

J. E. HOVENDICK.
WEAR PLATE.
APPLICATION FILED NOV. 10, 1908.

911,986.

Patented Feb. 9, 1909.

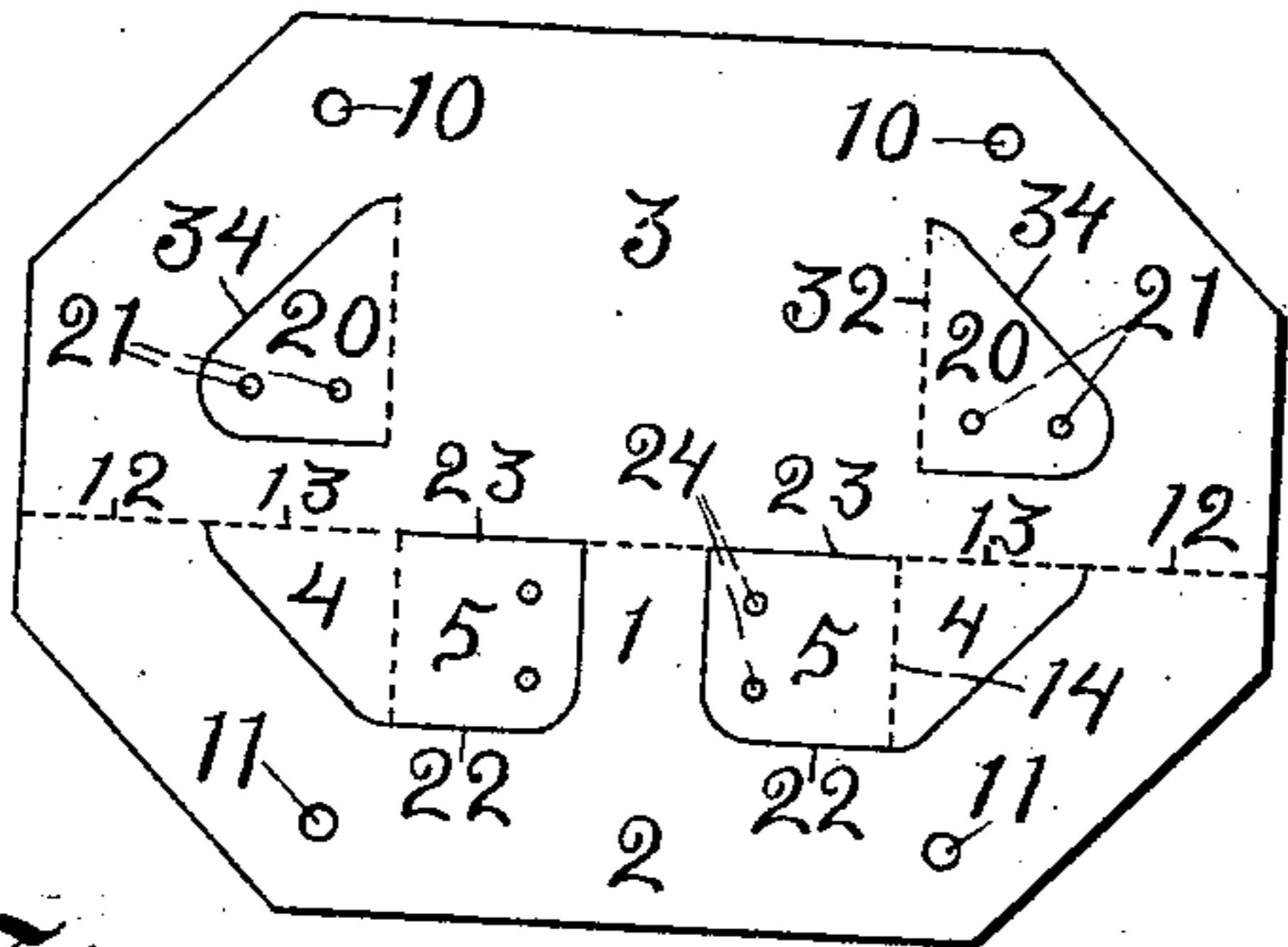


Fig. 4.

