

(No Model.)

R. G. HART.

WAGON BODY.

No. 388,675.

Patented Aug. 28, 1888.

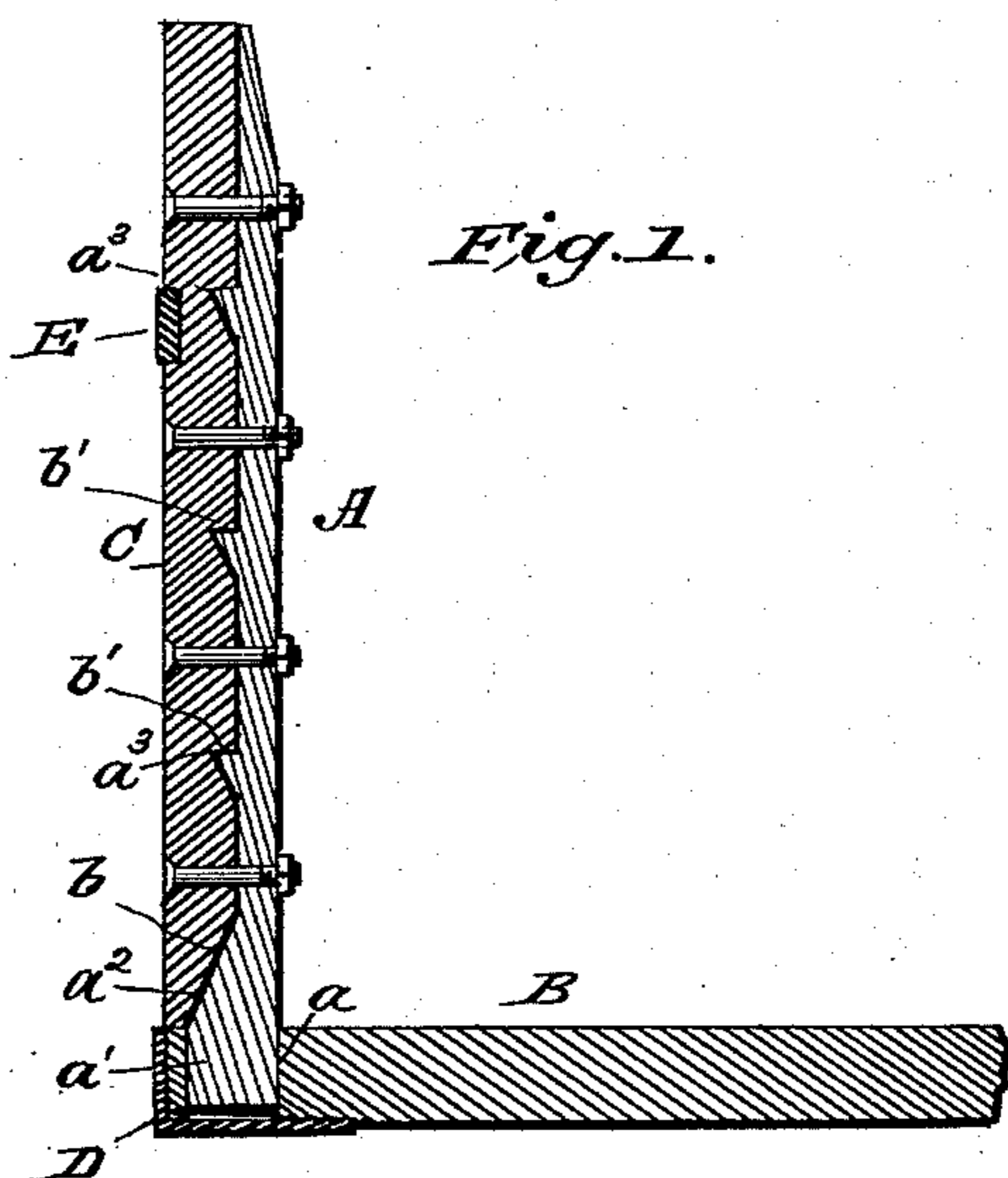
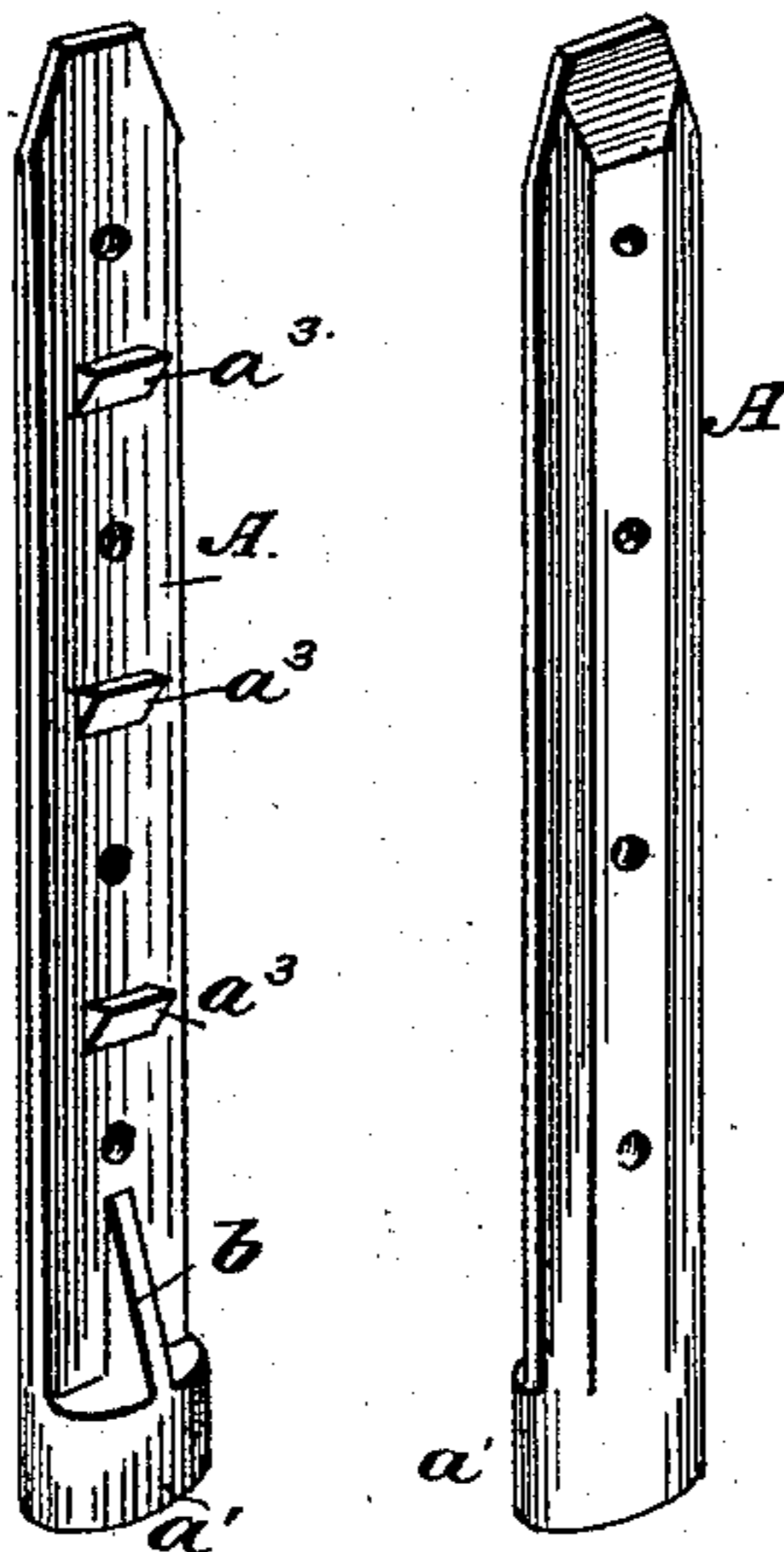


Fig. 1.

