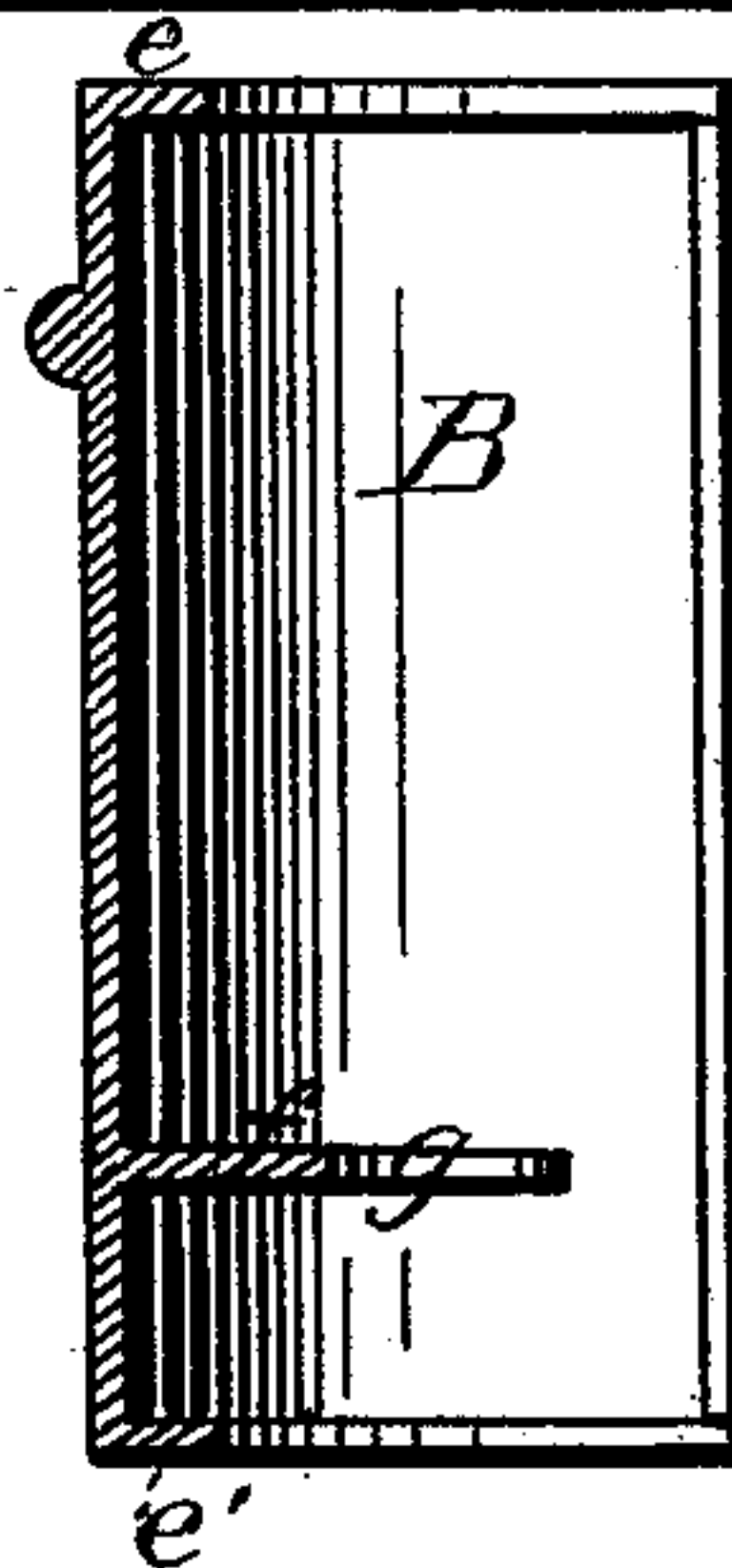
