No. 804,278. PATENTED NOV. 14, 1905.

J. M. URIE.

WAGON BOX PROTECTOR.

APPLICATION FILED MAR. 24, 1905.

Fig. 1.

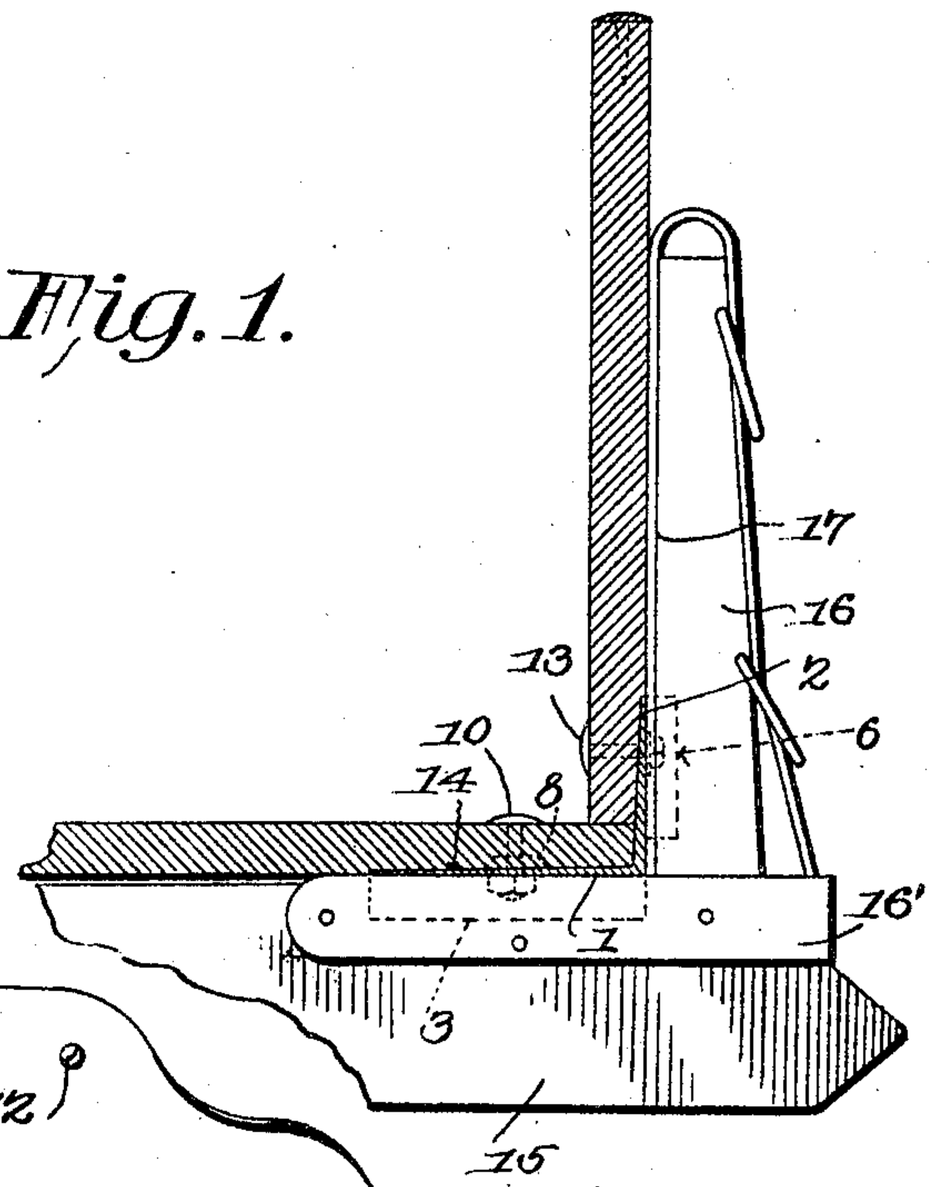

Fig. 2.

