

(No Model.)

P. A. McVICAR.

WAGON BODY.

No. 334,271.

FIG. 1. Patented Jan. 12, 1886.

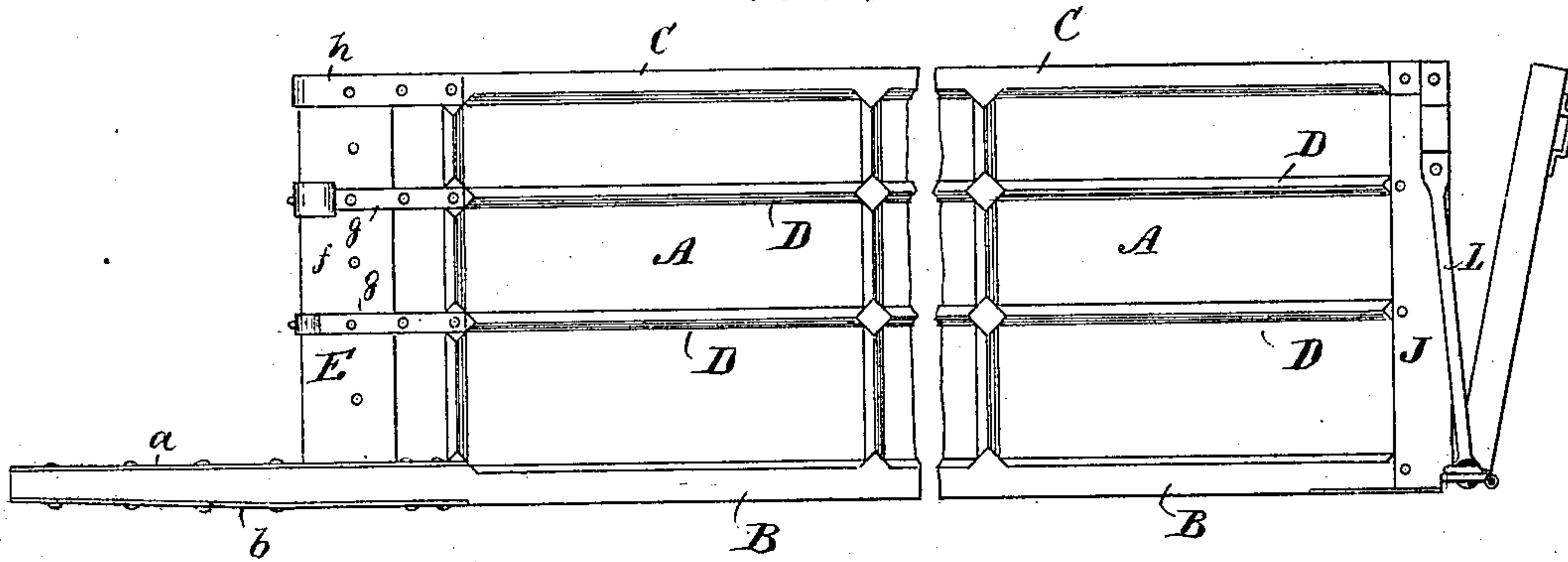


FIG. 2.