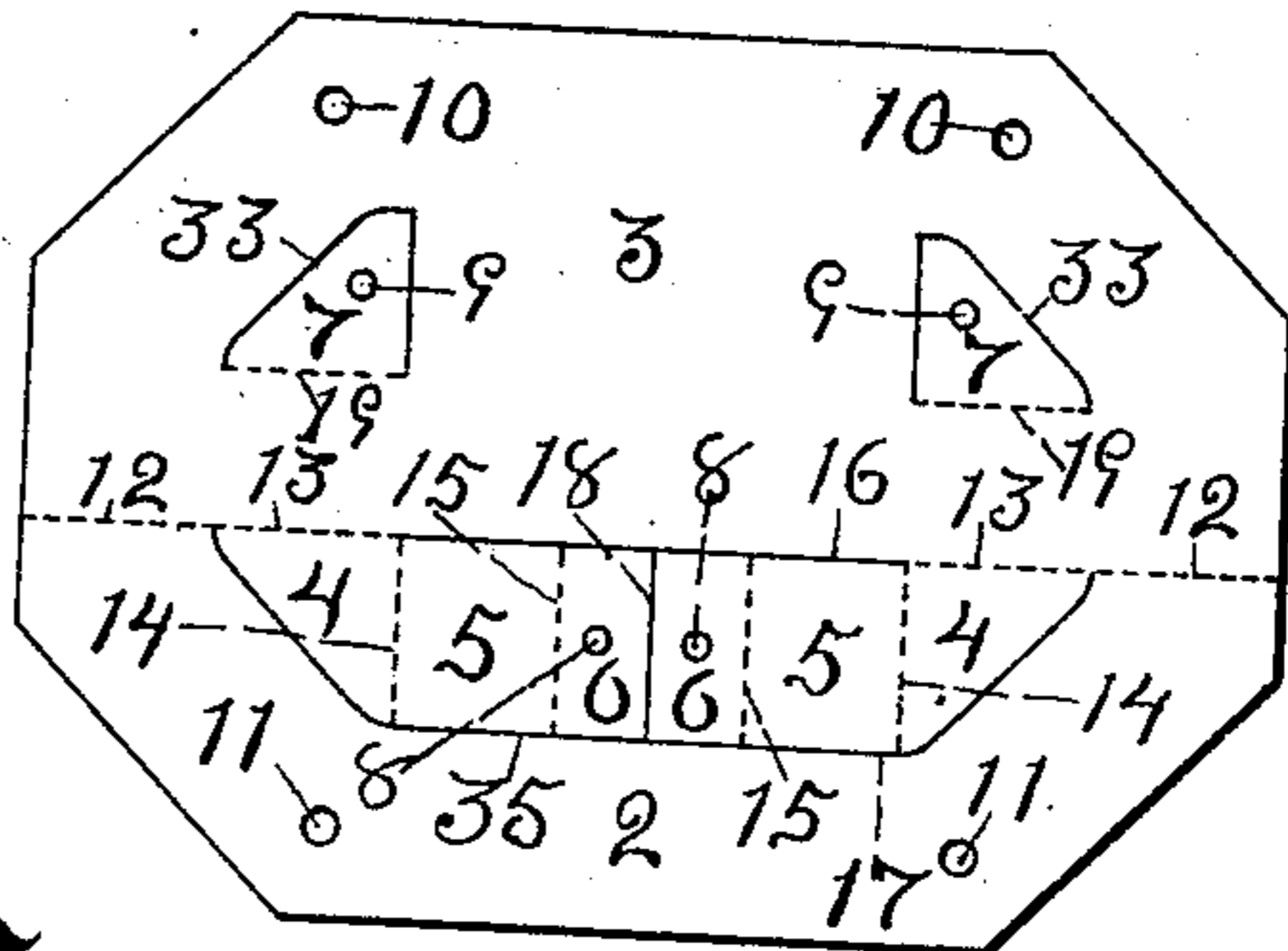


Fig. 1.

