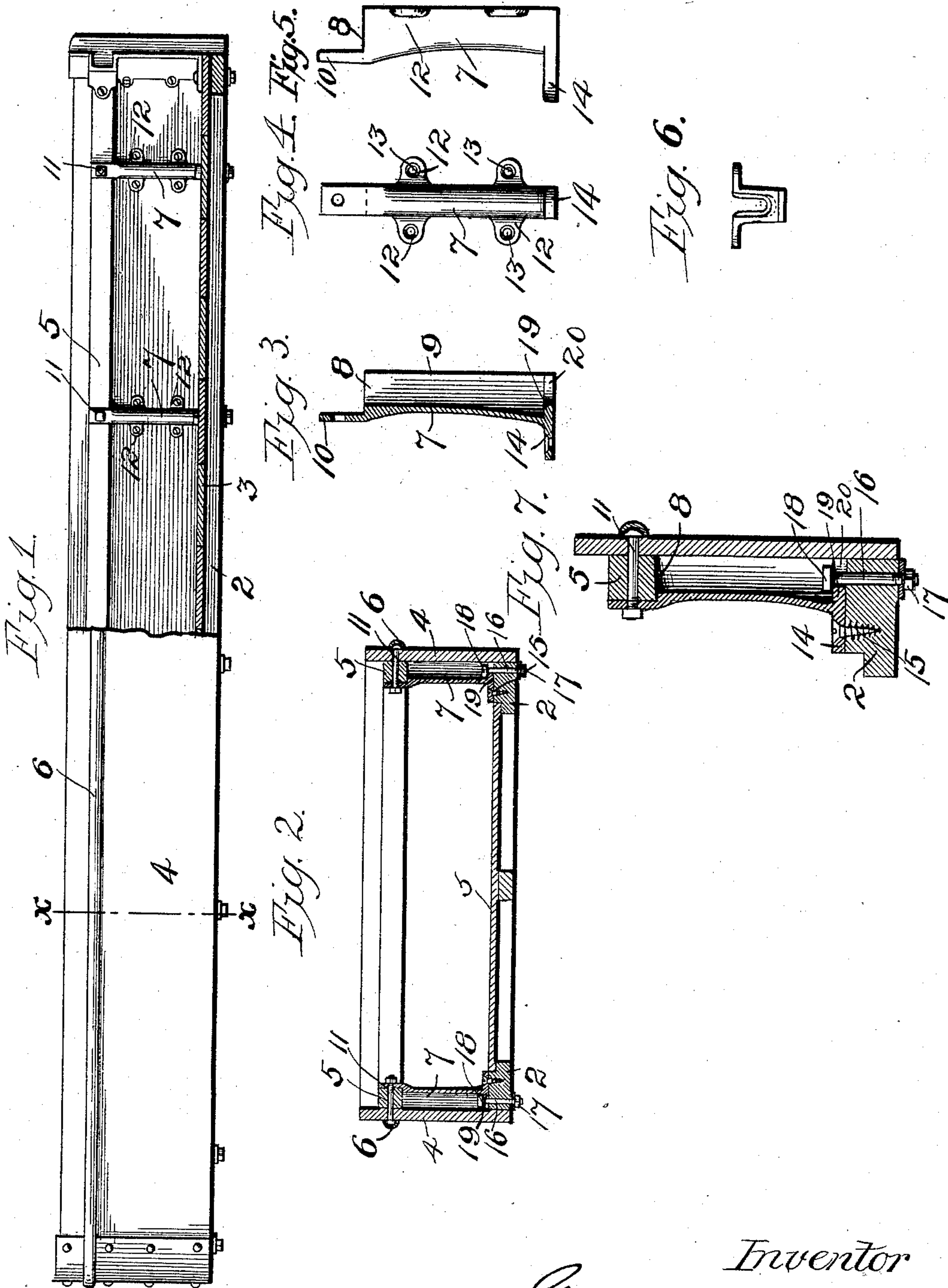


(No Model.)

G. F. THOMPSON.
WAGON BODY.

No. 482,398.

Patented Sept. 13, 1892.



Witnesses:
J. Jensen.
O. Hawley.

Inventor
George F. Thompson
By Paul Merwin Attys.

UNITED STATES PATENT OFFICE.

GEORGE F. THOMPSON, OF MINNEAPOLIS, MINNESOTA.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 482,398, dated September 13, 1892.

Application filed November 7, 1891. Serial No. 411,143. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. THOMPSON, of Minneapolis, in the county of Hennepin and State of Minnesota, have invented certain Improvements in Wagon-Bodies, (Case No. 1,) of which the following is a specification.