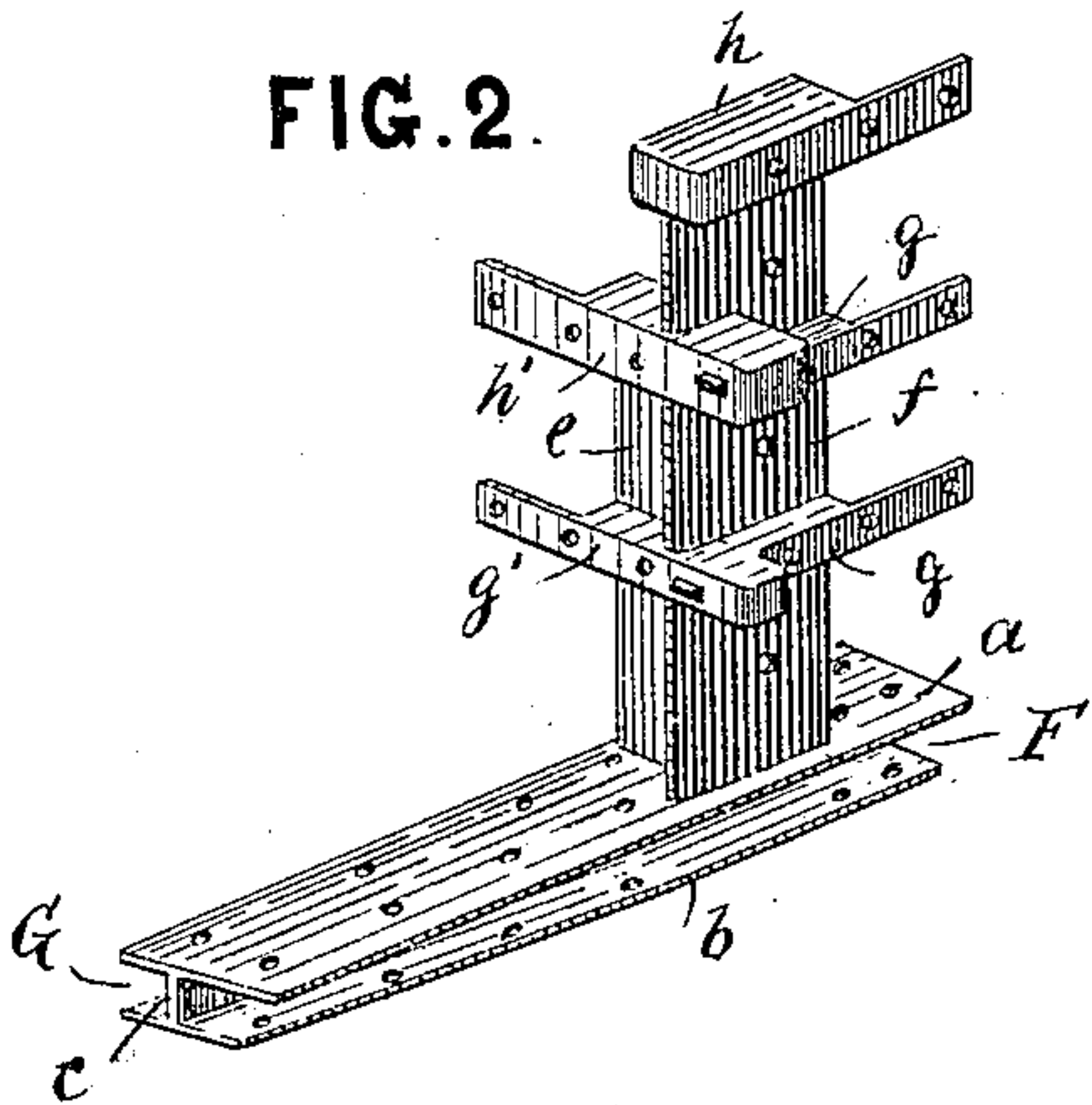


FIG. 3.