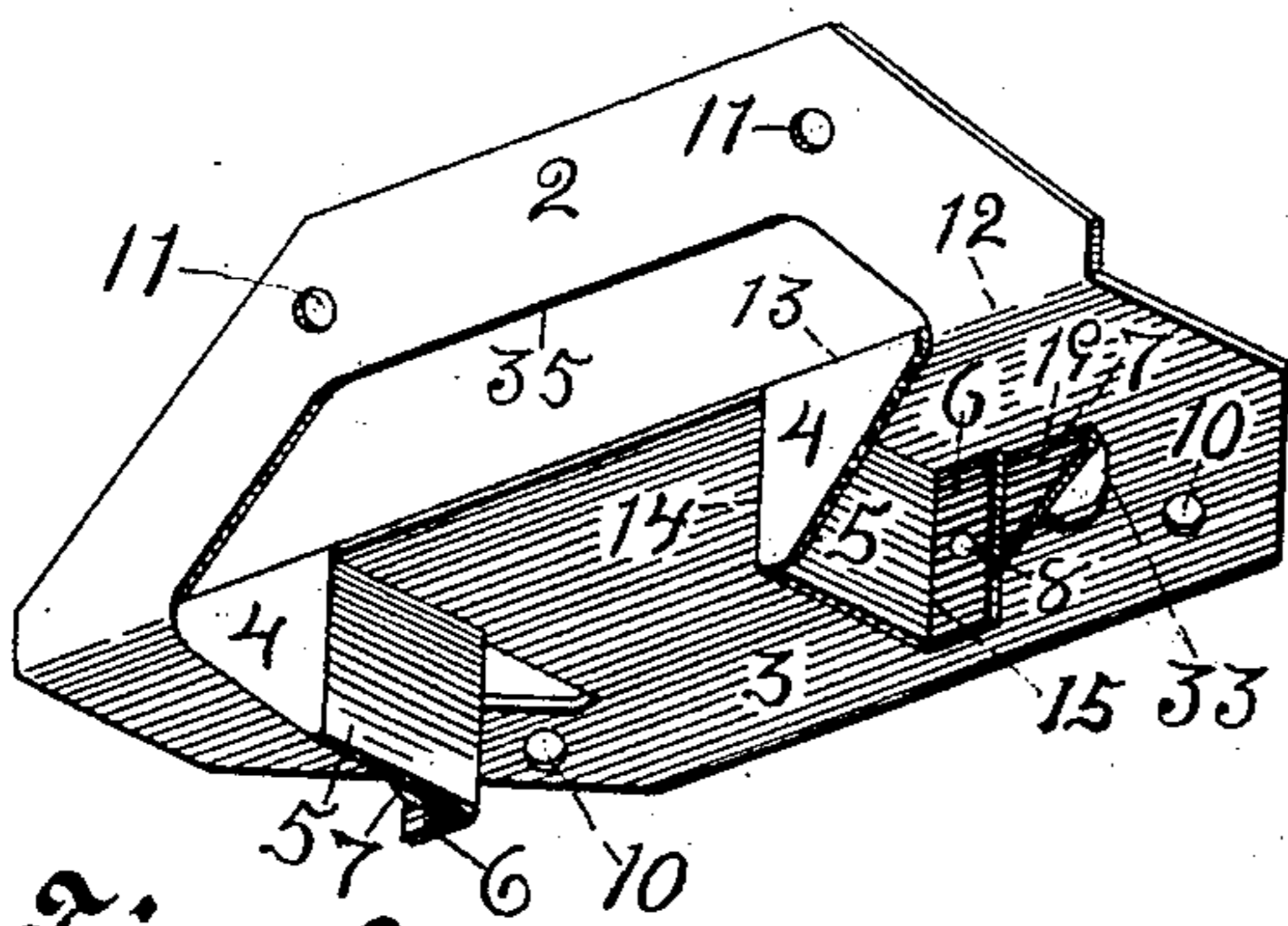


Fig. 2.