My invention relates to wagon-bodies, and especially to improvements in means for strengthening the sides of spring-wagon bodies or boxes, and whereby much time and expense are saved in their manufacture.

The object of the invention is to provide stronger and cheaper wagon-bodies, and at the same time greatly improve the finished appearance of the wagon.

To this end I provide a separable metal post to be applied on the inside of the wagon-body and to be secured firmly to the sills and to the side panel; and the invention consists particularly in the special construction and application of this part of the wagon body or box.

My invention will be more readily understood by reference to the accompanying drawings, in which—

Figure 1 is a side view of a wagon-body embodying my invention, a portion of the same being shown in section to more clearly set forth the construction. Fig. 2 is a cross-section on the line $x x$ of Fig. 1. Fig. 3 is a transverse section of one of my metal posts. Fig. 4 is a front elevation thereof. Fig. 5 is a side elevation. Fig. 6 is a plan view, and Fig. 7 is an enlarged view in cross-section taken from Fig. 2.

As shown in the drawings, 2 represents the sills of the wagon-body, 3 the bottom thereof, and 4 the side boards or panels, which are strengthened on the inside by the rib or frame slats 5, fastened thereto by screws or nails passing into the same from the outside and through the panels. The half-round molding-strips are preferably arranged to cover the heads of these screws or nails. The sides and also the ends, if desired, are braced and strengthened by metal posts 7, ordinarily made of malleable iron. In length these posts just fit in under the ribs 5 between the top of the same and the sill 2 and the lower side of the strips 5, which therefore rest on the upper ends 8 of the posts. The thickness or lateral depth of the posts is such that the outer edges 9 strike the inside of the side panel, and the lug 10, formed

on the top of the post, engages the inside of the strip 5, being secured thereto by a bolt 11, the head of which may be concealed beneath the molding-strips 6. Sidelugs 12 extend from the rear edges of the post along the panel. These lugs are provided with the holes 13, through which I insert the short screws into the panels. The panels are thus firmly fastened upon the rigidly-secured posts, and that, too, without disfiguring in the least the outside of the panels. In this way I do away with all screw-heads on the outside and with all holes to be plugged up, as in the ordinary practice. For the sake of lightness and as a saving in cost the posts are made hollow, as shown, and at the bottom of each is provided the foot-lug 14, through a countersunk opening in which the screw 15 passes into the sill to prevent the foot of the post from slipping inwardly. All vertical movement of the post independent of the sill is prevented by a bolt 16, extending through the sill and fastened therein by a nut 17. This bolt is of such a length that its head 18 stands slightly above the sill. The bottom of each post is provided with an internal projection forming the shoulders 19, and also has the open-ended slot 20. The head of the bolt is adapted to fit within the hollow post, which, being stood upright on the bottom of the wagon, is pushed out against the side panel in such a way that the projection straddles the shank of the bolt, the head of which is thus made to seat upon the shoulders 19. This is done after the panels are fastened upon the framework, and the nuts 17 being tightly screwed up the posts are rigidly fastened upon the bottom sill. The inner face of each post is preferably rounded off, as shown, and the post is flared out slightly at the bottom to give it a larger base.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, in a wagon-body, of the sill and a panel, with a bolt secured in said sill and having its head standing slightly above the same, the metal post having the slotted base adapted to be forced into engagement with said bolt, said post arranged on the inside of said panel, the inwardly-extending lug or foot of said post, means for securing the

same upon the sill, the side lugs of said post, and screws passing through said lugs into the panel to secure the same, substantially as described.

5 2. The combination, in a wagon-body, of the sills and sides thereof, with the hollow metal posts, said posts provided with the feet 14, adapted to be screwed to the sills, and with the internal shoulders and the bolts passing
10 through the sill beneath each post and having their heads engaging the internal shoulders thereof, and side lugs 12 on each post, the same provided with screw-holes and screws passing through the same into the panel, sub-
15 stantially as described.

3. The combination, with the sill 2 and the panel 4, of the rib 5, the hollow metal post 7, provided with the shoulder 8 to engage the

under side of the rib 5 and with the lug 10 to engage the inner face of said rib 5, a bolt pass- 20
ing through the panel and said rib and secured by a nut engaging the inside face of the lug 10, a shoulder 19, having a slot 20, provided in the base of the post, a bolt 16, extending down
25 through the sill, its upper end engaging said shoulder 19, a nut on the lower end of the bolt for securing the same, and side lugs 12 on the post, through which screws are inserted into the panel to secure said panel, substan-
30 tially as described.

In testimony whereof I have hereunto set my hand this 27th day of October, 1891.

GEORGE F. THOMPSON.

In presence of—

C. G. HAWLEY,

B. BOOTH.