J. P. COLBURN.

VEHICLE BODY ATTACHMENT.

APPLICATION FILED OCT. 6, 1908.

925,299. Patented June 15, 1909.

Fig. 1

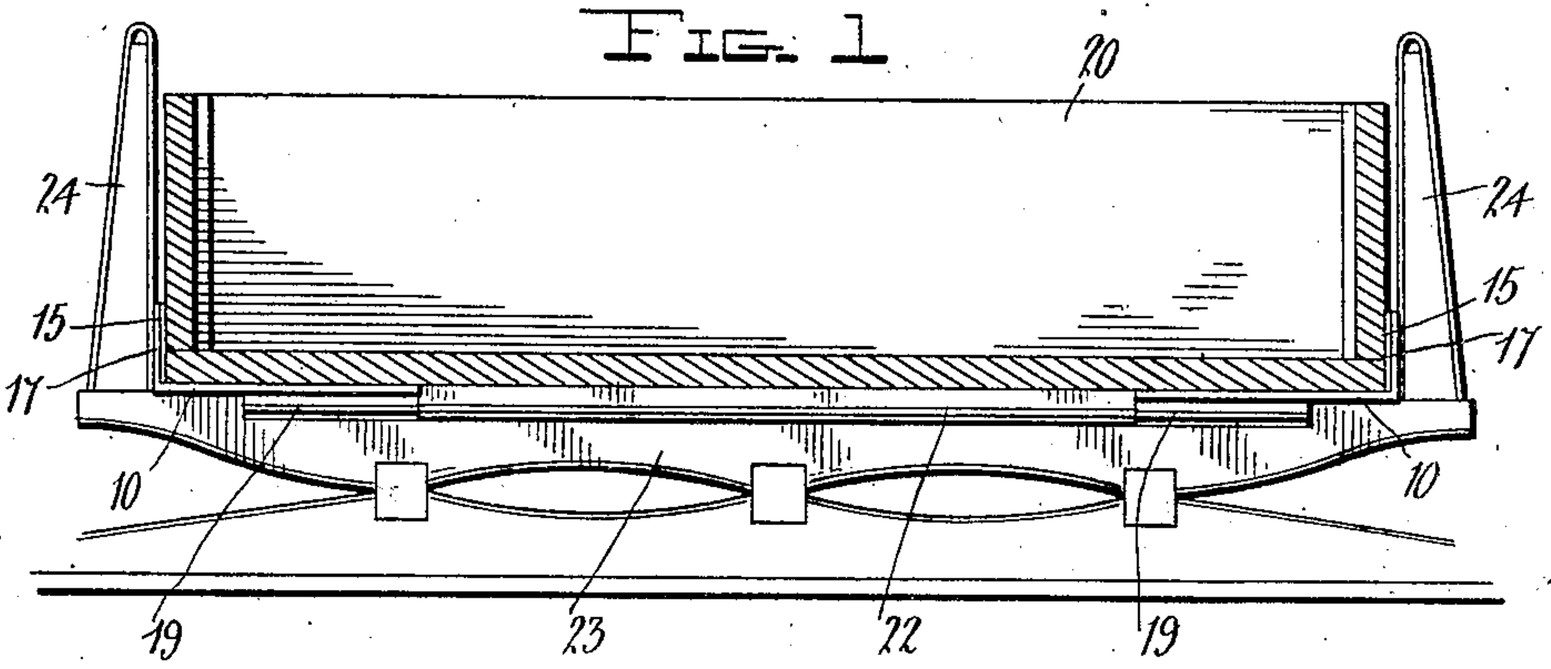


Fig. 2

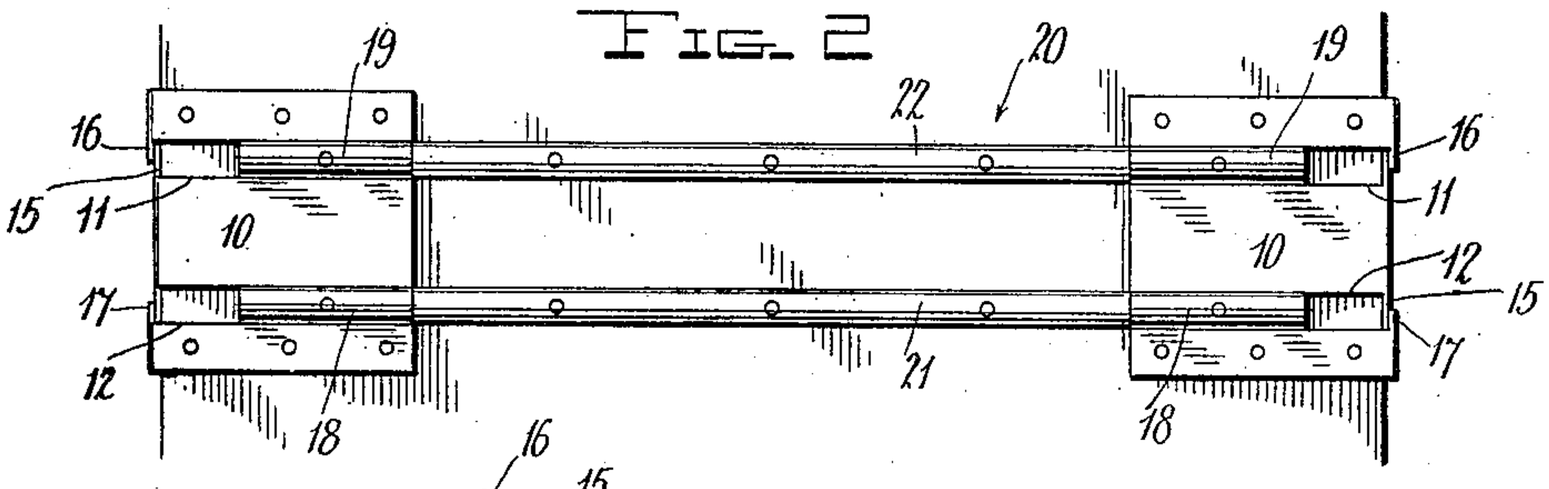


Fig. 3

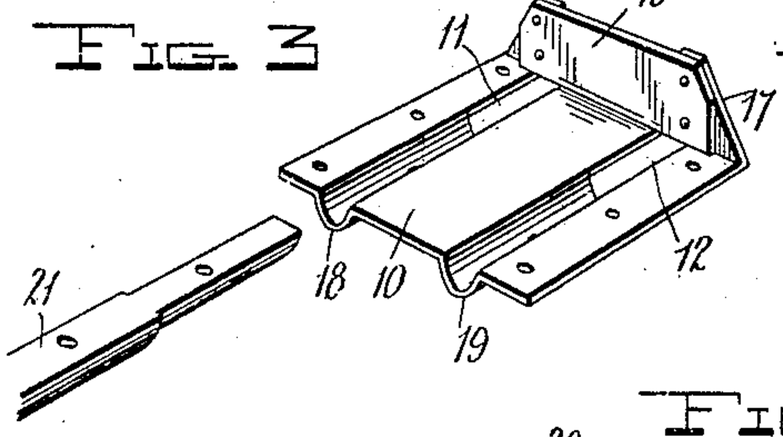


Fig. 4

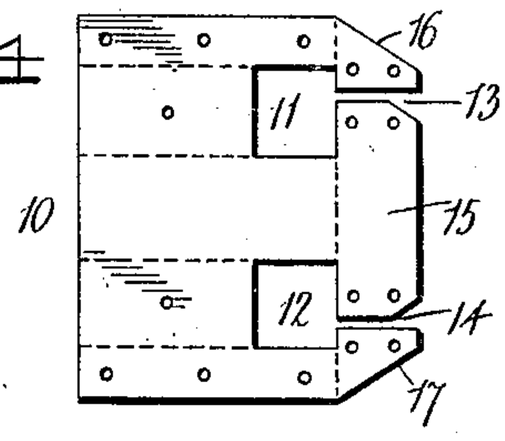
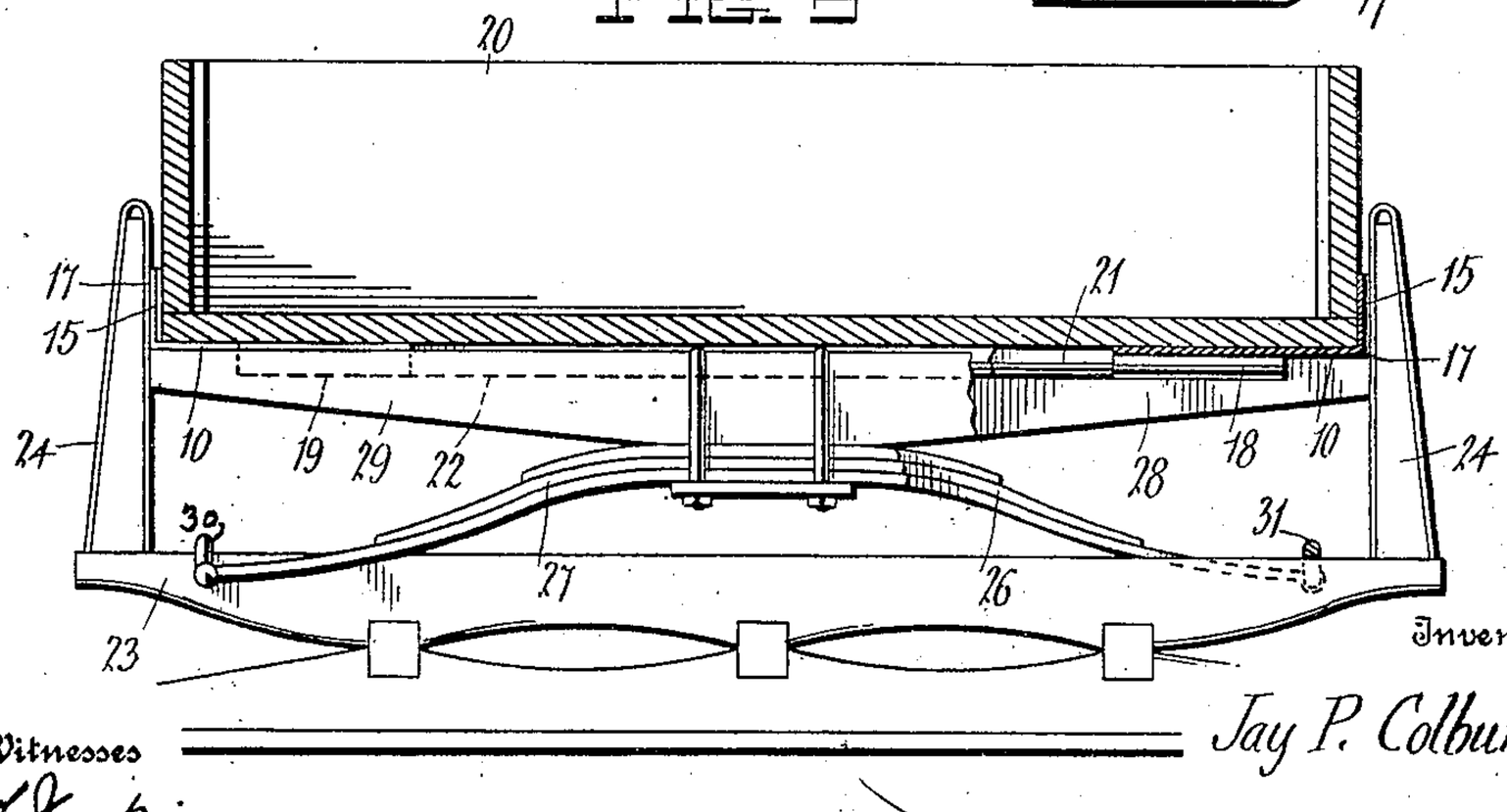


Fig. 5



Witnesses

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VEHICLE-BODY ATTACHMENT.

No. 925,299. Specification of Letters Patent. Patented June 15, 1909.

Application filed October 6, 1908. Serial No. 456,401.

To all whom it may concern:

Be it known that I, JAY P. COLBURN, a citizen of the United States, residing at Kilbourn, in the county of Columbia, State of Wisconsin, have invented certain new and useful Improvements in Vehicle-Body Attachments; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to attachments to wagon bodies for supporting the same upon the bolsters, and likewise serving to protect the body from abrasion from the stakes on the bolsters, and has for one of its objects to improve the construction of devices of this character and increase their utility and efficiency.