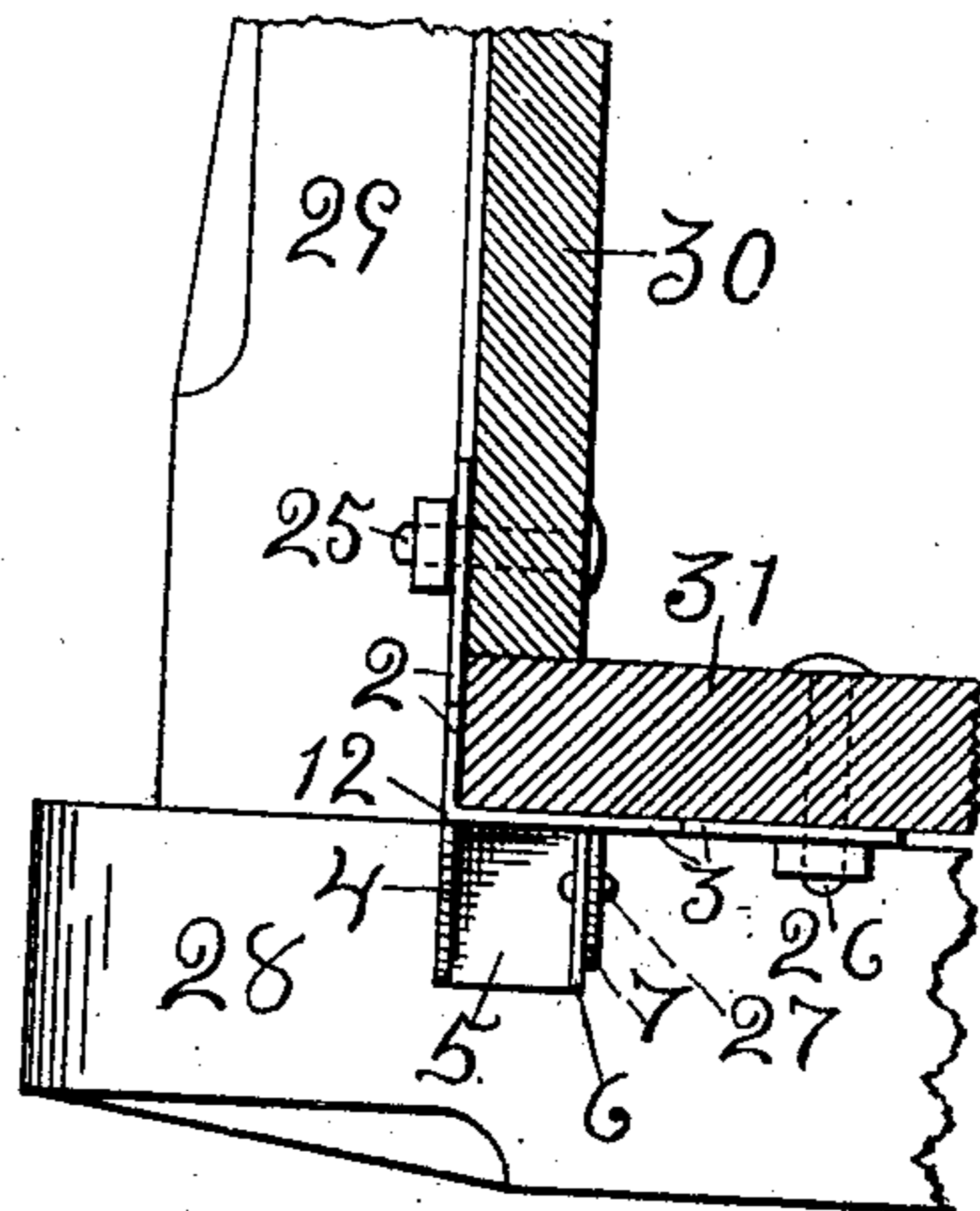


Fig. 3.