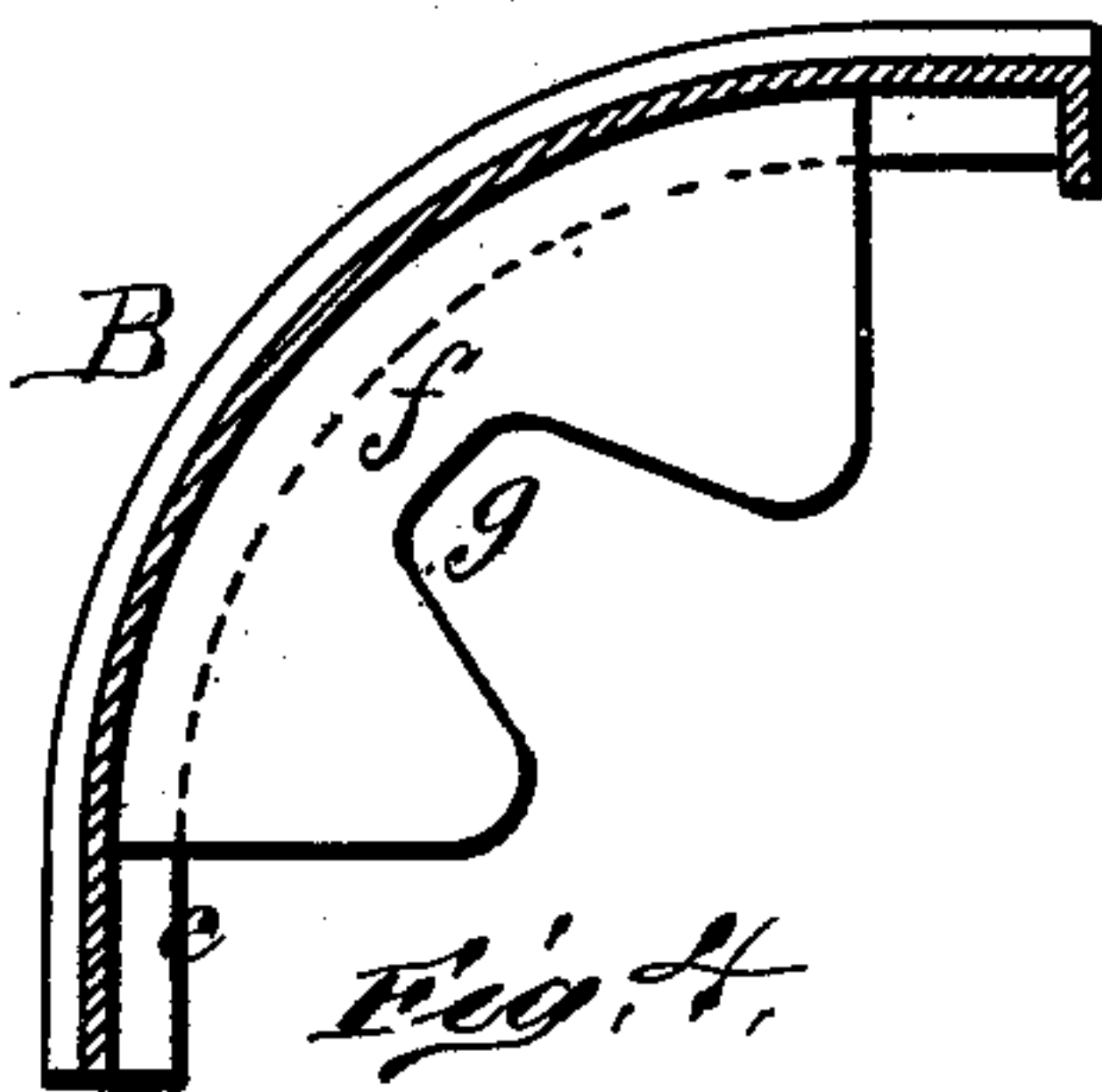
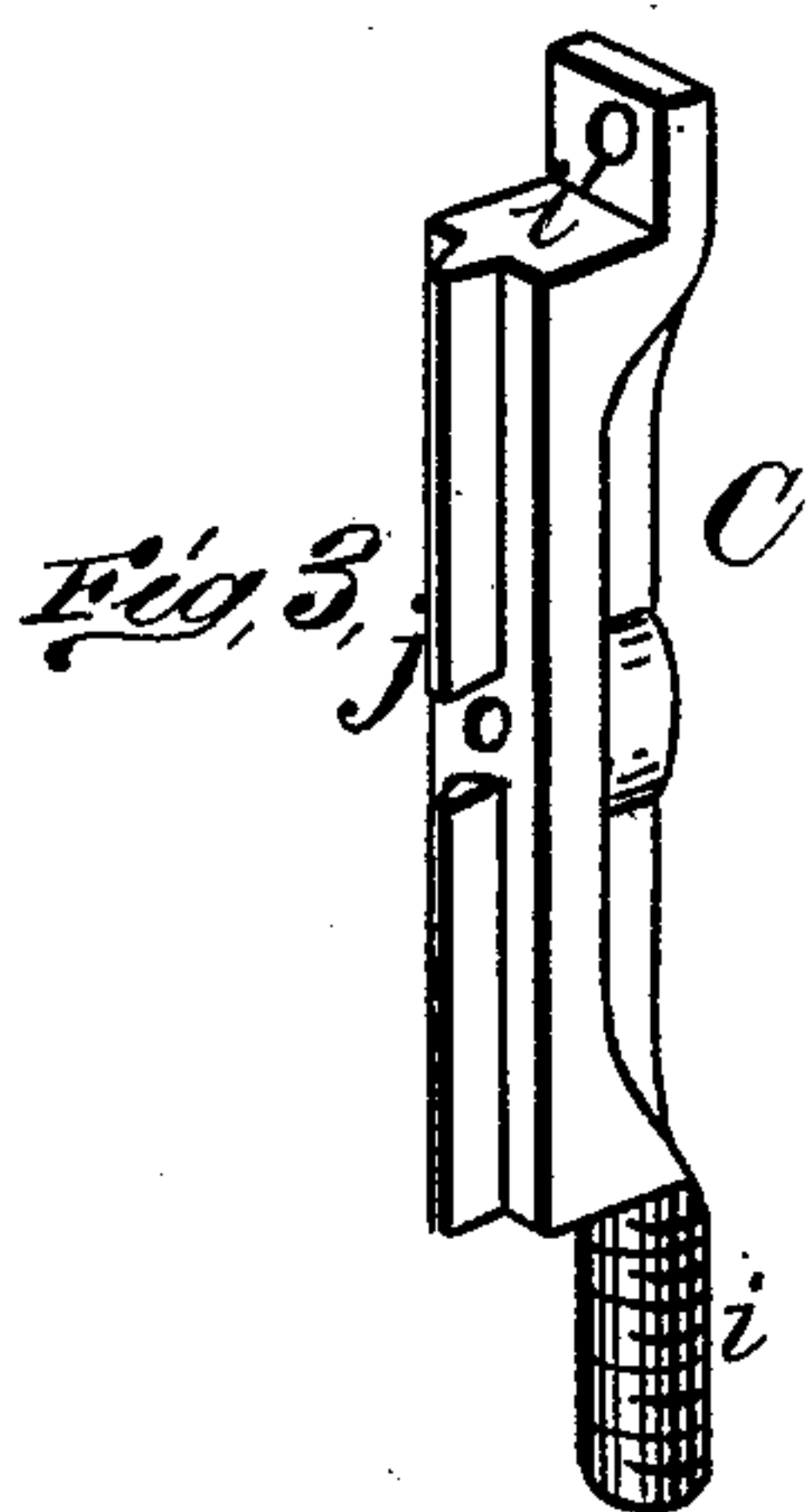
