolster plate, axle as to the new improved flat steel truss, and steel plate on top of axle, preventing wear of reach.



The above cut illustrates the end of crank bar showing grooves and ridge in box, which make it adjustable and holds it firmly in position.

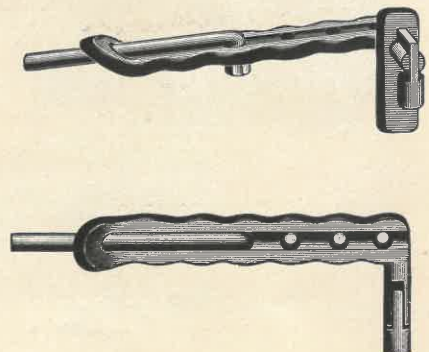


Above cut shows the box for crank bar, with brace attaching it to bolster.



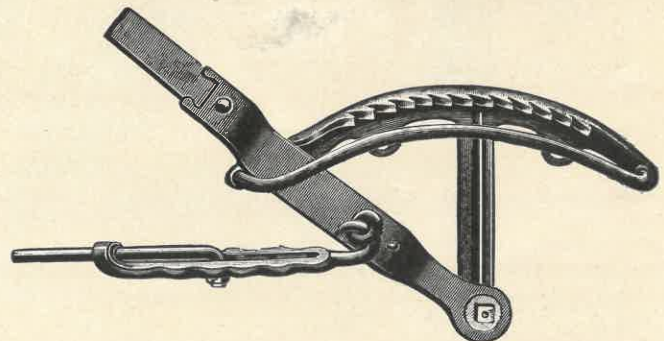
THE T. G. MANDT GEAR BRAKE

The T. G. Mandt Gear Brake, for strength, simplicity and convenience has no equal; the crank bar is made from $1\frac{1}{4}$ -inch steel, and the crank is drop forged instead of welded, and rests in a long box bolted to hound and braced to the bolster. The draw rod is fastened to the center of brake beam, insuring equal pressure on both wheels, and is adjustable. The wood piece on top of hounds is clipped to hound and is attached to brake beam with V-shaped hooks preventing lateral motion. The connecting rod is adjustable and is made with automatic attachment, as shown above.



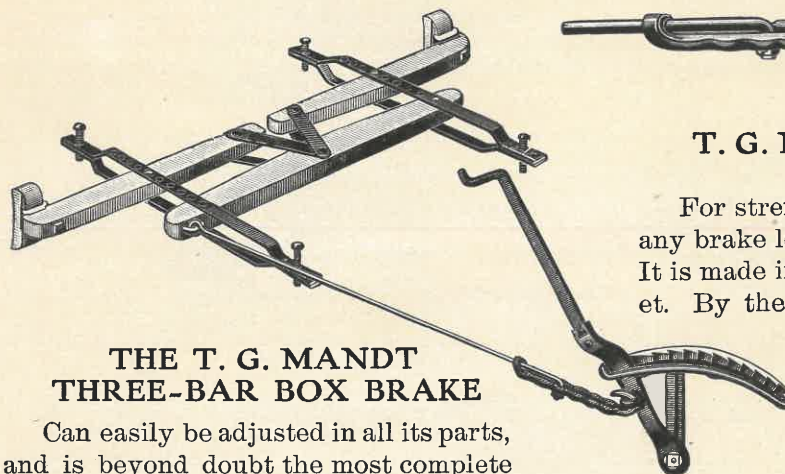
THE T. G. MANDT AUTOMATIC ROD ATTACHMENT FOR GEAR BRAKES

This device does away with bolts and keys. Can be locked or unlocked in the twinkling of an eye. Is also constructed so that rod can be shortened or lengthened as desired.



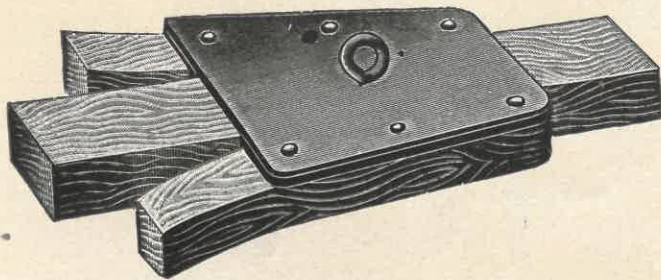
T. G. MANDT AUTOMATIC BRAKE LOCK

For strength and simplicity is superior to any brake lock that has ever been gotten up. It is made in two pieces, a handle and a ratchet. By the lever having bend at the lower end and the rod being attached from the outside, the lever, when pushed ahead, is automatically thrown into the ratchet, and released by a simple twist of handle.

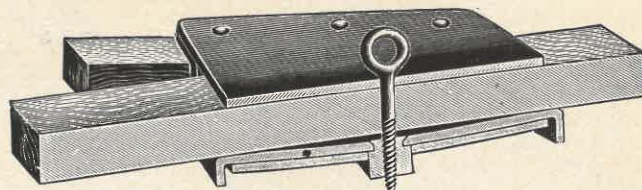
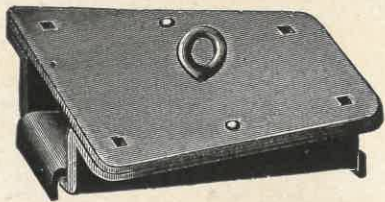


THE T. G. MANDT THREE-BAR BOX BRAKE

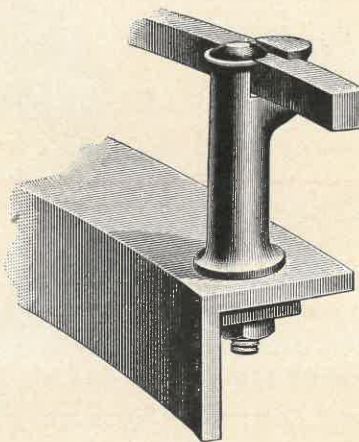
Can easily be adjusted in all its parts, and is beyond doubt the most complete box brake ever put on a farm wagon.



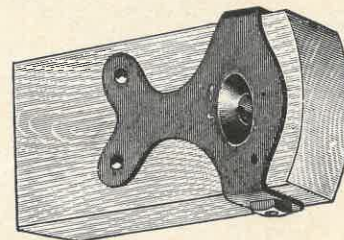
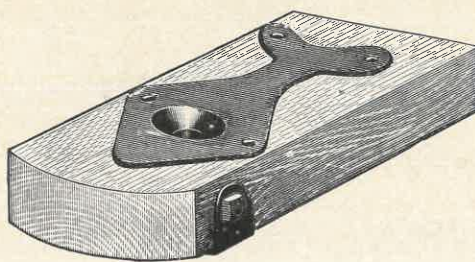
This cut shows our steel extension reach-plate, by which a reach can be lengthened and shortened in a moment, and is always perfectly tight. Can be extended to its extreme length. It will never rattle and prevents wearing.



This cut illustrates a sectional view of the reach-plate, showing the screw-pin screwed into the curved spring plate underneath the reach, to which the lock nut is firmly riveted, which draws the reach to upper plate and prevents all rattling; and the reach can be extended its entire length, as shown above.

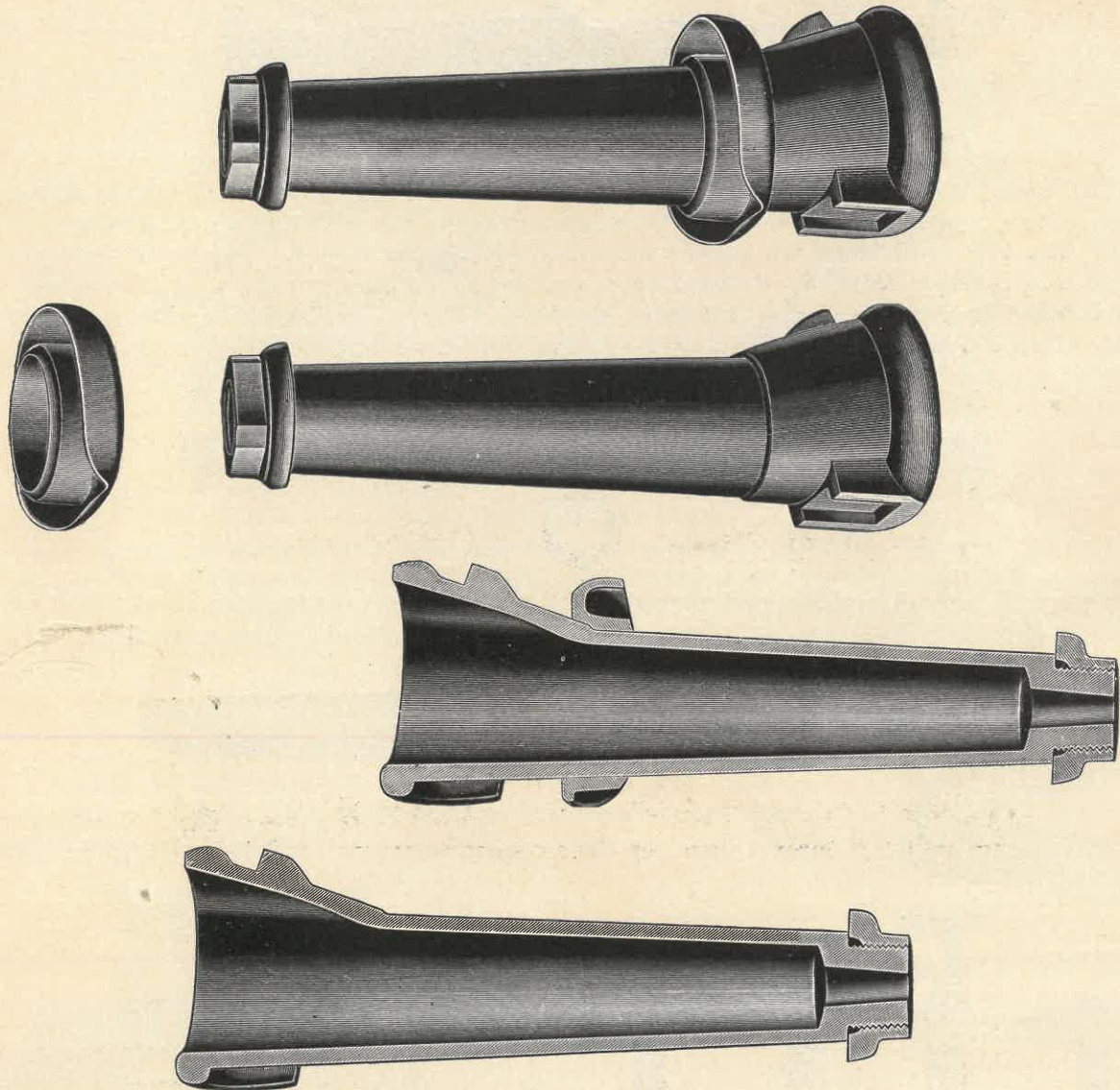


T. G. Mandt Circle-post, made from malleable iron. Is convenient, strong and perfection itself.



The reach is iron-plated at front end. These irons form a bushing for the kingbolt hole, also form a clip for front end of reach. Front axle and sand board are also iron-plated.

IMPROVED PATENTED MALLEABLE DUST AND SAND PROOF COLLAR SKEIN



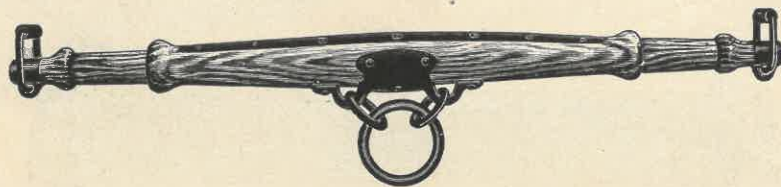
These cuts show the improved skein complete with dust and sand proof collar, the skein before collar is shrunk on, the malleable dust and sand proof collar, sectional side views of skein showing with collar and without collar.

All skeins used on our wagons are the new improved skein as shown above, having malleable dust and sand proof collars, shrunk on skeins after same are cast. By this new method we entirely overcome breakage of skeins, for instead of weakening skein at point where sand collar comes, it is thus strengthened, and secure against breakages. This collar makes the skein absolutely dust and sand proof and, by being so, is a most valuable addition and improvement on farm wagons, the value of which is attested by hundreds of thousands of users of our wagons. The bell of these skeins is made larger by one-fourth inch than commonly used, thus admitting heavier axles being used and strengthens where strength is required.

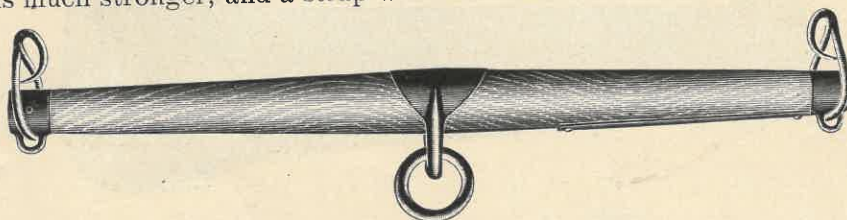
T. G. MANDT WHIFFLETREES, NECKYOKE, EVENER AND CLEVISES

Are far superior to anything heretofore produced in this line.

They are manufactured from thoroughly seasoned material and elegantly finished, and with the many new and valuable improvements they possess, herein illustrated, are worth more than double any other.