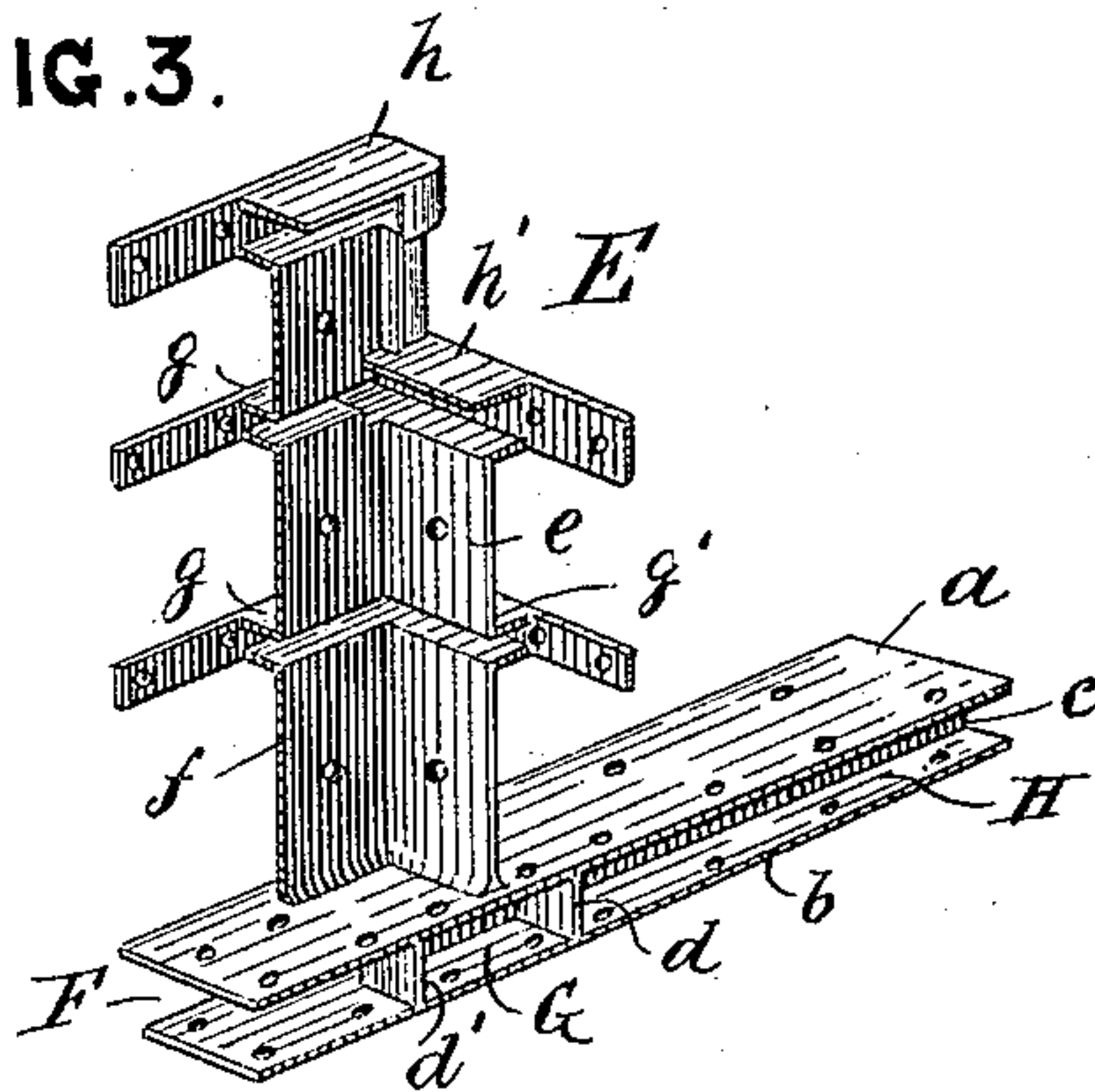


FIG. 4.