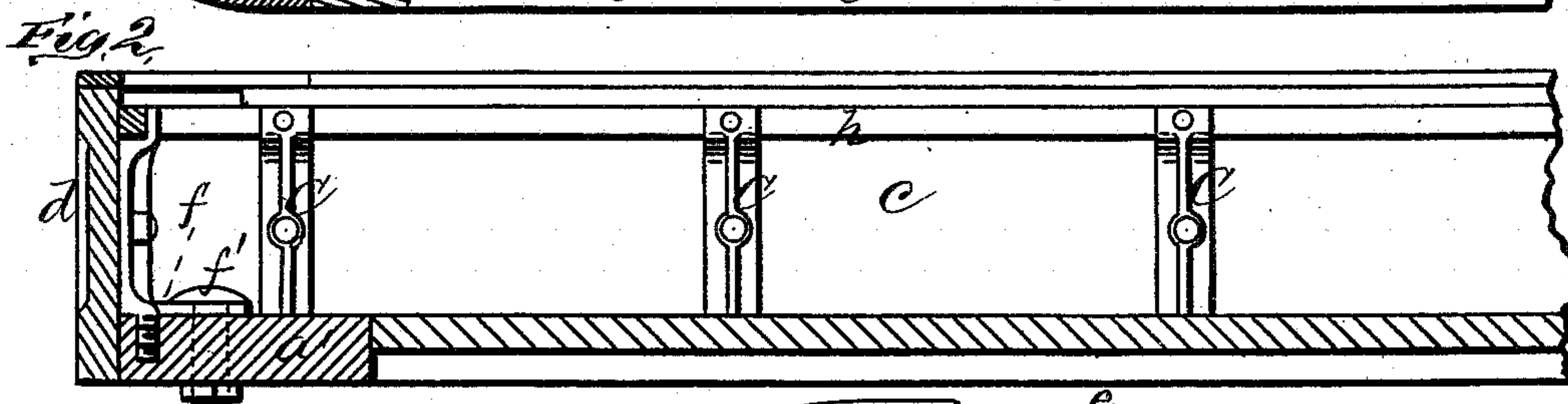