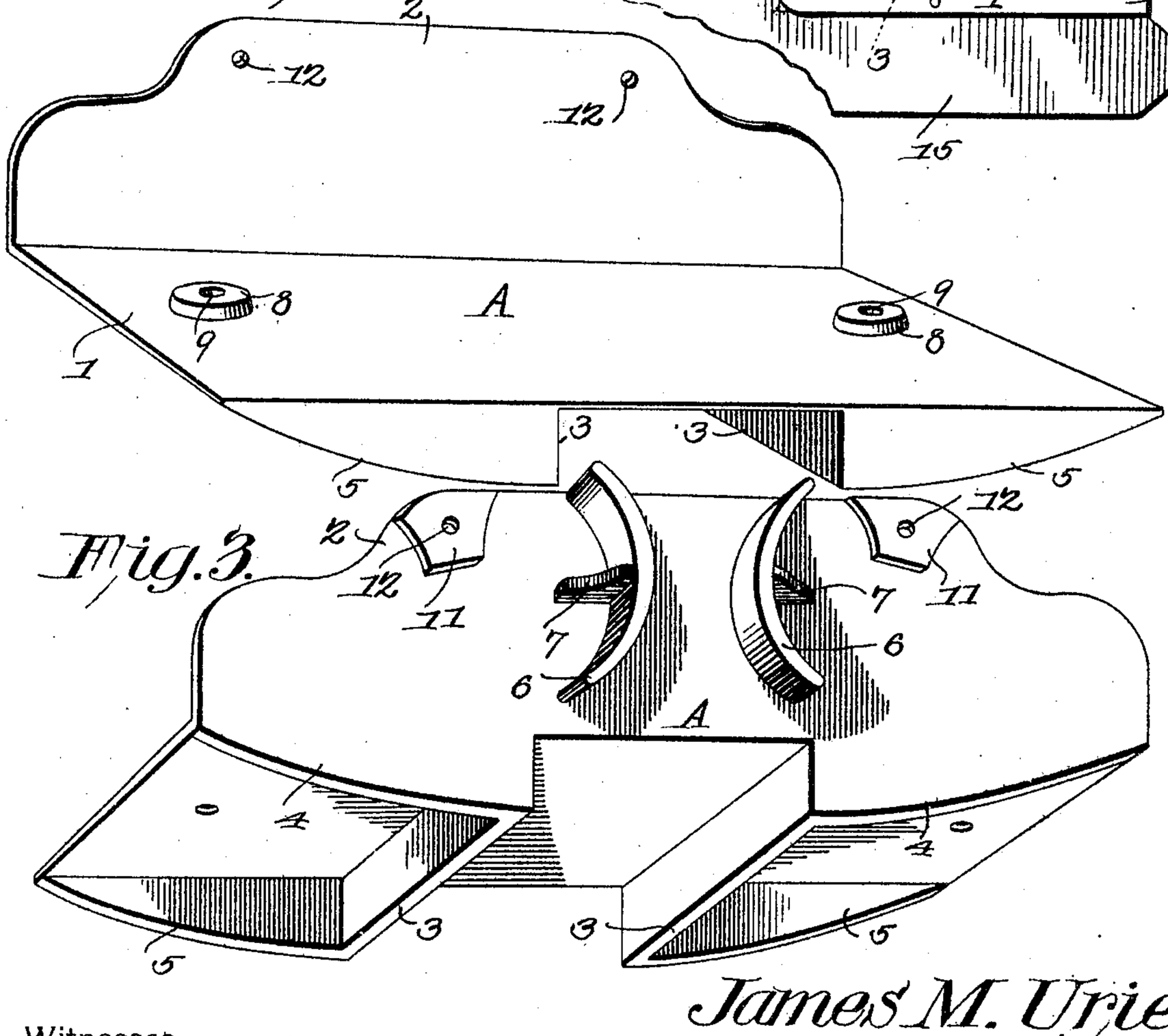

Fig. 3.

Witnesses
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UNITED STATES PATENT OFFICE.

JAMES M. URIE, OF BOULDER, COLORADO.

WAGON-BOX PROTECTOR.

No. 804,278. Specification of Letters Patent. Patented Nov. 14, 1905.

Application filed March 24, 1905. Serial No. 251,855.

To all whom it may concern:

Be it known that I, JAMES M. URIE, a citizen of the United States, residing at Boulder, in the county of Boulder and State of Colorado, have invented a new and useful Wagon-Box Protector, of which the following is a specification.