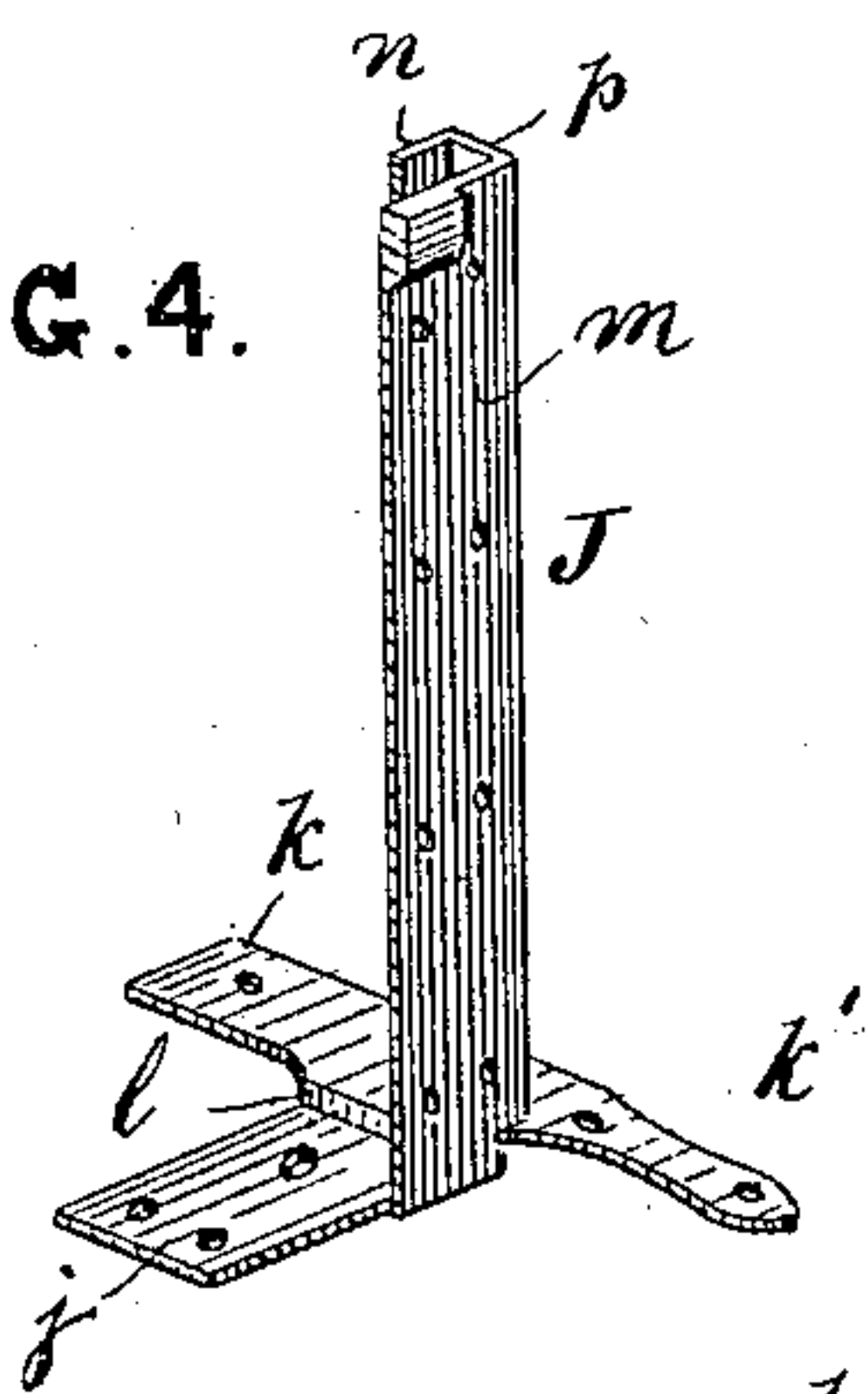


FIG. 5.