Fig. 2. Fig. 3



WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 388,675, dated August 28, 1888.

Application filed February 2, 1888. Serial No. 262,719. (No model.)

*To all whom it may concern:*

Be it known that I, RICHARD G. HART, of Quincy, in the county of Hickory and State of Missouri, have invented a new and useful Improvement in Wagons, of which the following is a specification.

This invention pertains to certain improvements in wagons, having for its object to prevent undue or premature wear of the bottom and sides of the body by the bolsters and standards; and it consists of braces let into sockets in the bottom of the body and having a stepped or ribbed and socket connection with the sides of the body, and, secondly, of angle-plates offset from and applied to the bottom of the body and forming the bottoms of said sockets, said plates also forming offsets at the side edges of the body-bottom, which, together with wear-plates let into the body-sides, remove or take the wear off the sides and bottom of the body, substantially as hereinafter more fully set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a sectional view of one side and portion of the bottom of a wagon-body embodying my invention; and Figs. 2 and 3 are detached perspective views of the brace, taken in reversed positions.

In carrying out my invention I employ a brace, A, of which four are applied to the wagon-body, and which is let into a socket, *a*, in the bottom B of the body and extends the entire height of the wagon-body sides. The brace A is preferably oval in cross-section at its lower end and thickened thereat, as at *a'*, which fills the socket *a* in the bottom. The said end of the brace A is formed with a vertical web, *a<sup>2</sup>*, extending from the upper end of the thickened portion *a'* and tapering upward toward its upper end. This brace is also formed or armed at suitable intervals throughout its length with steps or teeth *a<sup>3</sup> a<sup>3</sup>*, preferably with lower inclined surfaces, which, together with the vertical web *a<sup>2</sup>*, enter corresponding recesses or sockets, *b b'*, made in the sides C of the body. This construction and disposition of parts prevent relative endwise movement of the sides and bottom and cause the sides to rest upon the said braces. The braces are suitably riveted to the sides, thus,

with the aid of said steps and web, firmly and solidly locking the parts together.

D is an angle-plate, of which four are used, one being applied to and forming the bottom of each brace-receiving socket *a* in the bottom B and resting upon the bolster, thus taking the combined weight of the braces and sides off the bottom. The angle-plate D is offset or projects slightly beyond the bottom, in order to prevent the bottom from resting immediately upon the bolster, whereby undue or premature wear of the bottom of the bolster is avoided. The vertical portion of the angle D is caused to rest against or in a mortise in the side edge of the bottom, and is also offset or projected a slight distance from the same, in order to remove the contacting surface of the usual bolster-standard from the bottom at that point. The horizontal portion of the angle-plate D is also let into a mortise, which is formed in the under side of the bottom, while both its horizontal and vertical portions are riveted or screwed to the bottom.

To each side C opposite the standard is applied or bolted a wearing-plate, E, in order to prevent the wearing away of the side by the standard.

This invention is simple and cheap and greatly adds to the strength and durability of the wagon-body, preventing, as above set forth, undue or premature wear of the same.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The wagon-body brace consisting of the brace having the thickened lower end portion, having a web tapering from the upper end of said thickened portion upward, said brace also having a series of steps arranged at intervals throughout its length, substantially as set forth.

2. The combination, with a wagon-body bottom, of the angle-plate forming the bottom of a socket in said bottom, and the brace applied to the side of the body and resting in said socket upon said angle-plate, said angle-plate projecting beyond said bottom, adapting it to rest upon the bolster, substantially as set forth.

3. The combination, with the wagon-body bottom, of the angle-plate forming the bottom of a socket in said bottom and offset from the

side edge and under side thereof, substantially as set forth.

4. The combination, with the wagon-body bottom having a socket, of the angle-plate forming the bottom of said socket and projecting or offset from the underside and side edges of said bottom, the brace having its lower end let into said socket and provided with steps

and a web, and the side having recesses or sockets which receive said steps and web, said side having a wearing plate opposite the bolster-standard, substantially as specified. 10

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Witnesses:

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