Another object of the invention is to provide a device of this character which may be readily applied to wagon bodies of various sizes and adapted to bolsters of various sizes without material structural changes in the parts.

With these and other objects in view the invention consists in two plates each having spaced sockets in its body portion, and an upwardly directed flange at the other end, the sockets supporting spaced guard-bars, the plates adapted to be attached to the under surface of the wagon body at the point where it bears upon the bolster with the guard bars and the sockets bearing upon opposite sides of the bolster.

The invention further consists in two plates each having spaced sockets in the body portion and an upwardly directed flange at the outer end, guard-bars spaced apart and supported at their ends in the sockets. the plates adapted to be secured to the lower surface of a wagon body and the flanges bearing against the sides of the same, and spring having head members attached thereto with the head members bearing beneath the plates and against the outer faces of the guard-bars, the springs being supported at their ends upon the bolsters.

The invention further consists in certain novel features of construction as hereafter shown and described and specifically pointed out in the claims, and in the drawings illustrative of the preferred embodiment of the invention.

Figure 1 is a transverse section of a wagon body and a rear elevation of the rear axle and its bolster with the improvement applied in its simpler form, but without the intervention of the supporting springs. Fig. 2 is a bottom plan view of a portion of a wagon body with the improvement applied. Fig. 3 is a perspective view of one of the improved protecting devices detached. Fig. 4 is a view of the plate in blank form, or before it is bent up into operative shape. Fig. 5 is a view similar to Fig. 1 illustrating the arrangement of the device when springs are employed in connection with the attachment.