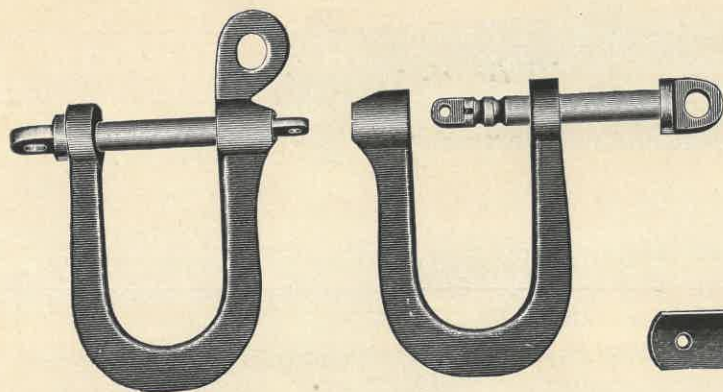
The neckyoke center clip is made with loops to attach to small rings, and also to protect the neckyoke against wear of tongue. It avoids weakening the yoke by boring holes for eye-bolts. The two small rings are made from $\frac{1}{2}$ iron and big one from $\frac{3}{4}$. The top of neckyoke has an iron running nearly its entire length, preventing horses from gnawing. It has more than double the strength of any ordinary neckyoke. The neckyoke has buckle ring with roller, which is much stronger, and a strap will last from three to four times as long.



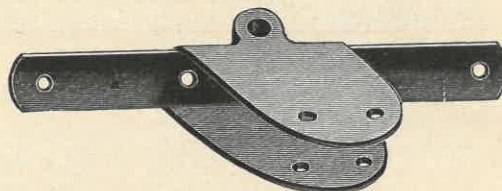
The whiffletrees are made with wrought iron hooks, which is simplicity itself. Will not unlock when slack or in use; is easy to hook or unhook; has rub-irons to prevent wearing on wheel.



This evener will last longer than any four common eveners, and is both lighter and stronger.



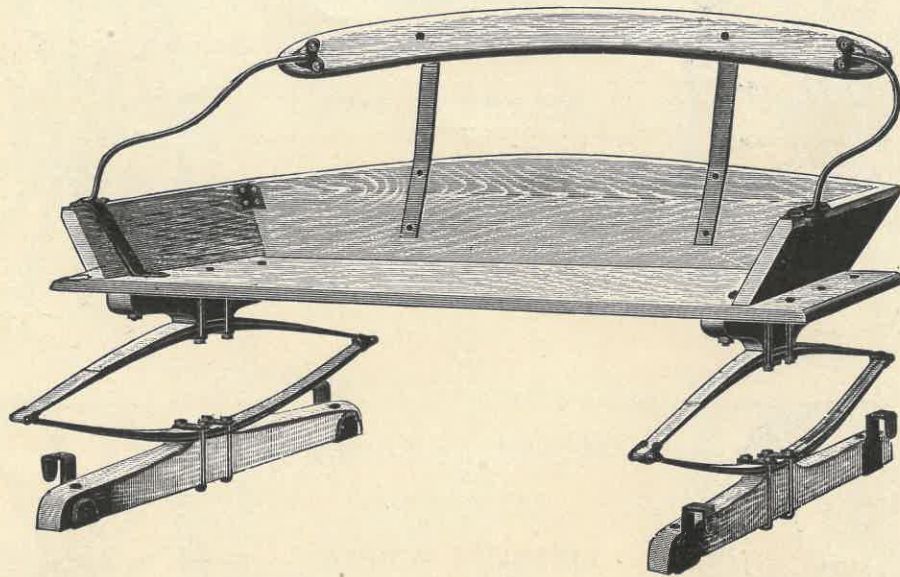
There is a rivet through end of evener, and hole for clevis pin has an iron bushing.



Our Patented Whiffletree Clevises for simplicity, strength and convenience surpass all others. The locking device is perfect, always ready for work and easily adjusted.

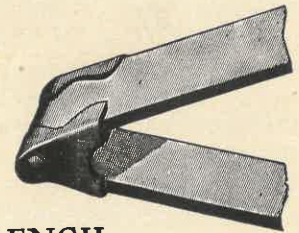
Evener center iron combines in one piece, top bottom and front plate. Hole for draw pin entirely protects the evener from wear and adds strength, where the ordinary evener is weakened by the hole through it.

T. G. MANDT PATENT SPRING SEAT

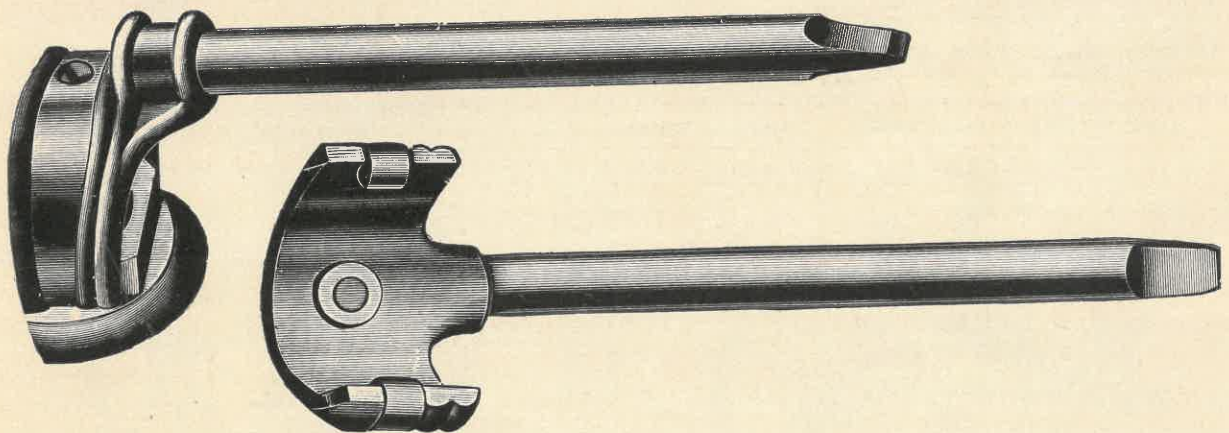


The above cut shows the only perfect spring seat ever offered to the trade, and to say it is worth twice the price of the ordinary seat is a modest claim. The springs are clipped onto the blocks instead of being bolted. The blocks cover only three inches of spring, instead of five and a half. This makes the spring more elastic, also stronger, as there are no bolt holes required. The ends of the springs are secured with a bolt and two malleable iron anti-rebound clips; they prevent the spring from rebounding, which is the cause of most all broken springs. The seat is constructed so that it has an inch backward slant, and has an improved hook with a broad face where it comes in contact with the side of box.

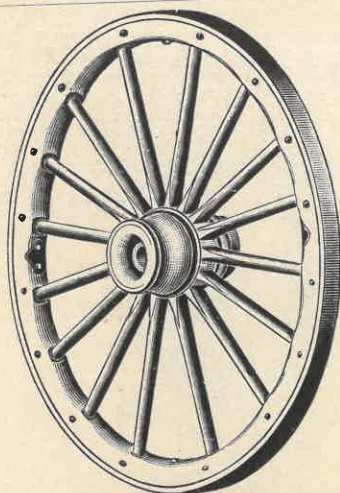
Cut at the right shows the T. G. Mandt patent anti-rebound clip ends. Should spring break at the ends it cannot come apart, as the clip will hold it in place.



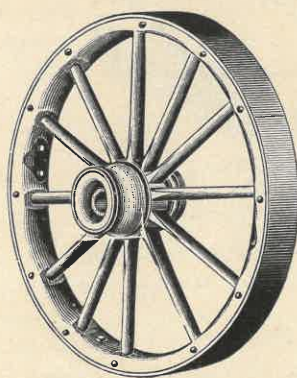
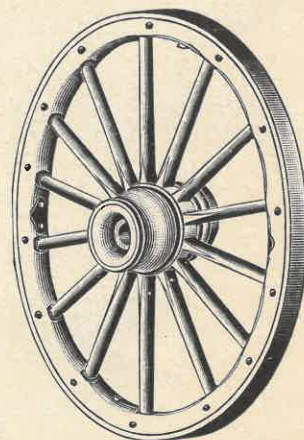
T. G. MANDT PATENT GRIP WAGON WRENCH



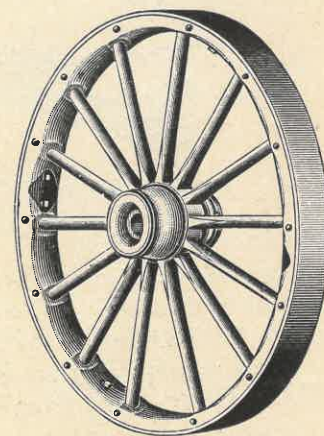
This wrench grips the skein nut and holds it securely, overcoming the usual nuisance of being besmeared with grease, and nut dropping down when greasing the wagon. Wrench part is made of malleable iron, the shank from open hearth round steel.



14 AND 16-SPOKE,
HIGH WHEELS,
NARROW TIRE



12 AND 14-SPOKE,
LOW AND
MEDIUM WHEELS,
WIDE TIRE



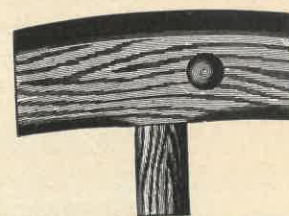
We use black birch hubs,
second growth spokes,
bent white oak felloes,
full rounded and clipped

at joints, rivets at side of each spoke, heavy tires, straight mortised hubs.

A STITCH IN TIME SAVES NINE.—A bent rim or felloe is not new in the construction of a wheel, having been in use more than a quarter of a century. That they are superior to the sawed felloe is an established fact. The only drawback has been the splitting at the spoke. This we overcome by putting a rivet at the side of each spoke, and by bolting and clipping each joint. We thus produce a perfect wheel. A sawed felloe will split out at the joint.

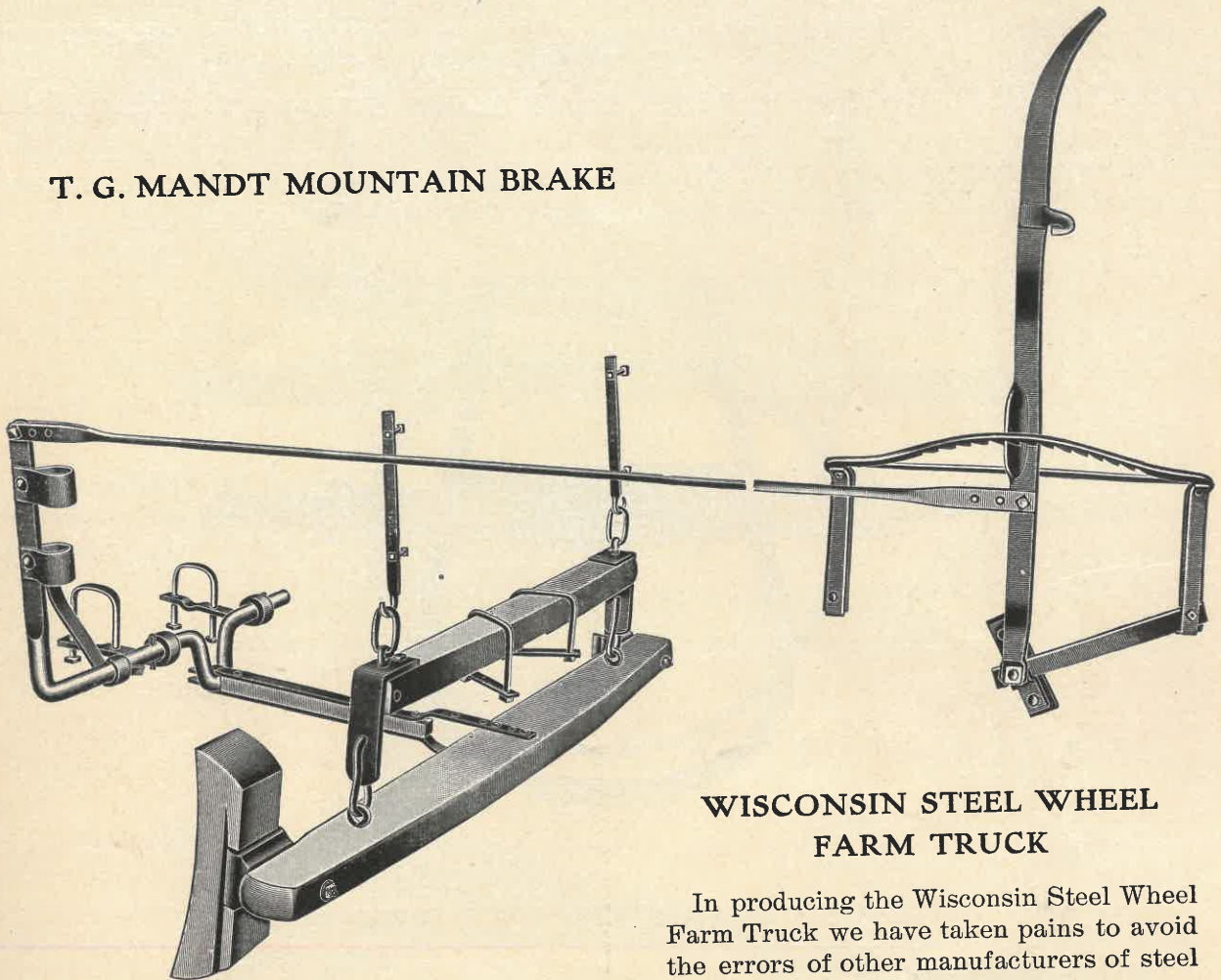
We manufacture three different heights of wheels, viz: LOW, MEDIUM and HIGH. The low wheels are 3 ft. and 3 ft. 8 in.; medium are 3 ft. 4 in. and 4 ft.; high are 3 ft. 8 in., and 4 ft. 4 in. On high wheels we use 14 and 16 spokes; on low and medium height wheels, either wide or narrow tires, we use 12 and 14 spokes.