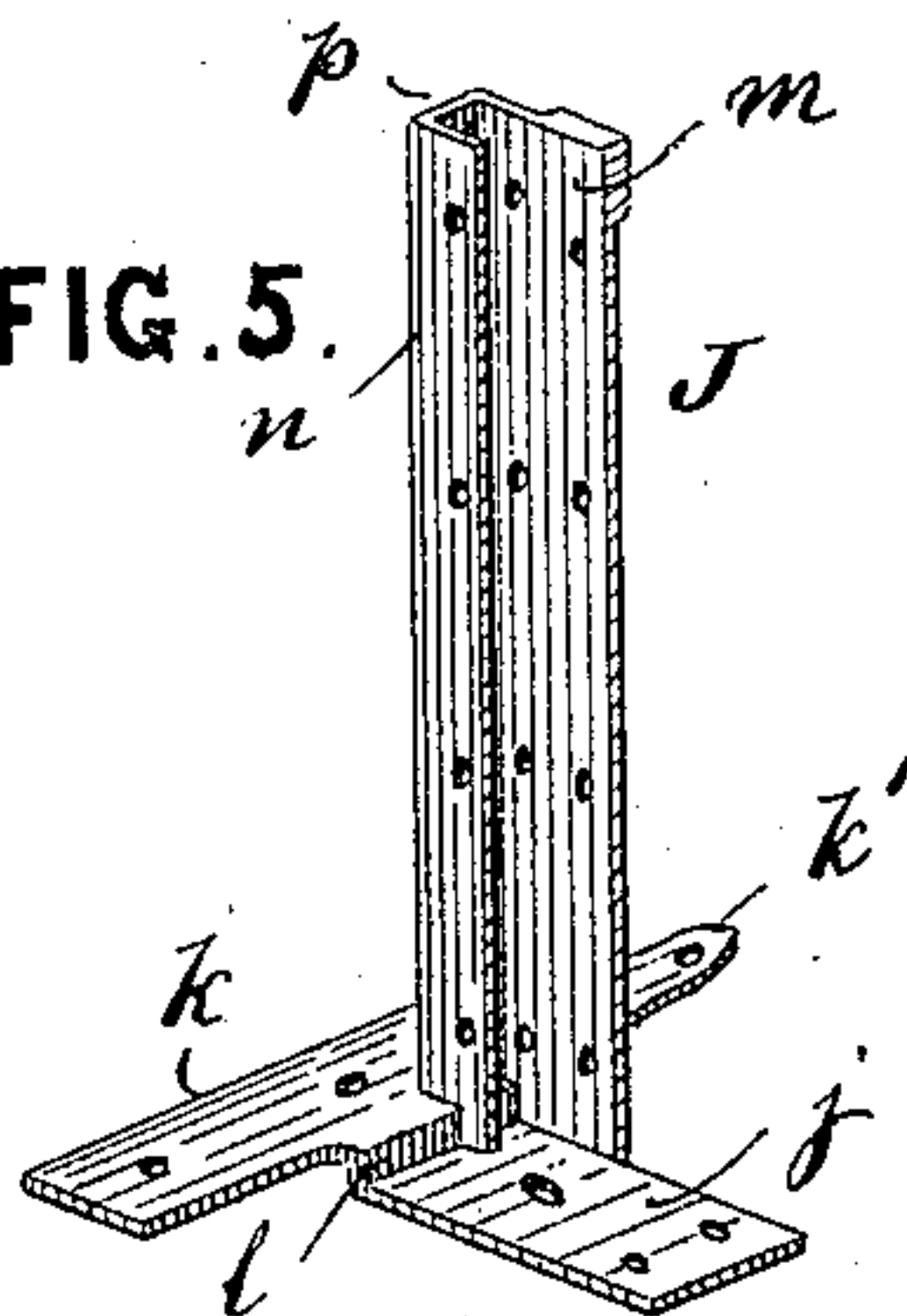
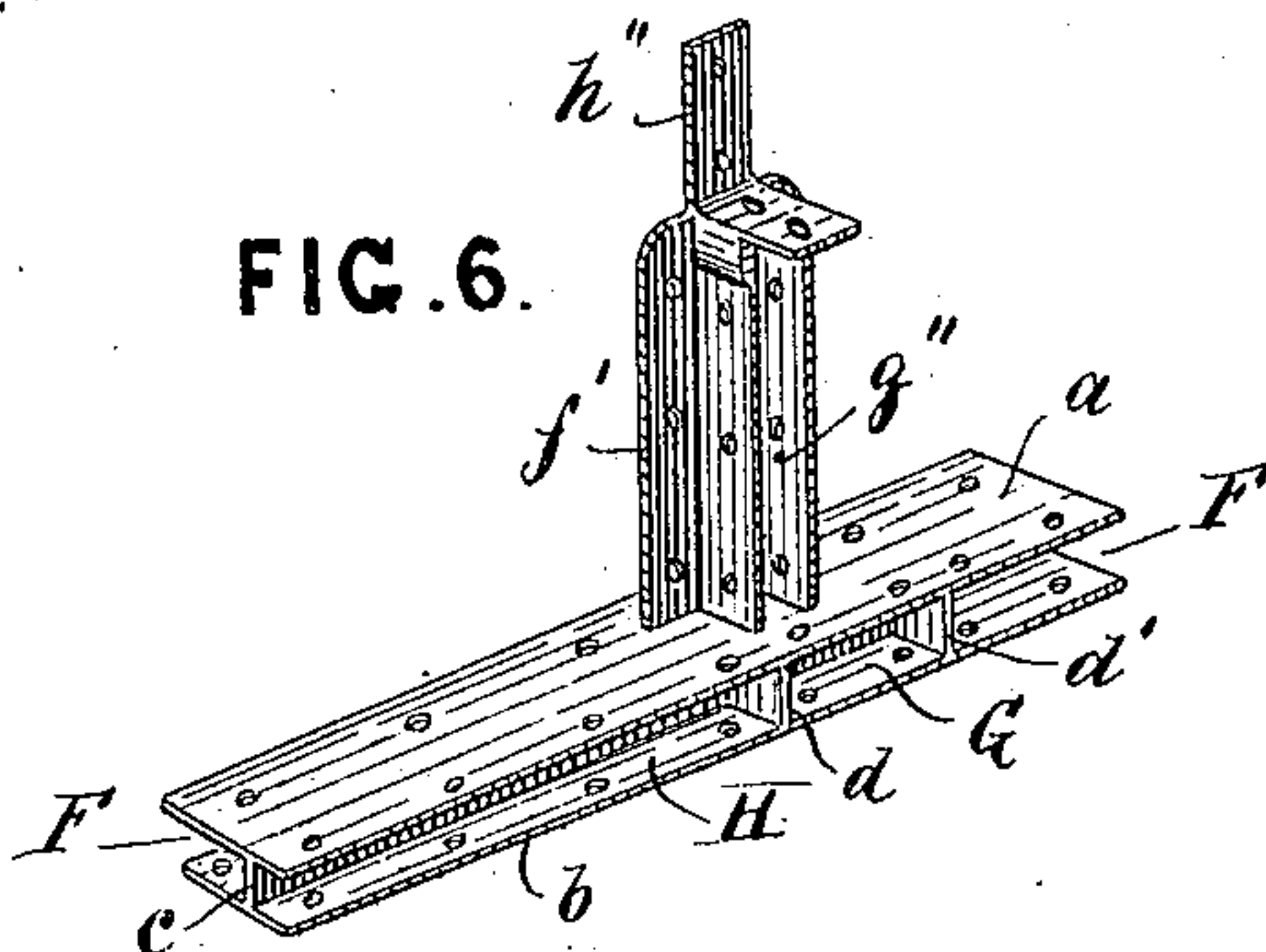