This invention relates to wagon-box protectors of that class which are specially designed to prevent injury to the wagon box or body by frictional contact with the bolsters and with the stakes or uprights at the ends of the bolsters, the objects of the invention being to simplify and improve the construction and operation of this class of devices.

With these and other ends in view, which will readily appear as the nature of the invention is better understood, the same consists in an angle-iron or casting of peculiar shape adapted to engage and protect the side and bottom of a wagon box or body, said casting or angle-iron being provided with stays adapted for engagement with the bolster and with a wagon-stake and with braces reinforcing said stays.

The invention further consists in certain improvements in the details of construction of said device, which will be hereinafter fully described, and particularly pointed out in the claim.

In the accompanying drawings has been illustrated a simple and preferred form of embodiment of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that the right is reserved to any changes, alterations, and modifications to which recourse may be had within the scope of the invention and without departing from the spirit or sacrificing the efficiency of the same.

In said drawings, Figure 1 is a vertical transverse sectional view of a portion of a wagon-body to which the invention has been applied. Fig. 2 is a perspective view, on a larger scale, of the device constituting the invention, showing the inner side of the same. Fig. 3 is a perspective view showing the outer side of the device constituting the invention.

Corresponding parts in the several figures are indicated throughout by similar characters of reference.

The device constituting the invention consists in an angle-iron or angle-plate A, having a horizontal body portion 1, provided at its outer edge with an upstanding flange 2. The bottom portion or plate 1 is provided with transverse depending bolster-engaging stays or flanges 3 3 and with reinforcing-braces 4 and 5, extending from the ends of said stays along the edges of the bottom plate 1, the braces 4 at the outer edge of the plate being continuous with the upstanding flange 2, as will be clearly seen in Fig. 3 of the drawings. Said upstanding flange is provided upon its outer side or face with oppositely-curved stake-engaging stays 6 6, the convex sides of which face each other and the concave sides of which are connected with the body of the flange 2 by means of webs or braces 7, whereby they are strongly reinforced.

The upper side of the bottom plate or bed-plate 1 is provided with bosses or lugs 8, adapted to be countersunk in the bottom of the wagon-box to which the device is applied and provided with perforations 9 for the passage of the securing-bolts 10. The flange 2 is also provided with bosses 11, having perforations 12 for the passage of bolts 13, serving to attach the device to the side of the wagon-box, as will be seen in Fig. 1.

In applying the device to a wagon-box the sides and bottom of said box may be recessed or countersunk, as indicated at 14 in Fig. 1, for the reception of the said device, which will thus be caused to lie flush with said side and bottom. This, however, is not necessary or essential, and the device may, within the scope of the invention, be applied exteriorly to the wagon-box. The bed-plate 1 and the flange 2 are also preferably reduced in thickness in the direction of their free edges, as indicated in the drawings, a saving of material being thus effected without practically reducing the wearing qualities and the strength of the device, the principal wear being upon the stays 3 3 and 6 6, which are made sufficiently heavy to resist any strain and wear to which they are liable to be subjected. In practice four of the improved devices will be applied to the wagon-body in proper positions to engage the bolsters and the stakes, (indicated in Fig. 1 of the drawings at 15 and 16, respectively,) and the material of the wagon-body will thus be relieved from direct contact with the irons 16′ and 17, with which the bolster and the stakes are usually shod. Even if the iron reinforcements upon the bolsters and stakes are omitted there is always a degree of frictional contact which speedily re-

sults injuriously to the wagon-body, which latter by the present invention is protected against wear at these points.

By making the bolster-engaging stays of the shape herein shown and described there will be no danger of binding when it is desired to lift the wagon-body off the running-gear.

Having thus described the invention, what is claimed is—

A device of the class described consisting of an angular casting the bed-plate of which is provided with depending bolster-engaging stays, and reinforcing-flanges for the same and the upstanding flange of which is provided with curved stake-engaging stays; said bed-plate and flange being reduced in the direction of their free edges and provided with perforated reinforcing lugs or bosses for the passage of attaching members.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JAMES M. URIE.

Witnesses:
T. B. COMPTON,
W. B. STODDARD.