We carry in stock wheels with different width and thickness of tires as shown below:



LOW WHEELS, 36 and 44 Inches	MEDIUM WHEELS, 40 and 48 Inches	HIGH WHEELS, 44 and 52 Inches
3 x 9 Skein, 1½ x ⅝ in. Tire.	3 x 9 Skein, 1½ x ⅝ in. Tire.	3 x 9 Skein, 1½ x ⅝ in. Tire.
" " 3 x ⅝ " "	" " 3 x ⅝ " "	" " 2 x ⅝ " "
" " 3 x ⅝ " "	" " 3 x ⅝ " "	" " 2½ x ⅝ " "
" " 3½ x ⅝ " "	" " 3½ x ⅝ " "	" " 3 x ⅝ " "
" " 4 x ⅝ " "	" " 4 x ⅝ " "	" " 3 x ⅝ " "
3¼ x 10 " 1½ x ⅝ " "	3¼ x 10 " 1½ x ⅝ " "	" " 3½ x ⅝ " "
" " 3 x ⅝ " "	" " 3 x ⅝ " "	" " 4 x ⅝ " "
" " 3 x ⅝ " "	" " 3 x ⅝ " "	3½ x 10 " 1½ x ⅝ " "
" " 3½ x ⅝ " "	" " 3½ x ⅝ " "	" " 2 x ⅝ " "
" " 4 x ⅝ " "	" " 4 x ⅝ " "	" " 2 x ⅝ " "
3½ x 11 " 1½ x ⅝ " "	3½ x 11 " 1½ x ⅝ " "	" " 2½ x ⅝ " "
" " 3 x ⅝ " "	" " 3 x ⅝ " "	" " 3 x ⅝ " "
" " 3 x ⅝ " "	" " 3 x ⅝ " "	" " 3 x ⅝ " "
" " 3½ x ⅝ " "	" " 3½ x ⅝ " "	" " 3½ x ⅝ " "
" " 4 x ⅝ " "	" " 4 x ⅝ " "	" " 4 x ⅝ " "
		3½ x 11 " 1½ x ⅝ " "
		" " 2 x ⅝ " "
		" " 2½ x ⅝ " "
		" " 3 x ⅝ " "
		" " 3 x ⅝ " "
		" " 3½ x ⅝ " "
		" " 4 x ⅝ " "

T. G. MANDT MOUNTAIN BRAKE



WISCONSIN STEEL WHEEL FARM TRUCK

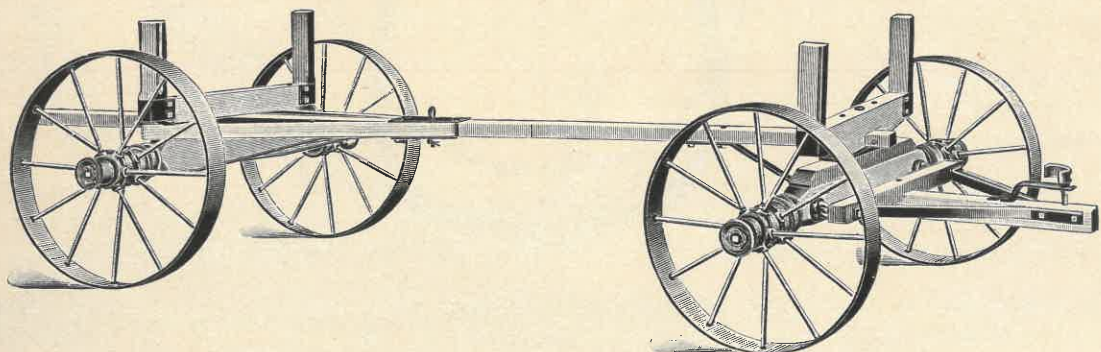
In producing the Wisconsin Steel Wheel Farm Truck we have taken pains to avoid the errors of other manufacturers of steel

trucks, and have made quality, rather than cheapness, our objective point.

Short skeins have always been a source of complaint. We use a regular wagon skein with nine-inch spindle. Wheels are made specially for us and have 12 spokes, in place of 10 used on other makes. Front wheels 28-inch, rear 30-inch, with 4 x $\frac{3}{4}$ rims.

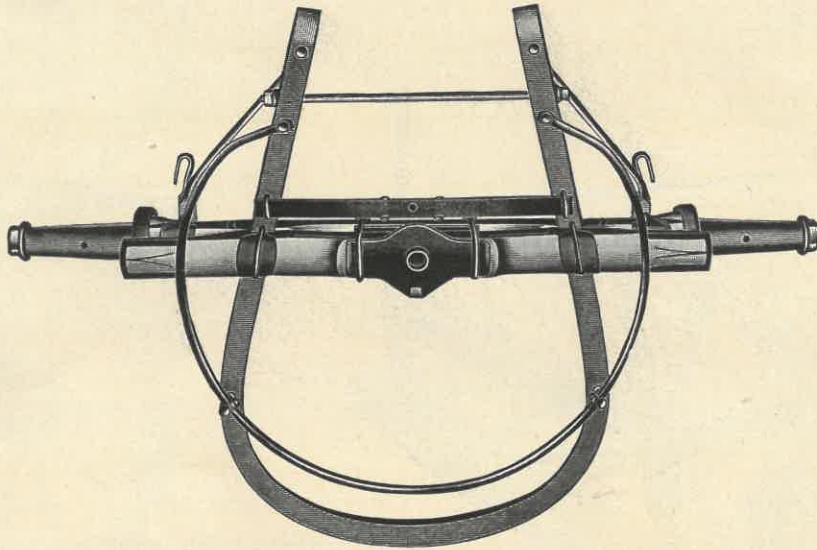
Gears made of best selected material, with wood rear hounds, well braced and bolted to a regular wagon reach plate; the front axle is reinforced by 2 $\frac{1}{2}$ -inch cap fastened with bolts through the axle insuring great strength; bolster plates are of heavy steel; tongue is thoroughly braced and attached to axle by heavy eye bolts, not hooked into eyes cast in the skein, which is much cheaper for the manufacturer and much more expensive for the user, as the breakage of this cast eye puts the truck out of use until a new skein is obtained.

Made in wide or narrow track.



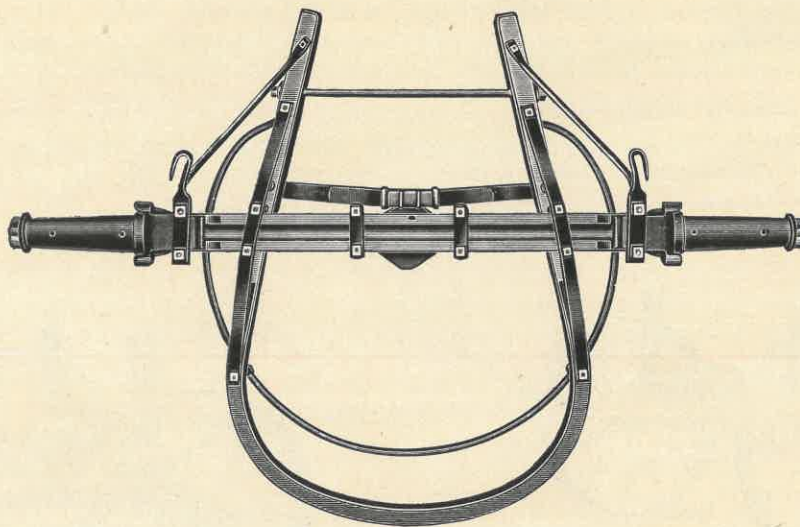
GENUINE T. G. MANDT PATENT CAST SKEIN STEEL AXLE WAGON

A wagon that possesses all the advantages of the Mandt dust proof thimble skein clipped gear wagon, combined with an AXLE that is practically non-breakable.



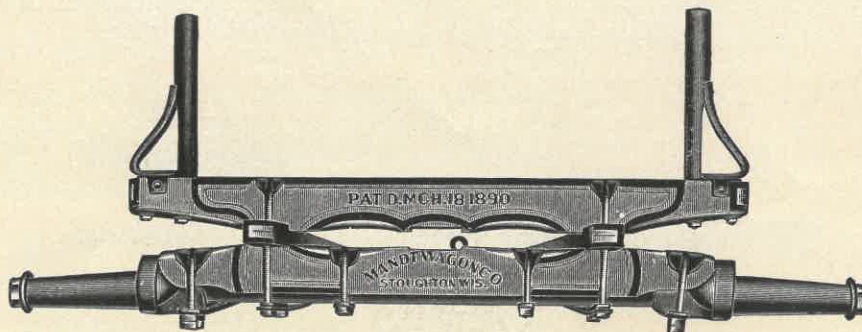
FRONT GEAR STEEL AXLE WAGON

Top view of front gear showing the angle steel hound, made from $1\frac{1}{4}$ angle steel, making a much neater and much stronger hound than any wood hound



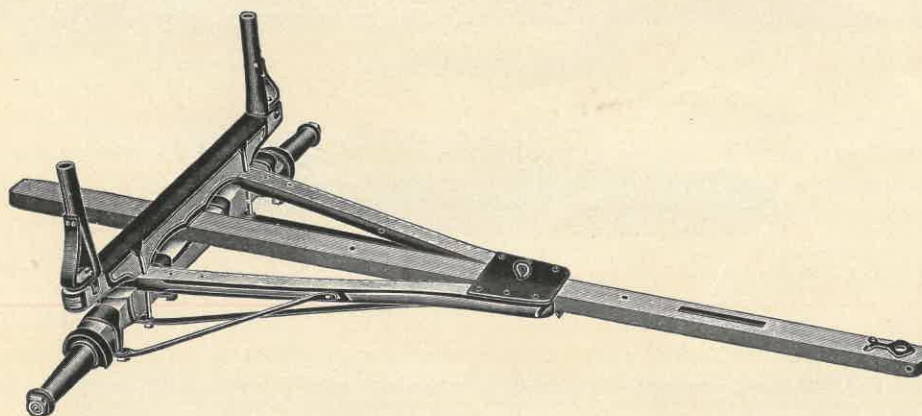
Bottom view of front gear showing the construction of the steel axle with angle steel hounds, clips and braces. Also showing the oil feed in skein for lubricating purposes.

HIND GEAR STEEL AXLE WAGON



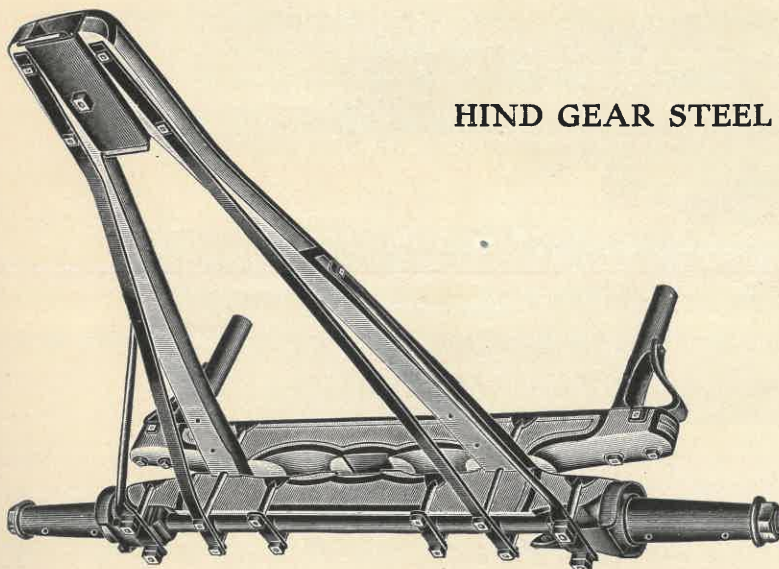
This cut shows the way the bed piece is clipped on Mandt's patent steel axle. Shank of the skein and the bed piece are clipped solidly together, making the strongest combination possible.

HIND GEAR BRACINGS AND REACH



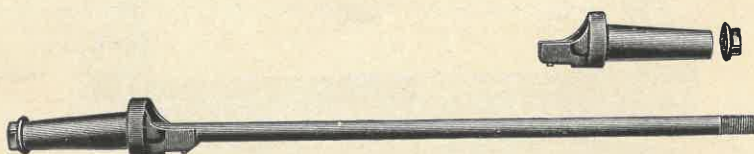
Hind gear is double braced. Bolster is clipped instead of bolted, and is ironed on top of bolster, preventing wear of box.

HIND GEAR STEEL AXLE WAGON

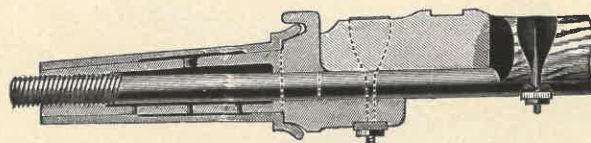


Showing under side of gear, how same is ironed, the braces clipped and fastened to hounds.

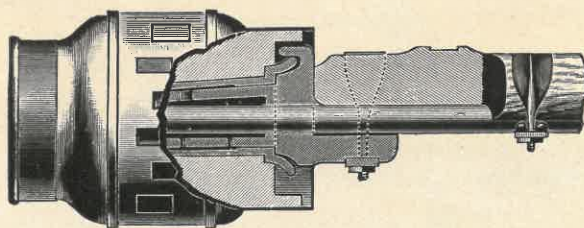
STEEL AXLE WITH ONE SKEIN REMOVED



The axle is made from cold rolled steel shafting making it stiff, and also elastic, and is strong enough to carry double the load of an ordinary axle. Will NOT bend or BREAK. Axle is perfectly straight. The skein is bored with the right set and gather and every one exactly alike, insuring an easy running wagon in every case. There is no WEAR on the AXLE. The skein can be easily replaced if worn out. It does not require a wagon maker or a blacksmith to take off a skein and put on another. Wheels and all parts except axles and skeins are interchangeable with the wood axle wagons. Made in the following sizes: $2\frac{3}{4}$ x $8\frac{1}{2}$, 3 x 9, $3\frac{1}{4}$ x 10 and $3\frac{1}{2}$ x 11-inch skeins.