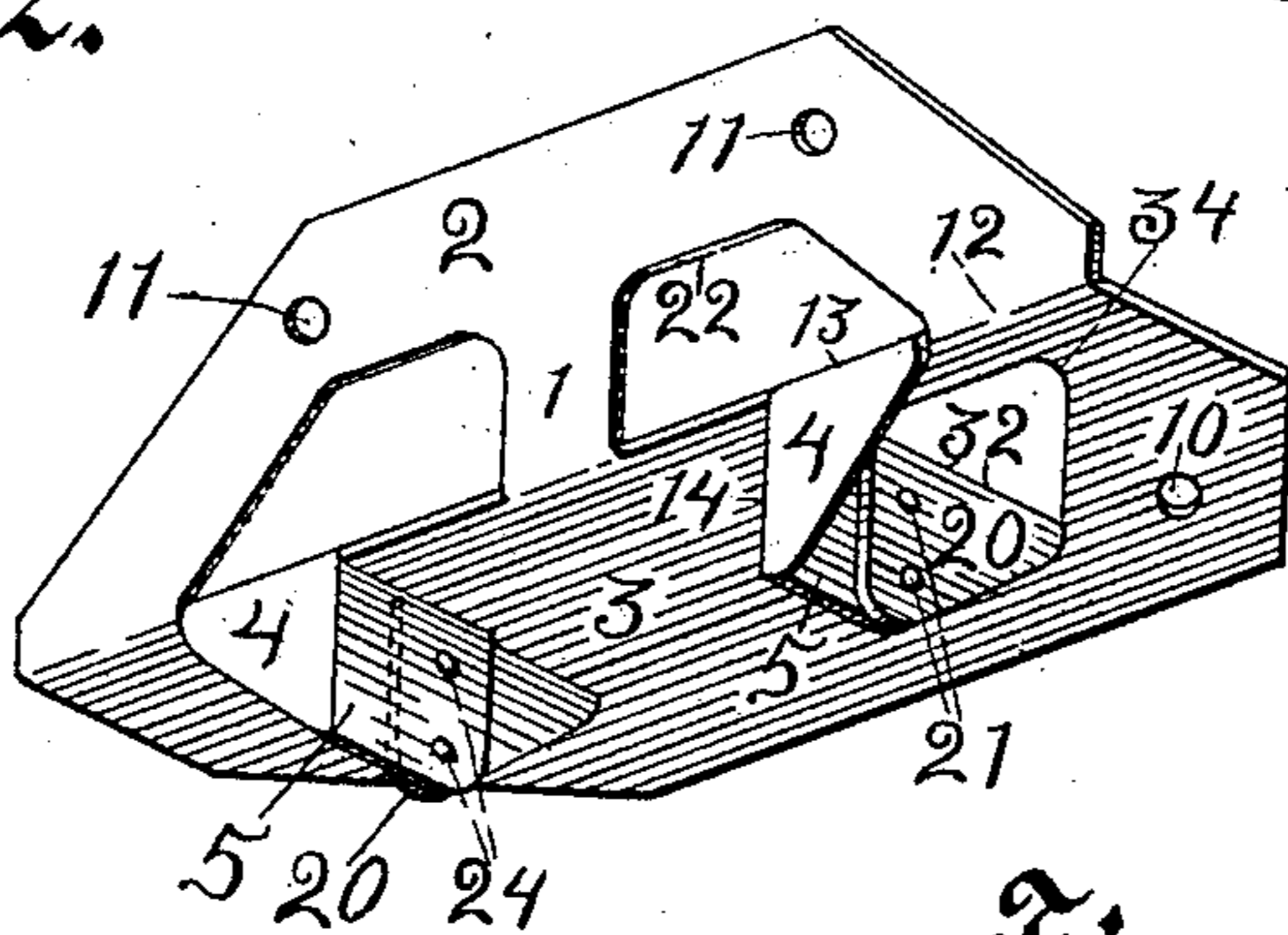


Fig. 5.

WITNESSES:

Marion C. Willson
R.B. Carter.

John Edmund Hovendick, INVENTOR,

By Lou. Vaughan,
his ATTORNEY.

UNITED STATES PATENT OFFICE.

JOHN E. HOVENDICK, OF BLAIR, NEBRASKA.

WEAR-PLATE.

No. 911,986.

Specification of Letters Patent.

Patented Feb. 9, 1909.

Application filed November 10, 1908. Serial No. 461,946.

To all whom it may concern:

Be it known that I, JOHN E. HOVENDICK, a citizen of the United States, residing at Blair, in the county of Washington and State of Nebraska, have invented certain new and useful Improvements in Wear-Plates and Lugs, of which the following is a specification.