The running gear portions of vehicles including the bolsters and stakes are of hard wood, and generally provided with protecting metal plates, while the body portions of vehicles are generally of soft wood, usually pine, consequently the soft wood of the box becomes worn and abraded by contacting with the metal portions of the stakes and bolsters, and to prevent this unnecessary wear and abrasion, and at the same time increase the utility and efficiency of vehicles, is the principal object of the present invention which consists in providing two sheet or plate metal members having spaced longitudinal sockets and with upwardly directed flanges at the outer ends, the sockets adapted to receive guide bars at the ends, the plates fastened beneath the wagon body with the flanges bearing against the outer sides and bars extending transversely beneath the body. When in use the bars and the sockets of the plates are arranged upon opposite sides of the bolsters or between the head portions of supporting springs, the springs bearing upon the bolsters. By this arrangement the body is relieved from wear and abrasion as all of the wear and abrasion comes upon the metal plates.

The plates are precisely alike, and a description of one will suffice for both. Each plate is first constructed in the form shown in Fig. 4 and represented as a whole at 10 with spaced apertures 11—12 and clefts 13—14 respectively between the apertures and one side of the plate, whereby a relatively large central tongue 15 and relatively small side tongues 16—17 are released. Two semi-circular channels or sockets 18—19 are then formed by pressing the portions of the plate between the apertures 11—12 and the edge of the plate laterally and bending the central tongue 15 at right angles to the body of the plate and likewise bending the tongues

16—17 at right angles to the body of the plate and also overlapping the central tongue 15, and securing them in their overlapping position by rivets or other suitable fastening means. One of the plates thus formed is then secured beneath the vehicle body 20 at each side with the overlapping tongues 15—16—17 bearing against the outer sides of the body and forming protecting means thereto.

Fitting by their ends in the sockets 18—19 are spaced guard-bars 21—22, the guard bars bearing by their upper faces beneath the body 20. The spaced sockets 18—19 are designed to bear upon the opposite sides of the bolster represented at 23 with the lower surface of the plate between the sockets and engaging the bolster while the upwardly directed tongue portions 15 bear against the inner surfaces of the stakes 24, the guard-bars 21—22 extending alongside of the upper edge of the bolster, as shown. By this means all the friction and wear, it will be obvious, is borne by the plates 10 and their flanges 15, and the relatively soft wood of the body protected from abrasion and wear.

If it is desired to employ the bolster springs between the body and the running gear, the springs represented at 26—27 together with their head members 28—29 are disposed upon the bolster 23 with the coupling elements 30—31 bearing upon the bolster in the ordinary manner, and the body disposed upon the head members 28—29 with the plates 10 at the outer sides of the sockets 18—19 engaging the head members, as shown. By this means the friction is borne by the head members and the bearing plates 10, and the body relieved from such friction and all abrasion prevented.

The improved device is simple in construction, can be inexpensively manufactured and applied to vehicle bodies of various sizes by simply changing the lengths of the bars 21—22, but without otherwise changing the construction of the device.

The plates may be of any required size, and of any required material, but will preferably be pressed up from sheet steel.

What is claimed, is:—

1. A device of the class described comprising two plates each having spaced sockets in its body portion and an upwardly directed flange at the outer end, and guard bars spaced apart and supported at the ends in the sockets, said plates adapted to be secured to the lower surface of a wagon body with the flanges bearing against the sides of the same.

2. A device of the class described comprising two plates each having spaced sockets in its body portion, and an upwardly directed flange at the outer end, guard bars spaced apart and supported at the ends in the sockets, said plates adapted to be secured to the lower surface of a wagon body with the flanges bearing against the sides of the same, and springs having head members bearing beneath said plates.

3. As a new article of manufacture, an attachment for vehicle bodies comprising a metal plate having apertures spaced apart and with clefts between the apertures and one end of the plate and the semi-circular sockets pressed into the body of the plate between the opposite end thereof and the apertures, the central portion of the plate between the clefts bent at right angles to the body thereof, and the portions of the plate externally of the clefts likewise bent at right angles to the body of the plate and overlapping the central bent portion.

4. An attachment for vehicle bodies comprising two metal plates each having apertures spaced apart and with clefts between the apertures and one end of the plate and with semi-circular sockets pressed into the body of the plate between the opposite end thereof and the apertures, the central portion of the plate between the clefts bent at right angles to the body thereof, and the portions of the plate externally of the clefts likewise bent at right angles to the body of the plate and overlapping the central bent portion, and guard bars spaced apart and seated at their ends in said sockets and extending between the plates.

In testimony whereof, I affix my signature, in presence of two witnesses.

JAY P. COLBURN.

Witnesses:

M. T. ALVERSON,

WM. J. RAUP.