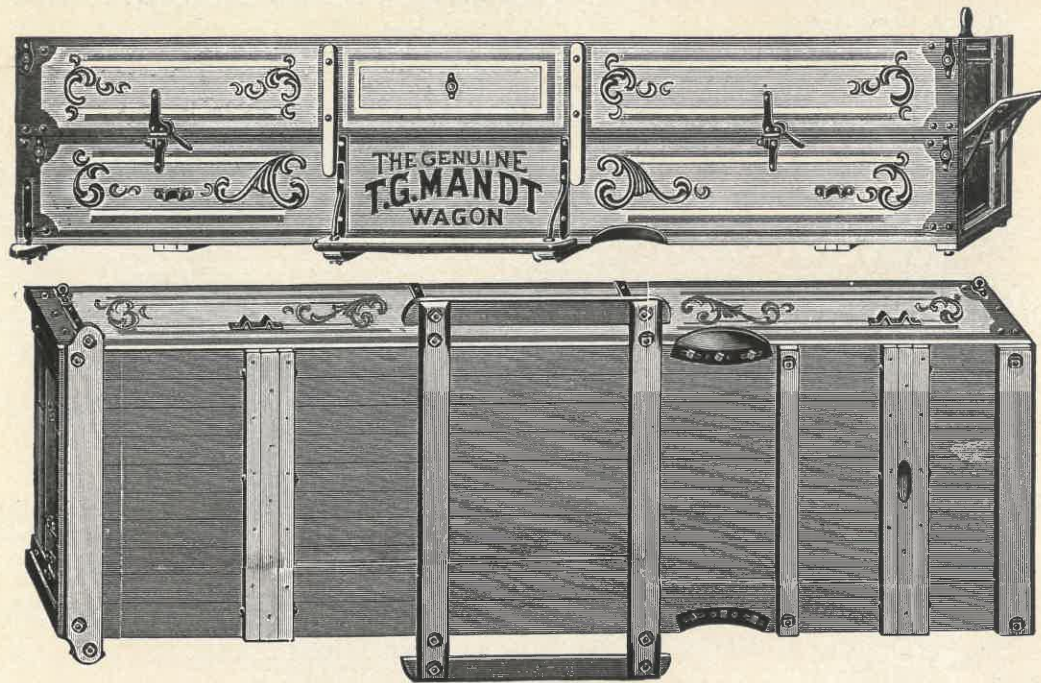


This cut illustrates a sectional view of axle, showing oil chamber, which is large enough to hold a half pint of grease, making it a self-lubricator, and in combination with the sand box skein, makes it a most perfect self-oiling axle.

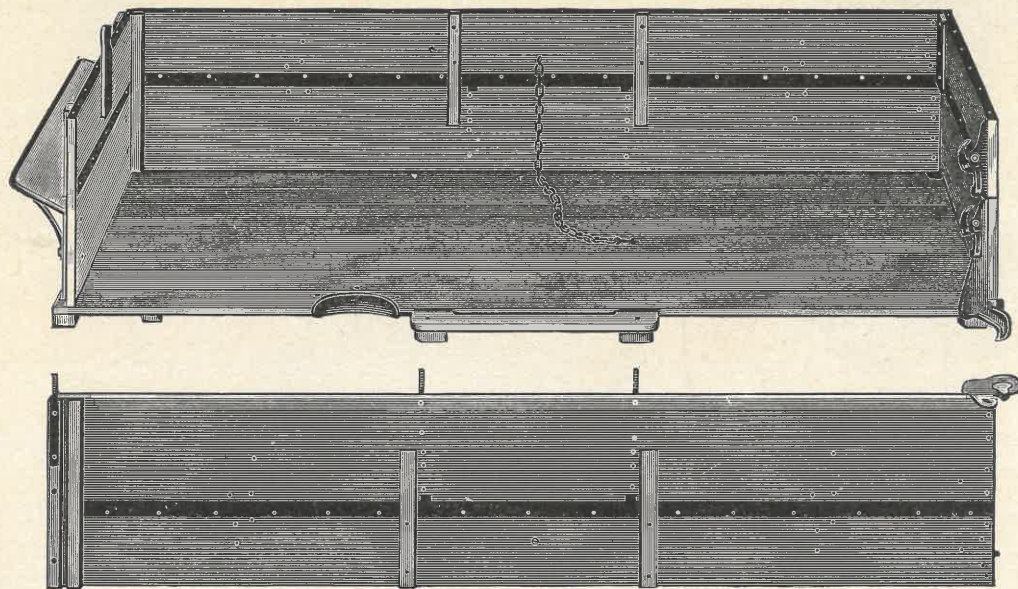


Sectional view of steel axle with sand box, skein and hub, which makes it absolutely sand and dust proof.

T. G. MANDT WAGON BOX WITH ONE TOP BOX

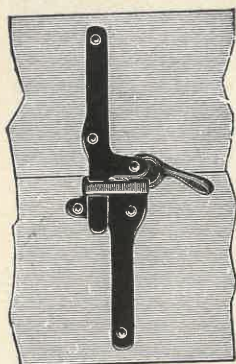


Above cut shows bottom of a T. G. Mandt wagon box. It has six box straps on each side and two outside braces; bottom is lined with hard wood cleats, where same rests on top of bolster; these are $\frac{3}{4}$ -in. in thickness, made either in two or three pieces, riveted together and fastened to bottom with clinch nails — makes bottom wear at least two or three times longer than any other bottom. Notice that box has adjustable cut-under rub-irons. All cleats on bottom are made of hard wood; bottoms are made from narrow strips quarter-sawed yellow pine, grooved, tongued and matched.

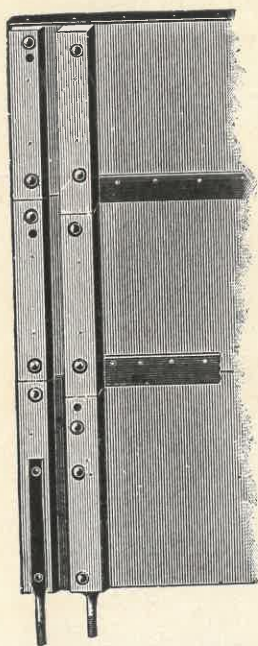


The above cut illustrates the inside of the T. G. Mandt box, and shows how the steel grain cleats are put on, both on ends and sides. This, with the double top box holders, make the box perfectly grain tight. We also provide box with anti-spread chains.

T. G. MANDT TOP BOX HOLDER

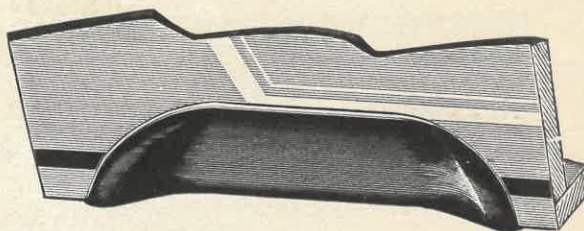


The eccentric lever top box holder will hold the upper and lower boxes together as solid as if they were one piece. They are riveted to the box as solid as the box straps themselves. We put two on each side of the box.

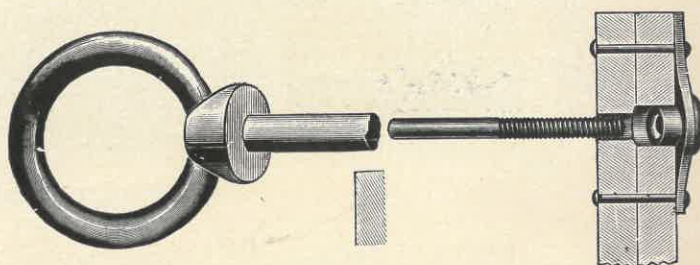


The above cut is a sectional view of triple box, with hard wood cleats, riveted ends. Inside cleats cut bias so as to form a perfectly tight corner. All cleats on side boards and end boards are hard wood, riveted at both ends, center fastened with wrought clinch nails.

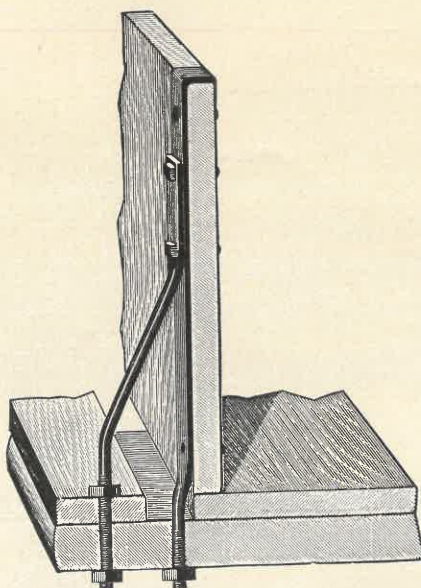
T. G. MANDT CUT-UNDER RUB-IRON



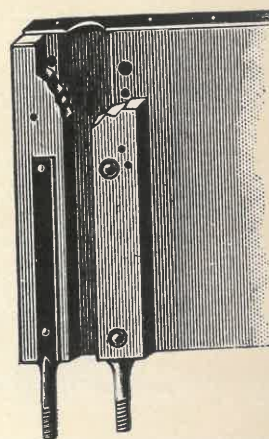
The cut-under adjustable rub-iron allows the wagon to turn in much less space, as the wheel turns under from one to one and one-half inch more than with the common rub-iron. It does not cut through the box, and is 11 inches long, so same box can be used for high or low wheels.



The box rods are made with patent shoulder and self-centering nuts with $\frac{7}{8}$ -inch thread, riveted on, which adds greatly to the durability and convenience.

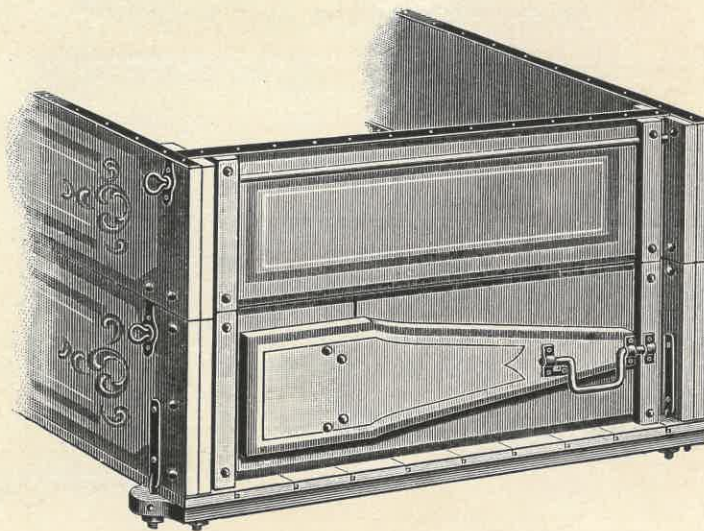


The center box straps are on the outside of the box, made of $\frac{5}{8}$ -inch iron, with ends bent over top edge of box and are supported by heavy, double-bolted braces,



The above cut is a sectional view of side board showing steel strip between cleats — preventing end boards from wearing side boards. Cleats are made from hard wood and riveted on. Side boards are double-strapped.

IMPROVED COMSTOCK END-GATE



Has double-strapped side boards, and steel plates between cleats; improved latch; hinges riveted on; cleats on side and end boards are all hard wood—riveted on. Use on all boxes self-centering box-rod nuts.

We Manufacture the Following Sizes of Two-Horse Wagons:

2½ x 8	skein	high, medium or low wheels	22 or 24-in. box
2¾ x 8½	skein	high, medium or low wheels	24-in. box
3 x 9	skein	high, medium or low wheels	24 or 26-in. box
3¼ x 10	skein	high, medium or low wheels	26-in. box

Farm Trucks

3 x 9	skein	low wheels	3 x ¾ tires
3¼ x 10	skein	low wheels	3 x ¾ tires
3½ x 11	skein	low wheels	3 x ¾ tires

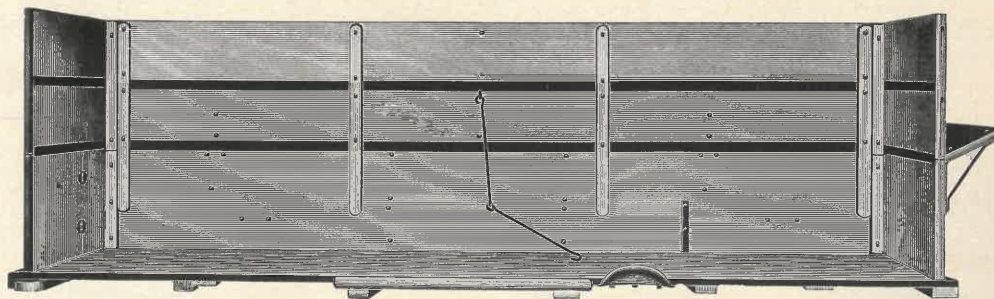
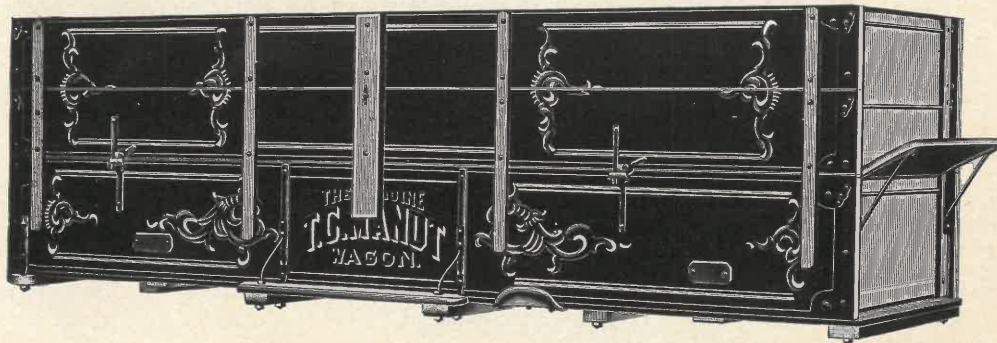
One-Horse Wagons

2¼ x 7½	skein	medium wheels	box 8 ft. long
2½ x 8	skein	medium wheels	box 9 ft. long

