(No Model.)

S. E. BROWN.

STRAP FOR WAGON BODIES.

No. 245,606. Patented Aug. 16, 1881.

Fig. 1.

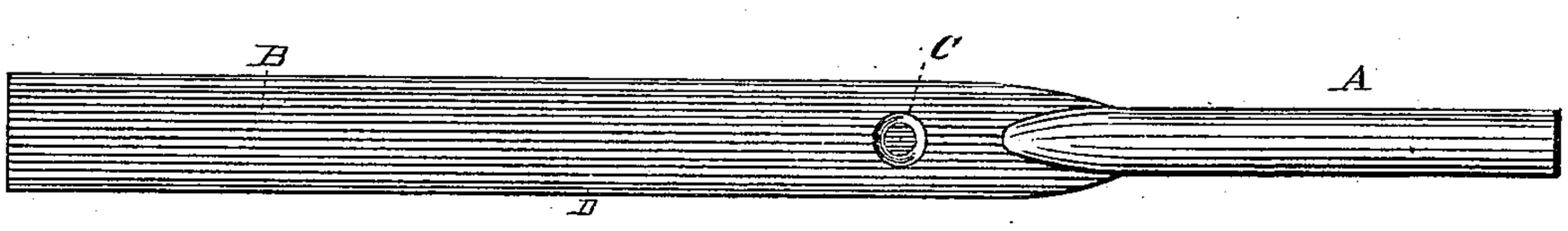


Fig. 2.

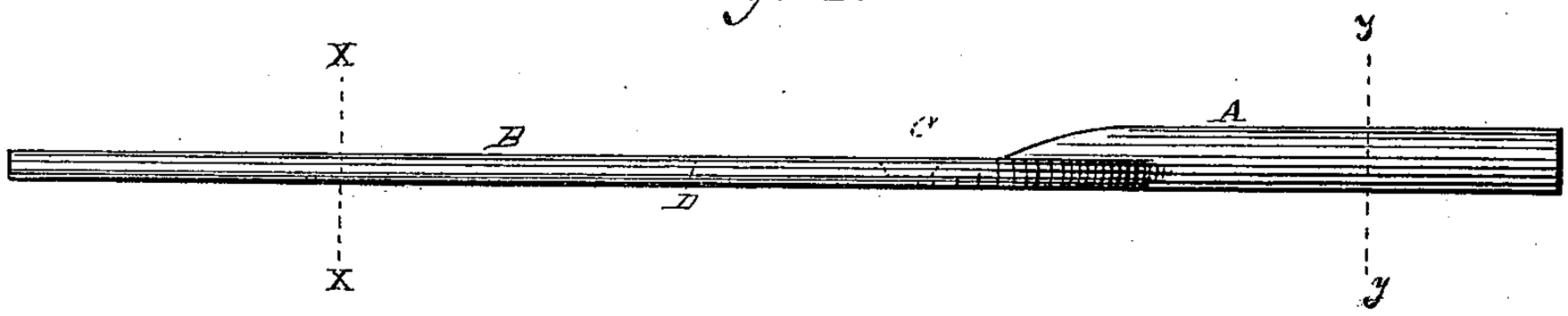
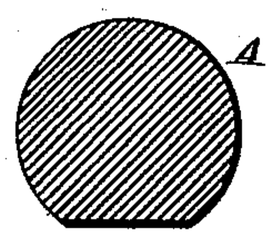


Fig. 3

Fig. 4.



WITNESSES

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SAMUEL E. BROWN, OF CLEVELAND, OHIO.

STRAP FOR WAGON-BODIES.

SPECIFICATION forming part of Letters Patent No. 245,606, dated August 16, 1881.

Application filed June 28, 1881. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL E. BROWN, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Straps for Wagon-Bodies; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to iron straps for wagon-bodies; and it consists in the particular construction of said strap, as will hereinafter more fully appear.

In the drawings, Figure 1 is a face view of my strap; Fig. 2, a side view of the same; Fig. 3, a section of the same, taken through the line *x x;* and Fig. 4, a section taken through the lines *y y*.

A is the shank, and B the body, of my strap. It will be seen that the shank portion is round, and that it is merged into the flat body B, in the manner clearly indicated by the drawings. It will also be observed that the shank and flat portions of my strap are so associated that a continuous flat back surface that can come snugly into contact with the wagon-body is provided.

C is a countersink, which is made to extend almost through the metal of the body portion. This countersink is located a short distance above the union between the shank A and body B. The provision of this countersink permits of a screw-hole being made through the strap without any material weakening effect, and as this countersink is located at a place where strength is required it is important that the screw-hole at that point should be made in such a manner as to reduce the weakening effect to its minimum. By the provision of this countersink it is only necessary to drill or punch a hole of a diameter to permit the passage of the screw, whereas, if the countersink were not provided, not only the hole, but the countersink, would have to be cut through the skin of the strap, with a corresponding weakening effect avoided by my invention. Another advantage attending this construction is that the labor of making the countersink by manual work is avoided, and in the great number of these straps used in the wholesale manufacture of wagons everything that tends to cheapen or quicken manufacturing operations is of material value.

The strap, as illustrated in the drawings, I prefer to make from rolls suitably formed for the purpose, and it is my design to place the strap thus made upon the market as an improved article of manufacture.

It will also be observed that the flat portion B of the strap is made with a bevel, D, upon either side. This gives a finished appearance to the strap when it is placed upon the wagon-box, and also lessens the strap as an obstruction in the box.

What I claim is—

As a new article of manufacture, a wagon-strap formed with the round shank A, said shank merging into the flat body portion B, said shank and body portion being formed and united in such a manner as to have a straight continuous back surface, and the body portion provided with a countersink, C, located near the junction of the shank and body portions, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

SAMUEL E. BROWN.

Witnesses:

ALBERT E. LYNCH,

HENRY ABELS.