FIG. 6.



Witnesses.

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UNITED STATES PATENT OFFICE.

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WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 334,271, dated January 12, 1886.

Application filed August 10, 1885. Serial No. 174,032. (No model.)

To all whom it may concern:

Be it known that I, PETER A. McVICAR, a citizen of the United States, residing at Auburndale, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Wagon-Bodies, of which the following is a specification.

In the ordinary method of constructing wagon-bodies the front sill is mortised into the side sills, and the side sill is halved down to receive the foot-board, thus making the junction between the front and side sills a very weak point, and in the rear of the wagon-body the same difficulty occurs where the side sills and shetlock or back cross-sill are secured together, thus causing these points to be the first to become shaky and give way.

The object of my invention is to overcome these defects; and the invention consists of metallic corner-pieces provided with suitable apertures or recesses, into which are fitted at the front end of the wagon the ends of the side sills, front sill, foot-board, raves, top rails, and panels, all of which are securely riveted, bolted, or screwed to the metallic corner-pieces, and at the rear of the wagon metallic corner-pieces to receive the ends of the side sills, the end standards, and shetlock, all of which are secured by bolts, screws, or rivets.

Referring to the accompanying drawings, Figure 1 represents the front and rear portion of a wagon-body embodying my invention. Fig. 2 is a perspective view of the outside of one of the front metallic corner-pieces. Fig. 3 is a view of the inside of the same. Fig. 4 is a perspective view of the outside of one of the rear metallic corner-pieces. Fig. 5 is a view of the inside of the same. Fig. 6 is a modification of the front corner-pieces as used for flat-sided wagon-bodies.