Steel Axle Wagon

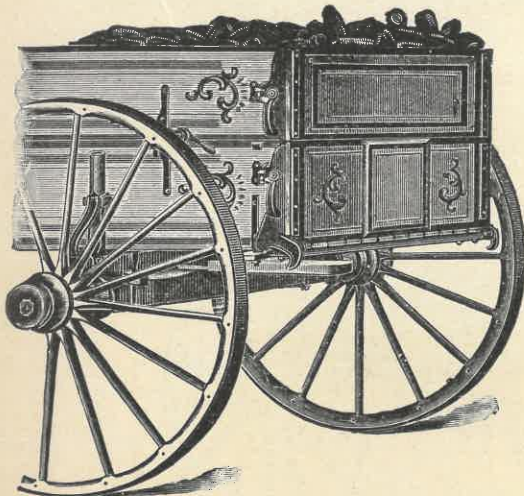
2¾ x 8½	skein	high, medium or low wheels	24-in. box
3 x 9	skein	high, medium or low wheels	24 or 26-in. box
3¼ x 10	skein	high, medium or low wheels	26-in. box
3½ x 11	skein	high, medium or low wheels	26 or 28-in. box

MINNESOTA GRAIN BOX

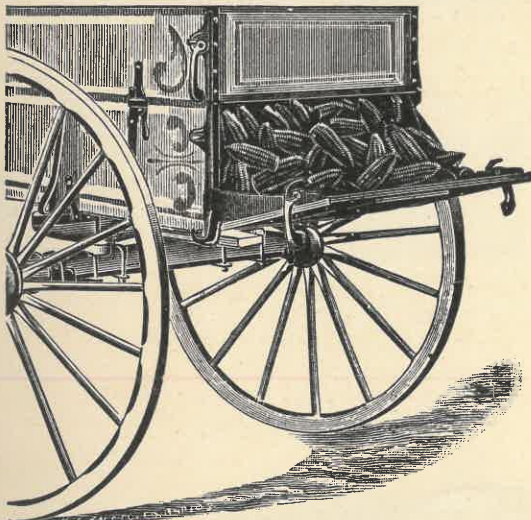


We build for the northwestern trade, where grain is hauled loose in boxes, a special wagon grain box, as shown above. This box is what the name implies—a grain box; perfectly tight, so that there is no sifting out of loose grain. It is made with heavy center cleats; has inside iron grain cleats, covering joints. It is made strong and durable and is finely finished. We can furnish these new grain boxes in the following heights: 30, 31, 32, 34, 35 and 36-inch.

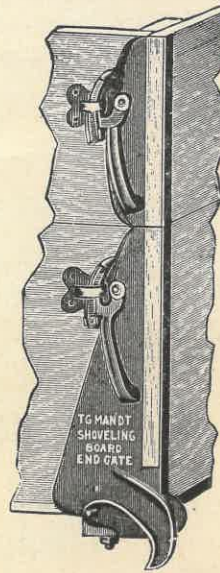
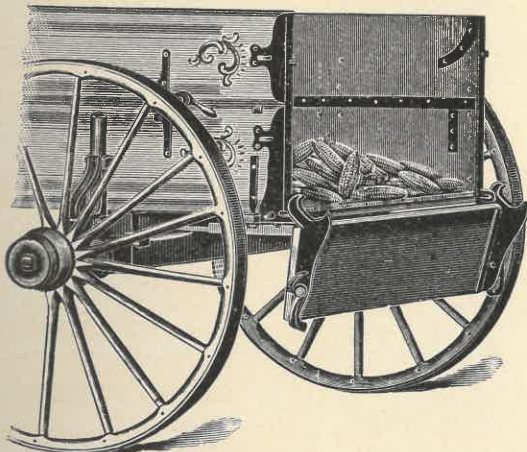
T. G. MANDT PATENT SHOVELING BOARD END-GATES



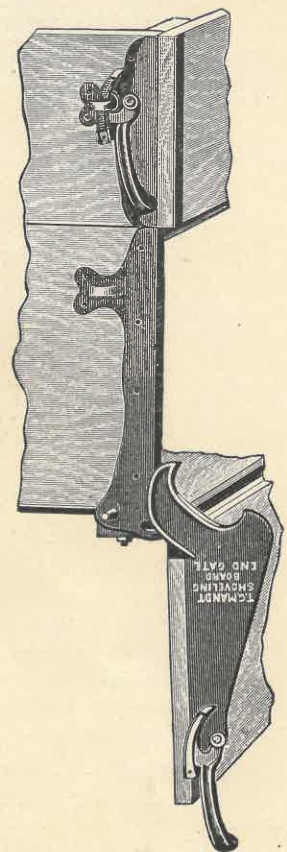
End-gate closed, loaded with corn.



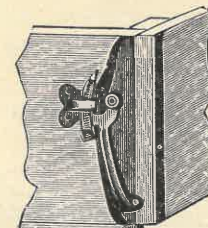
Lower end-gate open, ready for shoveling; if top box end-gate is left in till partly unloaded, it will prevent the corn from dropping out. The shoveling board is strong enough to carry three men.



A sectional view of end-gate, showing both gates closed, with the improved hook; with spring on side which wedges into loops and prevents all rattle.



Showing lower end-gate opened ready for removal if so desired.

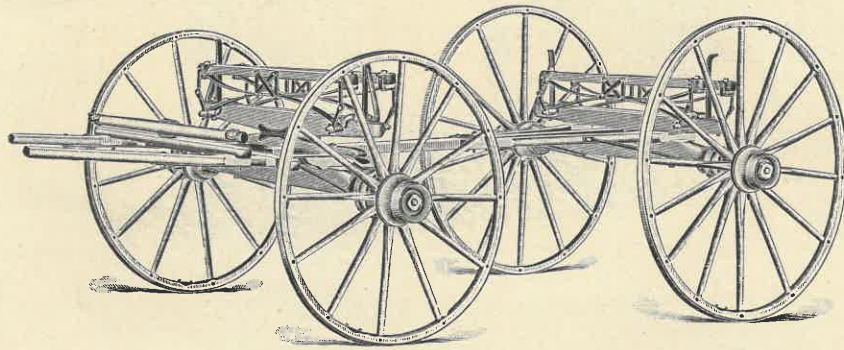


Showing lower end-gate in position when used as a shoveling board.

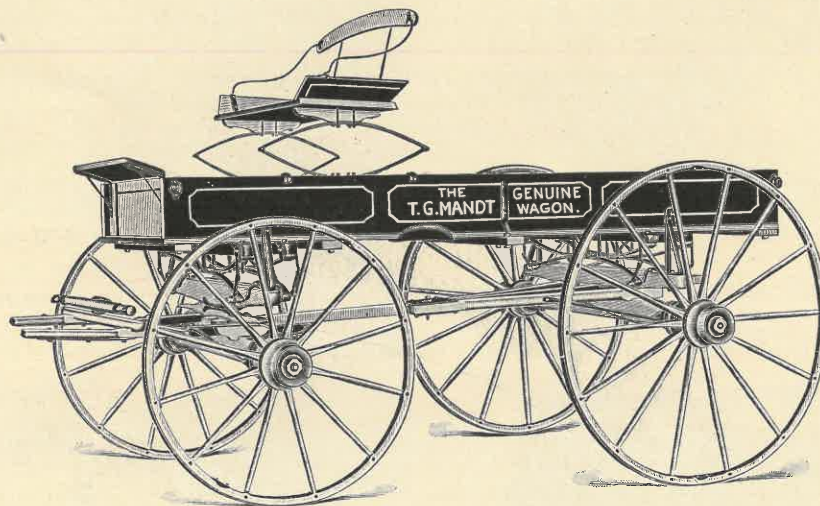


Both upper and lower end-gates can be removed in an instant. These cuts show the greatest improvements in a wagon box in the present century, being a hinge end-gate and shoveling board combined. It dispenses with the nuisance of box rods in the hind gate, and makes a solid iron corner box, and is as simple to operate as a barn door. It has been thoroughly tested and is an absolute success.

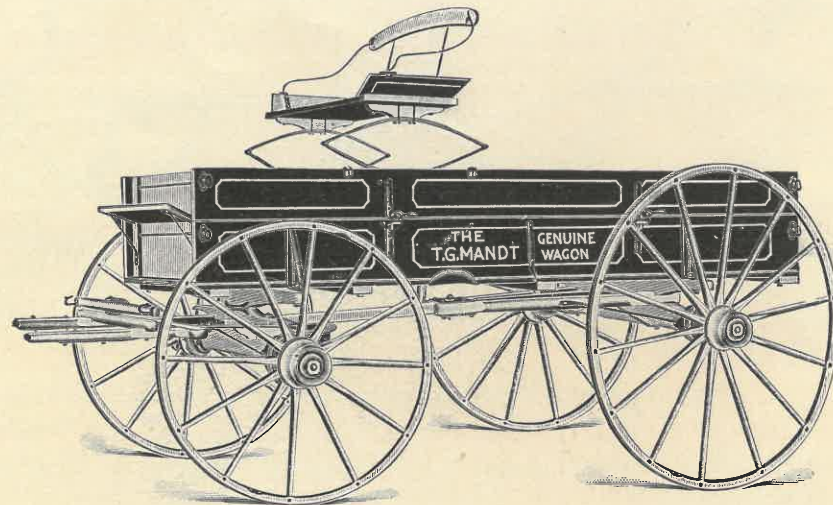
THE GENUINE T. G. MANDT ONE-HORSE MARKET AND CREAMERY WAGON



This wagon is made especially for the purposes designated. It is a strong, durable wagon and very convenient. This wagon has our patented steel hound and draw iron, combined double cross-bar shafts, direct draft from front of hound. Shafts are so arranged that they are the same height as bent shafts. We use on this wagon our self-locking steel bolster plates,



steel stakes and our patented sand and dust proof collar skeins. These skeins have an extra length bell, taking one-fourth inch more wood than the common or ordinary skeins, thus strengthening the axle where strength is needed.

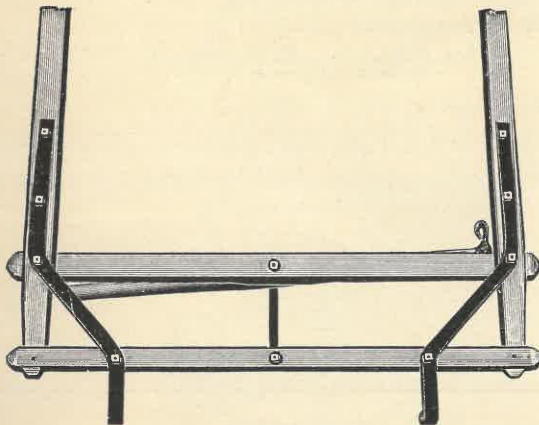


We furnish this wagon with or without top box, and it is furnished with shafts or pole as desired.

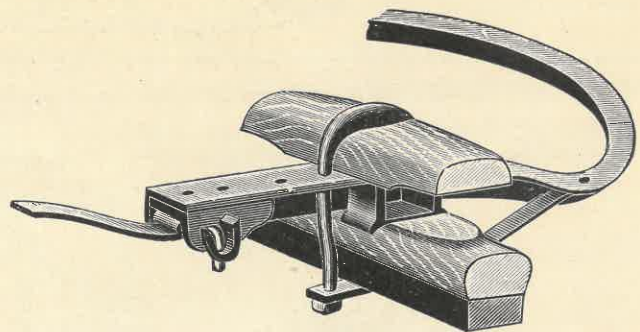
Boxes for 2 $\frac{1}{4}$ -inch and 2 $\frac{1}{2}$ -inch are interchangeable.

This wagon is built on honor, is neatly proportioned, well finished and has no equal in the market.

SHAFTS



STEEL HOUND

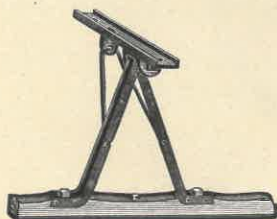


Size of Skein	Size of Tire	Height of Wheel		Dimensions of Boxes			Top Boxes	Capacity
		Front	Hind	Length	Width	Height		
2 $\frac{1}{4}$ x 7 $\frac{1}{2}$	1 $\frac{1}{4}$ x $\frac{5}{16}$	3-ft. 4-in.	4-ft.	8-ft. 6-in.	3-ft. 2-in.	8 $\frac{1}{2}$ -in.	7-in. deep	1500
2 $\frac{1}{2}$ x 8	1 $\frac{1}{4}$ x $\frac{3}{8}$	3-ft. 4-in.	4-ft.	9-ft.	3-ft. 2-in.	9 -in.	8-in. deep	2000

GENUINE T. G MANDT STEEL-KNEE OSCILLATING EXPRESS SLEIGH WITH SHAFTS

The T. G. Mandt steel-knee oscillating express sleigh is the lightest and easiest running sleigh in the world. The knees are made of angle steel;

sleigh has a shifting cross-bar that can be used for side or center draft. Draft irons are adjustable and will fit any pole or shaft; extension reach and adjustable stakes made to fit any size box from a two-seated buggy body to a lumber wagon box.



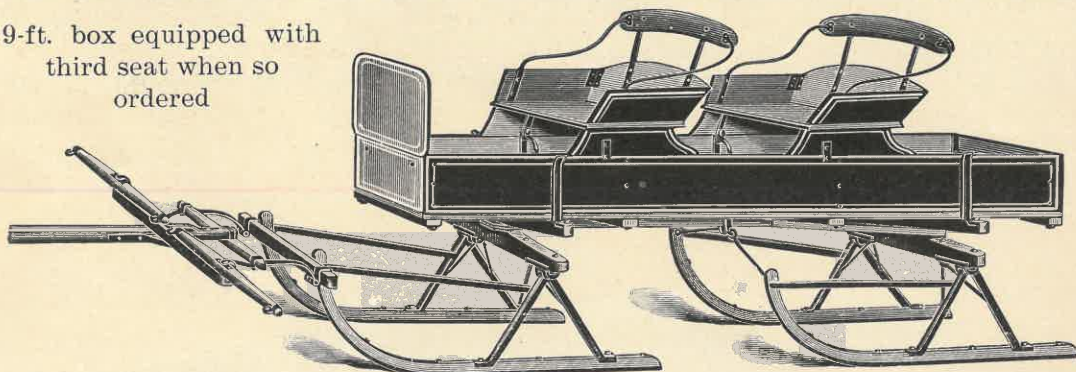
No.	Size of Knees	Runner	Shoes	Length of Runner	Height Between Beam and Runner	Capacity	Weight of Sleigh
31	$1\frac{1}{4} \times \frac{3}{16}$	$1\frac{1}{4} \times 1\frac{1}{2}$	$1\frac{1}{4} \times \frac{3}{8}$	3-ft. 6-in.	12-in.	1500 lbs.	135 lbs.