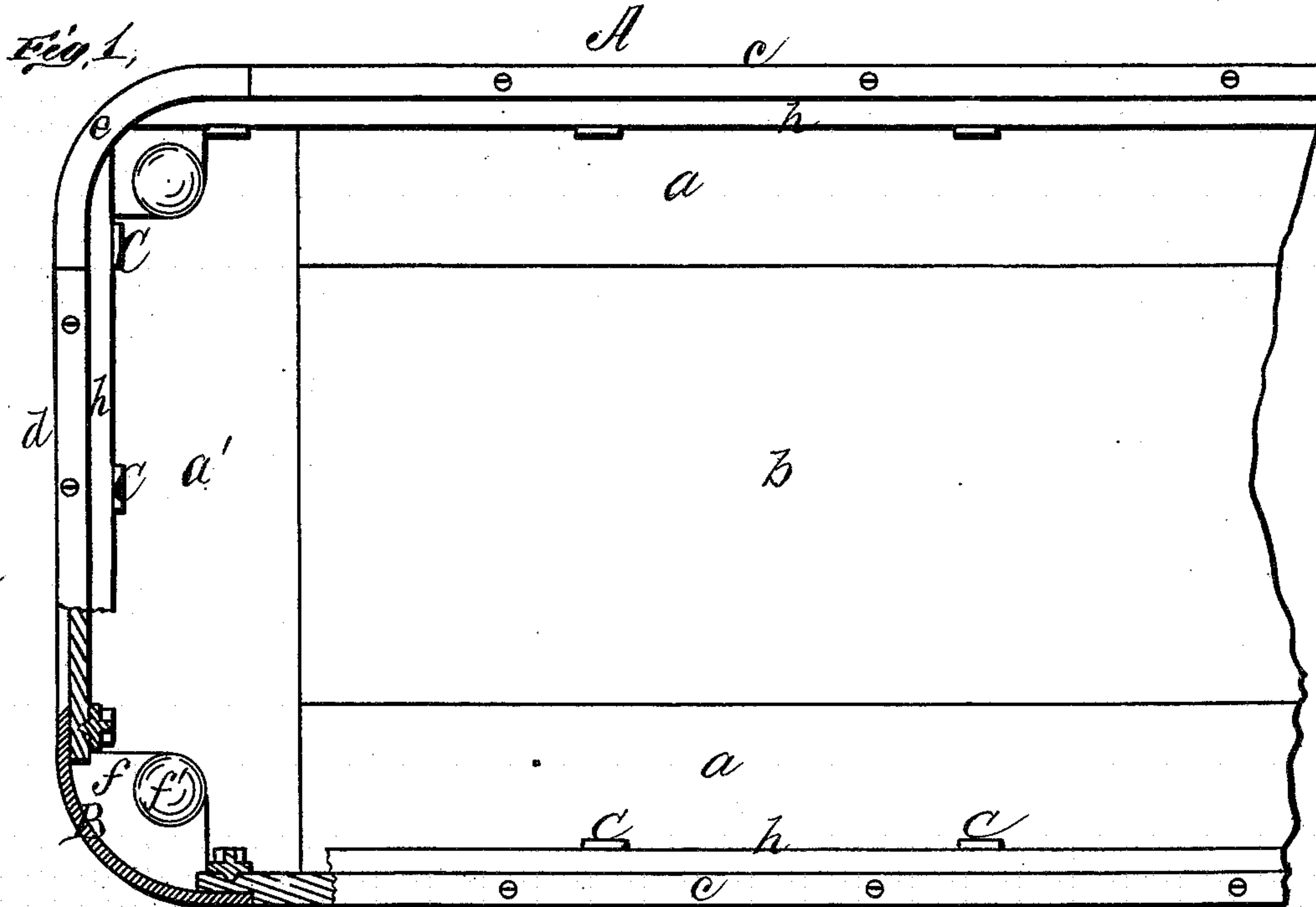