A represents a portion of a wagon-body; B, the side sill; C, the top rail, and D D the raves.

E is one of the front metallic corner-pieces, and is provided at its base with recesses or mortises F G H, formed by the flanges *a b* and webs *c d d'*, the web *c* extending from the front to the web *d'*. The side sill, B, is cut so as to fit into the mortise F; but the flanges *a* and *b* project sufficiently far to the rear to embrace the full width of the sill, so that they can be firmly secured together. The mortise G is to receive the end of the front sill, and the mor-

tise H the end of the foot-board. Projecting upward from the flange *a* are two flanges or plates, *e f*, that form a corner, and to which the panels are secured, and they are provided with projections *g g'* and *h h'*, in which are formed mortises for receiving the raves and top rails, the raves fitting into the recesses in *g g'*, and the side top rail in the recess in *h*, and the front top rail in *h'*. The front portions of the projections *g g' h h'* extend beyond the flanges *e f*, so as to obtain a secure fastening to the various parts.

J is one of the rear corner-pieces, and is provided at its base with a flange, *j*, to which the side sill is secured, and a flange, *k*, to which the shetlock or back cross-sill is secured. A step or rise, *l*, is formed between these two flanges, so that when the floor is laid it will be flush with the top of the shetlock. Projecting upward from the flanges *j k* are flanges or plates *m n*, connected together at the rear by a web, *p*, so as to form a recess or mortise, into which are fitted the end standards, that carry the rear ends of the raves D. The flange *m* projects beyond the flange *n*, so that the usual strap-bolt can be employed and the whole firmly secured together.

k' is a projection on the end of the flange *k*, to which a stay, L, (see Fig. 1,) can be secured to support the side of the wagon in the usual manner. If desired, for greater strength the base-plate connecting the side sill and shetlock may be made double and connected by a web similar to that described for the base-piece of the front corner-pieces.

In Fig. 6 I have shown a modification of the front metallic corner as used with wagons that have not paneled sides, or what is known as "flat-sided" wagons. In this case the base-piece is the same as that before described, having mortises or recesses F G H, the upright portion being modified to suit the construction of the wagon, the side board being secured to the flange *f'*, the top rail to *h'*, and the front board in recess or mortise *g''*. It will be seen that by the employment of these metallic corners the wagon is made very strong, as the timbers are not cut away to mortise into each other, and the appearance of the wagon is the same as that of those now built.

What I claim as my invention is—

1. A metallic corner-piece, E, for the front

end of a wagon-body, provided with a recess or mortise, F, for receiving the end of the side sill, a recess or mortise, G, for receiving the end of the front sill, and a recess or mortise, H, for receiving the end of the foot-board, all formed by the flanges *a b* and webs *c d d'*, in combination with upwardly-projecting flanges, to which the side and front boards and top rails are secured, substantially as shown and described.

2. A metallic corner-piece, E, for the front end of a wagon-body, provided with a recess or mortise, F, for receiving the end of the side sill, a recess or mortise, G, for receiving the end of the front sill, and a recess or mortise, H, for receiving the end of the foot-board, all formed by flanges *a b* and webs *c d d'*, in combination with upwardly-projecting flanges *e f*, that form a corner, and provided with projections *g g'*, in which are recesses or mortises to receive the ends of the raves, and projections *h h'*, in which are recesses or mortises to receive the top rails, substantially as shown and described.

3. A metallic corner-piece, J, for the rear end of wagon-bodies, provided at its lower end with a flange, *j*, for securing it to the side sill, a flange, *k*, for securing to the shetlock, a rise or step, *l*, being between these two flanges, and a projection, *k'*, for supporting the stay L, in combination with upwardly-projecting flanges or plates *m n*, connected together at the rear by a web, *p*, so as to form a recess or mortise for the rear standard, substantially as shown and described.

4. In combination with a wagon-body, A, the metallic corner-pieces E and J, substantially as shown, and for the purposes described.

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

PETER A. McVICAR.

Witnesses:

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