T. G. MANDT ANGLE EXPRESS SLEIGH KNEE

Is made of angle steel, hinged to the beam in a malleable iron plate, and allows each runner to work independently. It is as far ahead of the common express sleigh-knee as the oscillator is ahead of two or three beam stiff sleighs.

GENUINE T. G. MANDT STEEL-KNEE OSCILLATING EXPRESS SLEIGH NO. 31, WITH POLE, BOX AND TWO SEATS

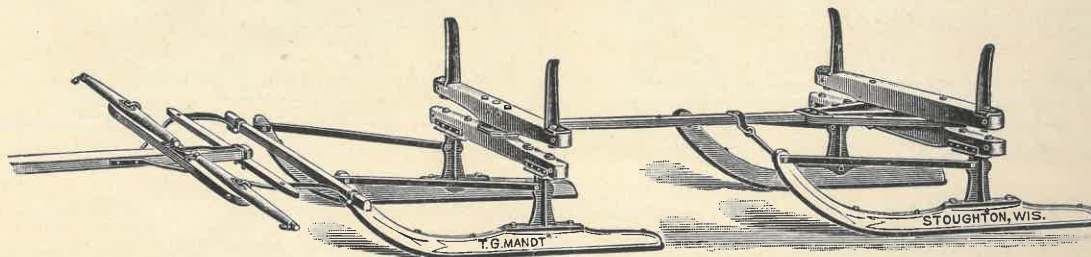
9-ft. box equipped with third seat when so ordered



The box is made in two sizes, viz: 8 and 9 feet long and 3 feet in width, outside measurements. They are made with

angle steel posts in corners and two straps on sides, hinged end-gates, top of box is ironed with $\frac{1}{8} \times \frac{1}{8}$ angle steel. Seats can be adjusted to any place on box and fastened rigidly in a moment's time; nicely painted, striped and varnished. The box and seats are shipped "knock-down" to save freight. Cushion and lazy-backs furnished only when ordered specially.

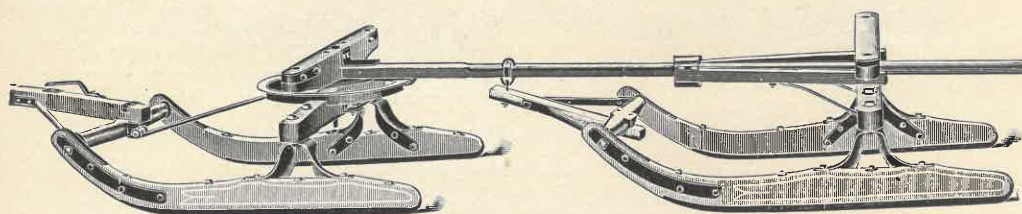
GENUINE T. G. MANDT STEEL-KNEE OSCILLATING EXPRESS SLEIGH WITH POLE OR SHAFTS AS ORDERED



On this sleigh we use cast knees, heavier runners; otherwise it is the same as the steel knee oscillating express sleigh. Furnished with box and seats, same as No. 31.

Number	Length of Runner	Height of Runner	Shoes	Capacity
33	4-ft. 8-in.	$1\frac{1}{2} \times 3\frac{1}{4}$	$1\frac{1}{2} \times \frac{3}{8}$	2500 lbs.

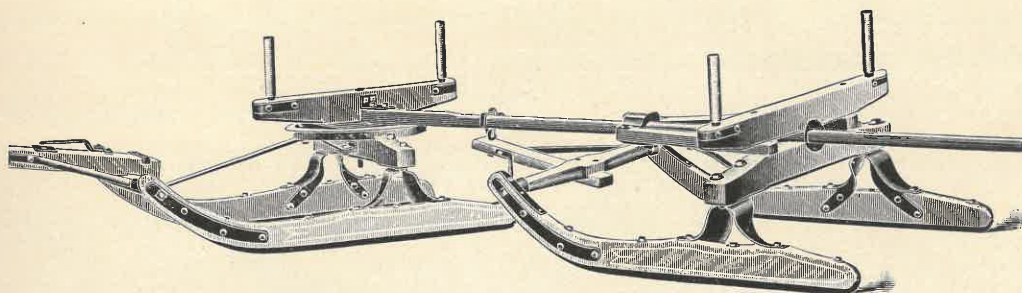
GENUINE T. G. MANDT ANTI-TIP-OVER OSCILLATOR



The only objection that ever was, or could be, raised against the oscillator or any one-beam, pivoted or loose jointed bob sleigh has been entirely overcome by our anti-tip-over device. This feature makes it less liable to tip over than any other sleigh made. It is a well known fact that with ordinary bob sleighs the front bolster will tip when turned at right angles with the front bob. This fault we have entirely overcome.

Our anti-tip-over device consists of an angle steel circle fastened to front sleigh beam with four steel brackets, a steel plate fastened to the center of beam forming the under part of bolster plate, and thus raising the bolster high enough to prevent its wearing or rubbing on the circle. Attached to under side of reach is a steel catch or lock connecting and holding reach to circle, and this lock follows the circle, even though the sleigh is turned around in its own length. Thus, by means of the circle, the front beam is kept always in an upright position, and is prevented from tipping, no matter at what angle the sleigh may be turned.

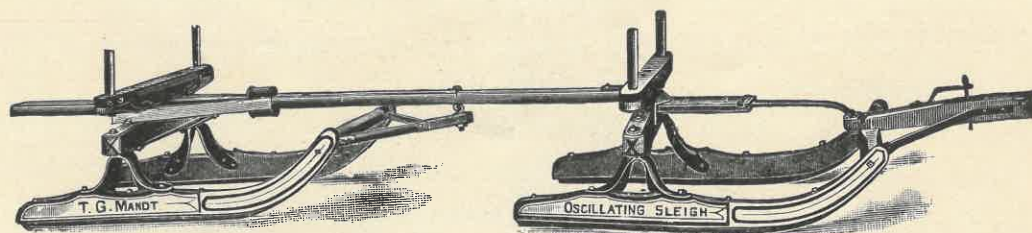
There is a connecting steel bar from circle brace to under side of tongue roller, connected by means of a hinge. This bar has an oblong hole where it is attached to circle brace, enabling the tongue to equalize and work freely with the anti-tip-over device. This device does not in any way interfere with the oscillation of the runners.



We make them in two sizes:

Number	Length of Runner	Size of Runner	Length of Shoes	Width of Shoes	Weight of Sleighs	Capacity
8	5-ft. 3-in.	2 x 5	3-ft. 11-in.	1 $\frac{3}{8}$ -in.	400 lbs.	3 to 4 tons
10	6-ft. 3-in.	2 x 5	4-ft. 8-in.	1 $\frac{3}{8}$ -in.	450 lbs.	3 to 4 tons

GENUINE T. G. MANDT FLAT REACH REGULAR OSCILLATOR

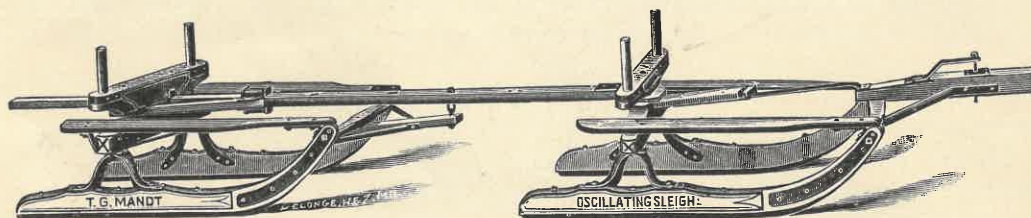


This sleigh is made with flat reach and swivel coupling; strap from king bolt to reach, the hind bob being drawn with wood roller. Otherwise, in general construction, it is the same as our other oscillating sleigh except that it does not have the anti-tip-over device.

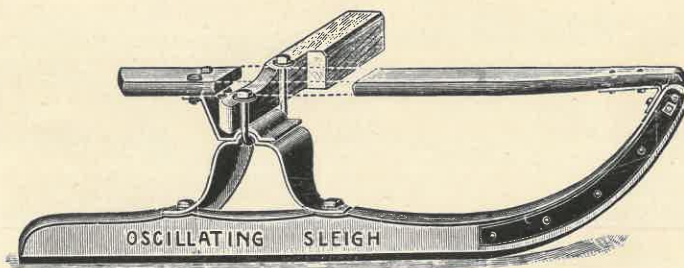
We make them in two sizes:

Number	Length of Runner	Size of Runner	Length of Shoes	Width of Shoes	Weight of Sleighs	Capacity
3	5-ft. 3-in.	2 x 5	3-ft. 11-in.	1 $\frac{7}{8}$ -in.	400 lbs.	3 to 4 tons
5	6-ft. 3-in.	2 x 5	4-ft. 8-in.	1 $\frac{7}{8}$ -in.	450 lbs.	3 to 4 tons

GENUINE T. G. MANDT OSCILLATING SLEIGH, WITH RAVES



A rave has always been considered a valuable feature on a sleigh, but in the manufacture of oscillating sleighs it was found, or at least, thought to be, impracticable, on account of its interference with the oscillating movement, so it was abandoned. This has been remedied and fully overcome by our new invention, by which the raves are carried on brackets, extending from or resting on the knees and point of runner, giving the beam the same chance to oscillate as before. This not only strengthens the sleigh, but greatly improves its looks. It makes a place to put a skid on, and also a place to step on, getting in or out of the box. We furnish raves for all sizes and styles of oscillating sleighs.

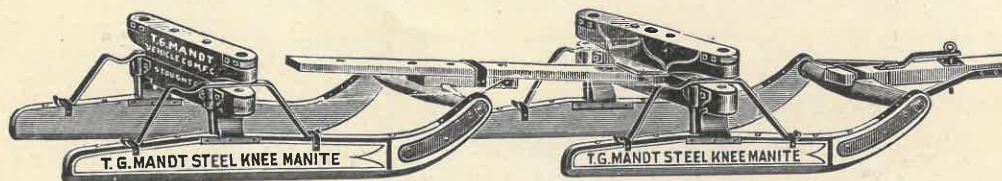


The above cut shows how the rave and runner brackets are put on.

STANDARD TRACK OF SLEIGHS

All standard narrow track sleighs are 3 feet 2 inches and this track will be shipped on all orders unless otherwise specified. Medium track, 3 feet 8 inches; wide track, 4 feet 2 inches; extra wide track; 4 feet 8 inches. These latter widths are made only on special orders and at an additional price.

GENUINE T. G. MANDT STEEL KNEE MANITE SLEIGH

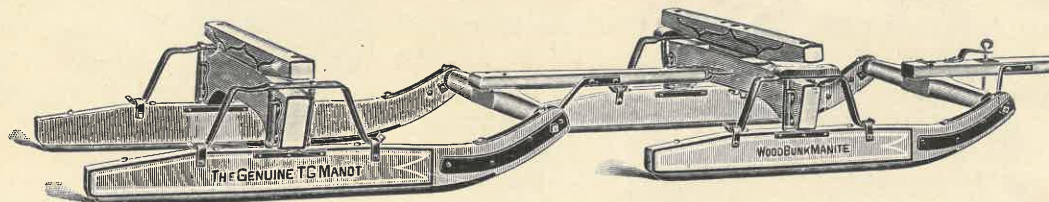


This illustrates the latest improved cut in sleighs. It is built for the northwest trade where a long runner and a very loose jointed sleigh is wanted to accommodate itself to all sorts of roads, pitch holes, etc. The new features are steel knee with loops on each side of beam; 11-inch octagon steel bolster plates with raised center; tongue heavily braced, and built strong throughout. Furnished with cast knee when so ordered.

We make them in two sizes as follows:

Number	Length of Runner	Size of Runner	Length of Shoes	Width of Shoes	Weight of Sleighs	Capacity
30	6-ft.	2 x 6	4-ft. 10-in.	2-in.	450 lbs.	3 to 4 tons
35	7-ft.	2 x 6	5-ft. 10-in.	2-in.	500 lbs.	3 to 4 tons

GENUINE T. G. MANDT WOOD BUNK MANITE SLEIGH



This sleigh is especially built for such trade as demands a heavy sleigh for teaming, draying and light logging, and where a first class sleigh is desired. The construction of this sleigh is the very best throughout; none but selected materials enter into its make-up.

The bunks are made in one solid piece, sawed out from 4-inch hard wood planks. The sides of these bunks are protected with specially designed irons, grooved for rests of $\frac{7}{8}$ -inch pins, which spread out at top and give the sleigh the required oscillation, thus making the runners flexible and easily adjusted to uneven roads. The tongue and roller braces — in fact all parts of the sleigh — are heavily ironed, and made strong beyond any question of standing up under guaranteed capacity.

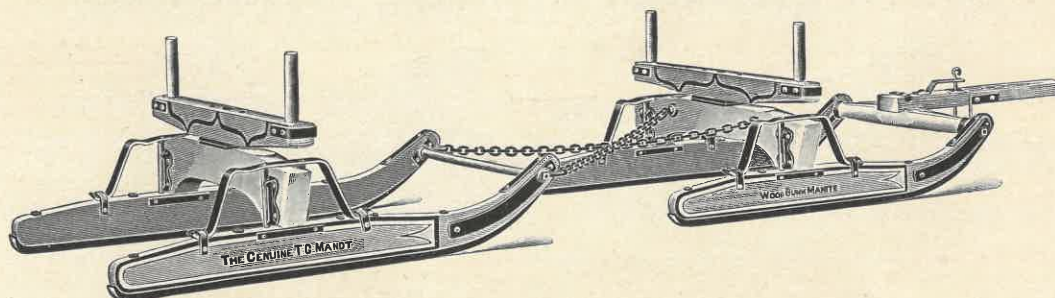
We furnish same with either cast or steel shoes, but recommend the use of cast shoes, as they have been universally found — and justly so — to be the best adapted for sleigh shoes. The sleighs are protected with wood caps over bunk pins, thus preventing bolsters from wearing on pins.