My invention relates to wear-plates and lugs to protect the bottom and outer surfaces of a wagon-box at the place of contact with the bolster and standard and to prevent the box from sliding backward and forward on said bolster; and the objects of my improvement are to cut and bend such a device from a single piece of sheet-metal, and thereby produce a very cheap, efficient and durable article. I attain these objects by the construction illustrated in the accompanying drawing, in which the preferred form of structure is shown in the first three figures of which,—

Figure 1 is a view of the flat side of the sheet metal blank on which the continuous lines show where the sheet is cut through and the broken lines indicate the places where the metal is to be bent; Fig. 2 is a perspective view of the completed article; and Fig. 3 is an end view of the device applied, attached to a wagon-box resting on a bolster and against the standard; and Figs. 4 and 5 are a flat view of the blank and perspective view of the completed device respectively of a modified construction.

Similar numerals refer to like parts throughout all the views.

An oblong square with the corners cut away equally, describes the confines of the blank as shown in Fig. 1. The device is symmetrical, in that the opposite ends from a central cross-line are alike, but reversed, so that the completed lugs face the bolster on opposite sides front and back. A portion parallel to and including one long edge is allotted to form the horizontal base 3 to be fastened by bolts 26 through the holes 10 to the underside of the box-bed 31 and rest upon the bolster 28 adjacent to the standard 29. A portion 2 including the opposite long edge is severed from the lug-parts 4, 5 and 6 by cutting through the sheet along the continuous line 35 from the meeting of the dotted bending-lines 12 and 13 to a like position at the opposite end, preferably about parallel with the edge; the plate is then bent at

12 bringing the part 2 up vertical at right angles to the base 3 where it is adapted to be bolted to the side-board 30 by the bolts 25 through the holes 11 and in this position takes the wear of the inside of the standard 29. A longitudinal through-cut along the line 16 severs the lug-parts 5 and 6 from the base 3, and a central cross cut along the line 18 severs the part 6 from a like part 6 for the opposite lug; then the plate is bent at the line 13 bringing the brace-portion 4 with integrally connected parts 5 and 6, down vertical to a right angle to the base 3; then a bend at the line 14 to bring the face-part 5 of the lug at a right angle to the brace portion 4 and across beneath the base 3; by bending at the line 15 the part 6 is disposed at a right angle to the face part 5 and stands away from the bolster-space toward the end of the base.

A triangular portion 7 of the base 3, preferably outside of the part that rests on the bolster, is severed from the base on two sides along the line 33 and struck downward, bending at the broken line 19, to a vertical and against the outside of the part 6 where its perforation 9 registers with a like perforation 8 in the part 6 to receive the rivet 27 to fasten them together; this forms a permanent brace for that side of the lug opposite to the brace 4.

In the modification illustrated by Figs. 4 and 5 the portion 6 is omitted or cut away from the lug-face 5 leaving it as a central portion 1 connecting the base-plate 3 and the vertical side-plate 2 between the standard and the side of the wagon-box. The triangular portion 20 is severed from the base-plate along the line 34 and bent downward at the line 32 against the back of the face-plate 5, where its holes 21 register with like holes 24 in the face-plate to receive rivets. It is obvious that this and other slight modifications like for instance:—to place the brace 7 on the opposite or inner side of the part 6 where its vertical edge would abut the back of the face-plate 5, may be resorted to without departing from the claimed features of my invention.

I claim:

1. A wear-plate and lug for wagon-boxes, consisting of a body-plate, an integral portion partly severed from said body-plate and bent to stand at an angle to the face of said plate and the severed part laterally bent

across said face, and an integral part of said body-plate bent against said laterally bent part and fastened thereto.

2. A wear-plate and lug for wagon-boxes,
5 consisting of a horizontal base-plate, an integral portion bent up vertical to form a side-plate, an integral portion bent down vertical and bent laterally beneath said base-plate to form a lug thereon, and an integral

portion of said base-plate bent down against 10 said laterally-bent portion and fastened thereto.

In testimony whereof I have affixed my signature in presence of two witnesses.

JOHN E. HOVENDICK.

Witnesses:

CLINTON J. NOYES,
F. S. BAKER.