H. H. RICHARDS.
Wagon-Body.

No. 215,164.

Patented May 6, 1879.



WITNESSES
H. Bates
F. J. Masi.

INVENTOR
H. H. Richards
by E. W. Anderson,
ATTORNEY

UNITED STATES PATENT OFFICE.

HEZEKIAH H. RICHARDS, OF RACINE, WISCONSIN.

IMPROVEMENT IN WAGON-BODIES.

Specification forming part of Letters Patent No. **215,164**, dated May 6, 1879; application filed March 29, 1879.

To all whom it may concern:

Be it known that I, HEZEKIAH H. RICHARDS, of Racine, in the county of Racine and State of Wisconsin, have invented a new and valuable Improvement in Wagon-Bodies; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a top view of my improved wagon-body, with a corner in section. Fig. 2 is a longitudinal section of the same. Fig. 3 is a perspective view of a standard; and Figs. 4 and 5 are, respectively, a horizontal and a vertical section of the corner-plate.

This invention has relation to improvements in wagon-bodies.

The nature of the invention consists in a curved cast-metal corner, having top and bottom flanges in continuation with the corresponding edges of the sides and ends of the body, and an inside flange, forming, with the bottom flange aforesaid, a seat for the sill of the body.

It also consists in a metallic standard, having at one end a screw-threaded projection adapted to be forced into the sill, a rabbet at the other to receive the top rail of the body, and upon its back a rib designed to be let into the side or end of the body, the said standard being provided with perforations, whereby the sides are riveted to the same, as will be hereinafter more fully set forth.

In the annexed drawings, the letter A designates a wagon-body, composed of the sill-pieces *a a'*, united together in any suitable manner to form a rectangular frame supporting the bottom-boards *b*, the sides *c*, and ends *d*. The ends of the sides and ends do not meet, as is usual, but the interval between them is closed by curved metallic corner-plates B. These plates have at top and bottom the flanges *e e'*, of the same width as the top and bottom edges of the ends and sides of the body, which they clasp above and below, and of which they form the continuation; and at a distance from the lower flange, *e'*, equal to the thickness of the sill-frame *a a'* is a second

flange, *f*, having an edge notch or an eye, *g*. The corners of the sill-frame are rounded off to fit the concavity of the corner-plates B, when the said frame is introduced between the flanges *e' f*, aforesaid. The sill-frame is secured to the corner-plates by means of the through-bolts *f'*, extending through registering perforations in the sill and flanges *f*, and having nuts upon their lower ends, and the sides and ends are secured thereto by means of rivets or their equivalent.

C represents a metallic standard, having upon its lower end a threaded projection, *i*, that is screwed into the sill-pieces; at its upper end and a rabbet, *i'*, forming a seat for the rail *h*; and at its back a longitudinal rib, *j*, that is received in a recess of the side or end of the body. The standards and sides or ends are connected together by means of rivets, the top rivet passing through the rail *h*.

What I claim as new, and desire to secure by Letters Patent, is—

1. The metallic corner-plate for wagon-bodies, having the edge flanges *e e'*, forming the continuations of the top and bottom edges of the sides and ends, and the flange *f*, made entire with said corner-plate, and forming, with the flange *e'*, a seat and fastening for the sill-frame, substantially as set forth.

2. The curved metallic corner-plate for wagon-bodies, having the top and bottom flanges, *e e'*, and an intermediate fastening-flange, *f*, all made in one piece, adapted for use substantially as specified.

3. The combination, with the sills *a a'*, the body sides and its ends, of the curved corner-plates B, having edge flanges *e e'* and fastening-flange *f*, and the standards C, having the threaded projection *i*, the rail-seat *i'*, and the longitudinal rib *j*, substantially as specified.

4. The wagon-body standard having an angular or rabbeted rail-seat, *i'*, at one end, a screw-tang, *i*, at the other, and a rib, *j*, upon its back, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

HEZEKIAH H. RICHARDS.

Witnesses:

JOHN T. FISH,

CURRIE N. LUKES.