This sleigh is better proportioned, better finished and stronger throughout than any similar sleigh put on the market.

We make them in five sizes as follows:

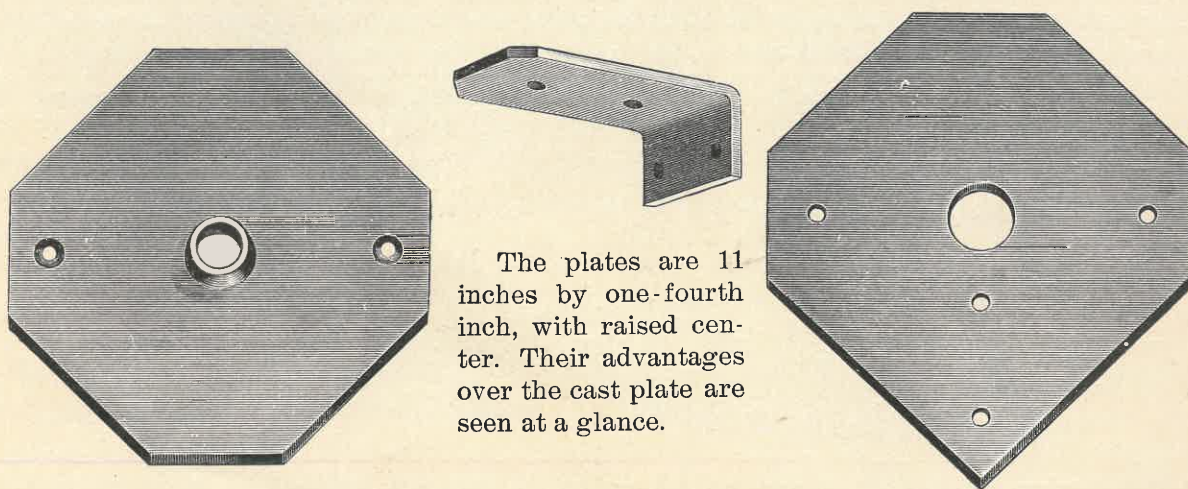
Number	Length of Runner	Size of Runner	Length of Shoes	Width of Shoes	Weight of Sleighs	Capacity
50	6-ft.	2 $\frac{1}{4}$ x 6-in.	4-ft. 10-in.	2 -in.	550 lbs.	5 to 7 tons
55	7-ft.	2 $\frac{1}{4}$ x 6-in.	5-ft. 10-in.	2 -in.	600 lbs.	5 to 7 tons
60	6-ft.	2 $\frac{5}{8}$ x 6-in.	4-ft. 10-in.	2 $\frac{1}{2}$ -in.	600 lbs.	5 to 7 tons
65	7-ft.	2 $\frac{5}{8}$ x 6-in.	5-ft. 10-in.	2 $\frac{1}{2}$ -in.	650 lbs.	5 to 7 tons
70	7-ft.	3 x 6-in.	5-ft. 10-in.	3 -in.	700 lbs.	7 to 10 tons

GENUINE T. G. MANDT WOOD BUNK MANITE SLEIGH



This sleigh is designed for city teaming and draying, when the cross chain connection is preferable, and furnished when so ordered.

T. G. MANDT STEEL BOLSTER PLATES



The plates are 11 inches by one-fourth inch, with raised center. Their advantages over the cast plate are seen at a glance.

T. G. MANDT POLE AND REACH ROLLER BRACES

Are made of round-edge concave steel $1\frac{1}{4} \times \frac{1}{4}$, with malleable ferrules. For a good, strong, neat brace, they have no equal.

T. G. MANDT SHOES, FOR THE OSCILLATING BOBS

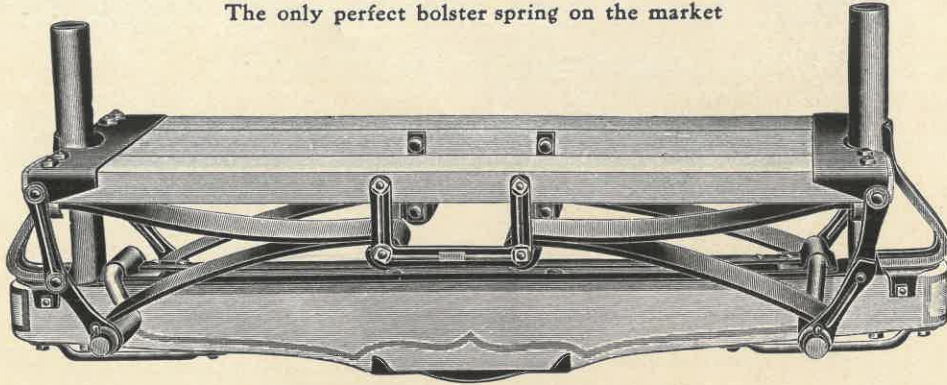
We make our shoes from lake superior charcoal iron which is a combination of strength, hardness and wear that is excelled by none. All our sleighs are made with oval bottom shoes, turned up heels, which is far superior to any other style of shoes made, and once tried you will never have a sleigh without them.



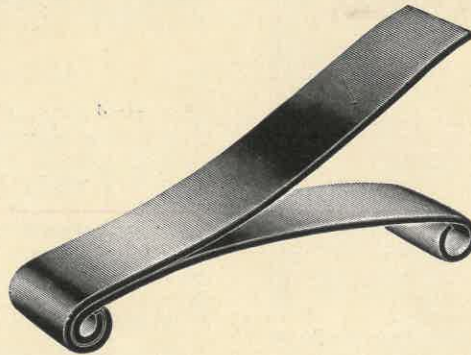
No. 3, length, 4 ft.	width, $1\frac{1}{4}$ in. on bottom	weight, about 84 lbs. per set
No. 5, length, 4 ft. 8 in.	width, $1\frac{1}{4}$ in. on bottom	weight, about 100 lbs. per set

T. G. MANDT DOUBLE-BAR SELF-ADJUSTING BOLSTER SPRING

The only perfect bolster spring on the market



A three thousand pound capacity spring with a wagon box and one man in will ride as easy as a buggy! With increased weight it gradually becomes stiffer, and adjusts itself to the load. It fills a long felt want for a spring that will carry heavy weight and still ride easy when lightly loaded. The bearing on the springs is at the outer end of spring bars which prevents the shucking of the load. It is hung on swinging shackles, and straddles the bolsters; when loaded it raises the box from 2 to 2½ inches; empty, 5 inches. When springs are overloaded, box will rest on bolster without injuring the springs. A farm wagon with these springs will run one-third easier and last twice as long.



In ordering extra leaves, give size of steel, width and thickness; capacity of spring; whether front or hind.

We make them in thirteen sizes, wide or narrow track, as follows:

PRICE LIST OF 1907

All previous lists are withdrawn.

PRICE LIST OF 1907

Number	Capacity	Size of Steel	Width Between Bolster Stakes	List Price
1	1000	1½ and 1¾ x ⅝	38 inches	\$ 8 00
2	1500	2 and 2½ x ⅝	38 inches	9 00
3	2000	2½ and 2¾ x ⅝	38 inches	10 50
4	2500	2¾ and 3 x ⅝	38 inches	11 00
5	3000	3 and 3¼ x ⅝	38 inches	12 00
6	3500	3½ and 3¾ x ⅝	38 inches	13 50
7	4000	4 and 4¼ x ⅝	38 inches	14 50
8	5000	4¾ and 5 x ⅝	38 inches	15 00
9	6000	3¾ and 4 x ⅝	38 inches	16 00
10	7000	4½ and 4¾ x ⅝	38 inches	17 00
11	8000	4¾ and 5 x ⅝	38 inches	18 00
12	9000	5½ and 5¾ x ⅝	38 inches	20 00
13	10000	5¾ and 6 x ⅝	38 inches	22 00

NOTE: For springs of other width than above specified an additional charge of \$1.00 list per pair will be made.

PRICE LIST OF FINISHED PARTS

RUNNING GEAR EXTRAS

Regular Wheels, High, Medium or Low.

2½ x 8 wheel, 1⅜ x 7⁄8 tire, hind	\$ 8 50
2½ x 8 wheel, 1⅜ x 7⁄8 tire, front	7 50
2¾ x 8½ wheel, 1⅜ x 9⁄16 tire, hind	8 50
2¾ x 8½ wheel, 1⅜ x 9⁄16 tire, front	7 50
3 x 9 wheel, 1½ x 5⁄8 tire, hind	9 50
3 x 9 wheel, 1½ x 5⁄8 tire, front	8 50
3¼ x 10 wheel, 1½ x 5⁄8 tire, hind	9 50
3¼ x 10 wheel, 1½ x 5⁄8 tire, front	8 50
3½ x 11 wheel, 1⅝ x 5⁄8 tire, hind	10 50
3½ x 11 wheel, 1⅝ x 5⁄8 tire, front	9 50

Truck Wheels.

3 x 9 and 3¼ wheel, 3 x 5⁄8 tire, hind	\$ 8 00
3 x 9 and 3¼ wheel, 3 x 5⁄8 tire, front	7 00
3½ x 11 wheel, 3 x 5⁄8 tire, hind	9 00
3½ x 11 wheel, 3 x 5⁄8 tire, front	8 00
Axle, complete, 2½ x 8 or 2¾ x 8½	5 50
Axle, complete, 3 x 9 or 3¼ x 10	5 50
Axle, complete, 3½ x 11	6 50
Axle, wood only, 2½, 2¾, 3 x 9 or 3¼, painted	3 00
Axle, wood only, 3½ x 11, painted	3 50
Additional for above axles, if hickory	1 00
Axle complete, 2¾ steel axle	6 50
Axle complete, 3 x 9 and 3¼, steel axle	6 50
Axle, complete, 3½ x 11, steel axle	7 50
Bolster, complete, hind or front	4 00
Bolster, wood only, painted	1 40
Bolster, stakes, 10-in. steel	70
Bolster stakes, 13-in. steel	80
Bolster stakes, wood	10
Bolster plates	50
Bolster rub irons	20
Clip for hind or front gear	40
Circle for steel hound	1 00
Gear, complete, front, 2½ x 8 and 2¾, no bolster	16 00
Gear, complete, front, 3 x 9 and 3¼, no bolster	16 50
Gear, complete, front, 3½ x 11	19 00
Gear, complete, front, 2¾, steel axle	17 00
Gear, complete, front, 3 x 9 or 3¼, steel axle	17 50
Gear, complete, front, 3½ x 11, steel axle	20 00
Gear, complete, hind, 2½ and 2¾	14 00
Gear, complete, hind, 3 x 9 or 3¼	14 50
Gear, complete, hind, 3½	16 50
Gear, complete, hind, 2¾, steel axle	15 00
Gear, complete, hind, 3 x 9 or 3¼, steel axle	15 50
Gear, complete, hind, 3½ x 11, steel axle	17 50
Hounds for hind gear, wood painted	50
Hound for front gear, steel	3 00
Hound braces, rear	50
Hammer strap and hook	30
Hub with bands	1 50
Kingbolt	50
Queen washers for hound	10
Queen bolt	50
Reach, complete, ironed and painted	2 20
Reach, wood only, painted	1 50
Reach plate, complete, 3 pcs.	1 20
Reach plate spring	40
Reach rub iron	10
Reach plate pin	10
Reach malleables, 2 pcs.	20
Sandboard, complete	1 20
Skein and nut	1 20

Skein boxes	\$ 60
Skein brace, front or hind	30
Strip on top of bolster, steel	50
Stiff tongue attachments for gear	1 00
Tongue, complete for wagon	6 00
Tongue, wood only	2 40
Tongue spring	1 00
Tongue spring malleables, 2 pcs.	20
Tongue hounds, wood, each	40
Truss rod	60
Truss rod spring	60
Truss rod coil spring	10
Truck gear, front, 3 x 9 and 3¼	15 50
Truck gear, front, complete 3½	16 50
Truck gear, hind, 3 x 9 and 3¼	14 00
Truck gear, hind, 3½ x 11	15 00
Truck tongue, complete	5 00
Truck tongue, wood only	2 40
Truck bolster, complete, front or hind	3 00
Truck bolster, complete, S. S., hind or front	4 00
Truck bolster, wood only	1 40
Truck reach, complete	1 60
Truck reach, wood only	1 50
Truck stake, malleable	15

Seat and Whiffletrees Extras.

Seat, wood only, painted	\$ 2 00
Seat springs, with anti-rebounds	80
Seat spring blocks with hooks, per pair	60
Lazy back, wood only	20
Lazy back arms, per pair	50
Lazy back braces, per pair	20
Neckyoke, complete	1 20
Neckyoke, wood only	80
Evener, wood	1 00
Singletree, complete	75
Singletree, wood only	60
Clevises	30
Evener centers	40
Wagon wrenches	40
Singletree hook with ferrule	30
Singletree hook	20
Neckyoke center with ring	50
Neckyoke ferrule with ring	30
Stay chains, per pair	50
Stay chain hooks	10
Clevis pins	10

Extras for Boxes.

Lower sides, complete, 13 to 16 inch	\$ 5 00
Top sides, complete, 11 to 13 inch	2 00
Tip top sides, complete, 9 and 10 inch	1 80
Tops for spec. grain box, 16 inch	3 00
Tops for spec. grain box, 20 inch	3 50
Bottom endgate, rear, 13 to 16 inch	2 00
Bottom endgate, front, 13 to 16 inch	1 50
Top endgates, 11 to 13 inch	80
Top endgates, 9 to 10 inch	60
Top endgates for spec. boxes	1 50
Cleats for rear end of box, for grain box, per set	50
Cleats for regular top box, per set	20
Bottom complete	6 00
Box rods, 3⁄8	20
Box rods, 1⁄2	30

Short box straps	\$ 20
Long box straps	25
Outside step board braces	25
Step board	20
Anti-spreader rods	25
Anti-spreader eyebolts, per pair	10
Rub irons, each	25
Top box holders, per set of 3	20

One Horse Parts.

2 1/4 x 7 1/2 hind wheel	\$ 5 60
2 1/4 x 7 1/2 front wheel	5 30
2 3/8 x 7 3/4 and 2 1/2 x 8 hind wheel	6 00
2 3/8 x 7 3/4 and 2 1/2 x 8 front wheel	5 60
Axle, complete, for 2 1/4 and 2 1/2	3 50
Axle, wood only, for 2 1/4 and 2 1/2	1 40
Automatic brake, rod attachment	20
Brake handle, complete	1 00
Ratchet, complete	50
Brake rod	50
Brake roller	1 00
Brake roller box, large	25
Brake roller box, small	10
Cast shoe for brake	30
Wood block for brake	20
Long wood cross bar	80
Short wood cross bar	40
Bolster, complete, front or hind	1 50
Bolster, wood only, front or hind	90
Box side, lower 8 1/2 or 9 inch	3 00
Box side, top, 7 inch	1 50
Box bottom	5 00
Box endgate, bottom, front	1 00
Box endgate, bottom, hind	50
Box endgate, top, hind or front	50
Reach, complete	1 50
Reach, wood only	1 00
Skein and nut	80
Skein boxes	40
Skein nut	10
Steel hound	1 50
Steel bolster stakes, each	40
Sandboards	1 00

Gear Brake Parts.

Brake handle, complete	\$ 1 00
Brake ratchet, W-4, complete	50
Malleable for brake handle, No. W-3	20

Brake roller	\$ 1 50
Brake roller box, small, No. W-8	10
Brake roller box, large, No. W-9	25
Brake rod, complete	50
Brake rod attachment, automatic, No. 5 and 6	20
Brake fork	50
Long wood cross bar	1 00
Short wood cross bar	50
Cast blocks or shoes	40
Wood blocks	20
Connection iron between long and short cross bar	50
Connection iron to bottom of box, per pair	40
Clip attaching brake beam to hound, each	20

Box Brake Parts.

Brake handle, complete	\$ 1 00
Brake ratchet, complete, WA-120	50
Malleable for brake handle, WA-121	20
Long wood cross bar	80
Short wood cross bar	40
Cast shoes	40
Wood blocks	20
Straps to support brake, per set of 4	1 00
Straps for connecting short and long cross bar, per set of 4	20
Brake rod	40
Automatic rod attachment	20

Oregon Brake Parts.

Ratchet and handle	\$ 1 80
Crank bar	1 80
Brake rod	70
Boxes for crank bar, set	40
Long cross bar	1 20
Short cross bar	60

**Parts Necessary To Make Up A Complete Set.
36 Inch S. B. Castings.**

(1) 36 AL	\$ 50
(1) 36 AR	50
(1) 36 BL	50
(1) 36 BR	50
(2) 36 C, each	25
(2) 36 D, each	20
(2) 36 E, each	20
(2) 36 F, each	16
(3) 36 HL, each	16
(3) 36 HR, each	16

SLEIGH PARTS

	EACH
No. 3 and 8 runners, wood only	\$ 80
No. 5 or 10 runners, wood only	90
No. 30 runners, wood only	80
No. 35 runners, wood only	90
No. 50 runners, wood only	1 20
No. 55 runners, wood only	1 40
No. 60 runners, wood only	1 20
No. 65 runners, wood only	1 40
No. 70 runners, wood only	1 60
No. 3 or 5 runners, complete	3 00
No. 5 or 10 runners, complete	3 50
No. 30 runners, complete	4 00
No. 35 runners, complete	4 20
No. 50 runners, complete	5 00
No. 55 runners, complete	5 50
No. 60 runners, complete	5 50
No. 65 runners, complete	6 00

	EACH
No. 70 runners, complete	\$ 6 50
Tongue for Nos. 3, 5, 8 and 10, wood only	2 00
Tongues for same as above, complete	4 50
Tongue, wood only, for Nos. 30, 35, 50, 55, 60, 65 and 70	2 50
Tongues, complete, for same as above	5 00
Roller for Nos. 3, 5, 8 and 10	2 00
Roller for Manite sleighs, all sizes	2 50
Beams, front or hind, wood only	60
Front beam, complete	1 50
Front beam, complete, for anti-tip	2 50
Hind beam, complete, for oscillator	1 20
Bolster, front or hind, wood only	80
Front bolster, complete, for oscillator	2 40
Hind bolster, complete, for oscillator	2 00
Bolster, wood only, front or hind, for manite	1 00
Front bolster, complete, for manite	2 60

	EACH
Hind bolster, complete, for manite	\$ 2 20
Front bunk, complete, for manite	3 50
Hind bunk, complete	3 00
Roller for manite sleigh, complete	2 50
Short reach for extension reach manite	90
Long reach for manite	1 60
Long reach for regular sleigh	1 30
Sleigh reaches, wood only	1 00
Hind gear hounds for oscillator sleigh	40
Steel knee for oscillator	1 20
Steel knee for manite	1 00
Cast knee for manite	1 00
Steel raves for manite sleigh	80
Wood rave for oscillator sleigh	1 00
Anti-tip attachment for oscillator sleigh	60
Sleigh knee staple	20
Rave pin for manite sleigh	20
Plate for oscillator steel knee	20
Tongue and roller braces	60
Hammer strap and hook	20
Tongue and roller rods, oscillator sleigh	60
Tongue and roller rods for manite sleigh	80
Kingbolt for sleigh	50
Side irons for runner	20
Bolster plates, per set	1 20
Swivel reach couplings, per set	1 80
Steel spring for anti-tip attachment	80
Rave loop for manite sleigh	10
Rave brackets, complete, per set of eight	1 20
Cast shoe for No. 3 or 8	1 50
Cast shoe for No. 5 or 10	1 80
Cast shoe for No. 30	1 60
Cast shoe for No. 35	1 80
Cast shoe for No. 50	1 90
Cast shoe for No. 55	2 00
Cast shoe for No. 60	2 40
Cast shoe for No. 65	2 60
Cast shoe for No. 70	3 00
No. 31 shoes, steel	60
No. 33 shoes, steel	80
No. 31 runner, complete, with knee and brace	2 50
No. 31 runner, wood only	50
No. 33 runner, complete, with knee and brace	3 00
No. 33 runner, wood only	60
Front or hind beam for No. 31 or 33, wood only	50
Front or hind beam, complete, for No. 31 or 33	70
Cross bar, wood only	40
Cross bar, ironed complete,	80
Front beam, complete, for No. 31 or 33	1 00
Front beam with knee attachment	1 40
Hind beam, complete, with knee attachment	1 20
Front bolster, complete	1 00
Front bolster, complete, with steel stakes	1 50
Hind bolster, complete, with S. S.	1 10
Reach, complete	1 00
Hind gear hounds, each	20
Singletree for shaft	60
Tongue, wood only	1 80
Everner for express sleigh	1 00
Singletree	60
Knee and runner braces	20
Bolster plates, per set	70
Steel stakes, each	25
Reach couplings	30
Tongue, complete, with whiffletree and neckyoke	6 00
Shafts, complete, per set	3 50

Wisconsin Truck Extras.

	EACH
Front wheel, 28 inch, 4-inch tire	\$ 4 32
Hind wheel, 30 inch, 4-inch tire	4 48
Skein 3 x 9	50
Axle, wood part only	1 00
Axle, fitted with skeins	2 20
Tongue, wood part only	1 50
Tongue, complete	2 80
Shafts, complete	7 00
Front bolster, wood only	70
Hind bolster, wood only	70
Bolsters, complete	1 00
Bolster block, wood only	24
Reach	1 00
Tongue cross bar	30
Hind gear hound	25
Bolster stakes	10
Bolster plate	40
Reach plate	60
Reach brace	30
Hind gear brace	20
Tongue brace	30
Tongue cap	25
Kingbolt	30
Reach pin	15
Clips	10
Bolster end, iron	15
Hammer strap	30

Bolster Springs.

No. 1, 1000 lbs. capacity	\$ 8 00
No. 2, 1500 lbs. capacity	9 00
No. 3, 2000 lbs. capacity	10 50
No. 4, 2500 lbs. capacity	11 00
No. 5, 3000 lbs. capacity	12 00
No. 6, 3500 lbs. capacity	13 50
No. 7, 4000 lbs. capacity	14 50
No. 8, 5000 lbs. capacity	15 00
No. 9, 6000 lbs. capacity	16 00
No. 10, 7000 lbs. capacity	17 00
No. 11, 8000 lbs. capacity	18 00
No. 12, 9000 lbs. capacity	20 00
No. 13, 10000 lbs. capacity	22 00

Spring Leaves and Parts.

No. 1, 1000 lbs. capacity, front or hind	\$ 80
No. 2, 1500 lbs. capacity, front or hind	90
No. 3, 2000 lbs. capacity, front or hind	1 00
No. 4, 2500 lbs. capacity, front or hind	1 10
No. 5, 3000 lbs. capacity, front or hind	1 20
No. 6, 3500 lbs. capacity, front or hind	1 30
No. 7, 4000 lbs. capacity, front or hind	1 40
No. 8, 5000 lbs. capacity, front or hind	1 50
No. 9, 6000 lbs. capacity, front or hind	1 60
No. 10, 7000 lbs. capacity, front or hind	1 70
No. 11, 8000 lbs. capacity, front or hind	1 80
No. 12, 9000 lbs. capacity, front or hind	1 90
No. 13, 10000 lbs. capacity, front or hind	2 00
Shackles for Nos. 1, 2, 3, 4, 5 and 6, each	40
Shackles for Nos. 7, 8, 9 and 10, each	50
Shackles for Nos. 11, 12 and 13, each	60
Spring plates, all sizes	40
Shackle plates, all sizes	25
Spring slides, all sizes,	20
Anti-rebound for spring leaves	20

HENNEY BUGGY COMPANY

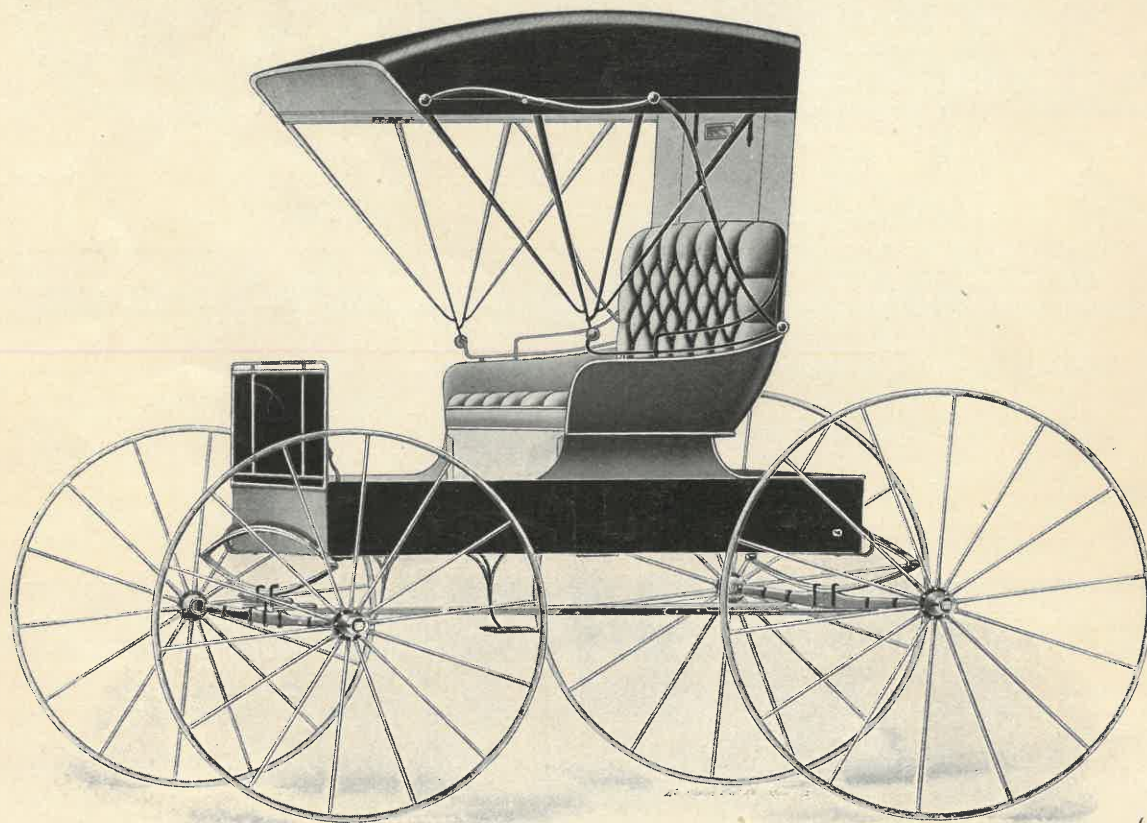
FREEPORT, ILLINOIS

BRANCH OF

MOLINE PLOW COMPANY

MOLINE, ILLINOIS

Makers of High Grade Cabriolets, Surries, Stanhopes, Concorde, Top Buggies, Bike Wagons, Road Wagons, Driving Wagons, Spring Wagons
and Mountain Spring Work



NO. 8. ELLIPTIC SPRING BUGGY.

Henney Buggies are Strictly High Grade. Made Under our Direct Supervision by Mechanics
Recognized as the Best Carriage Men of this or Any Other Country.

Sold by MOLINE PLOW CO. and Its Branch Houses