

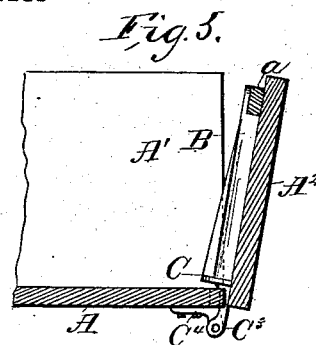
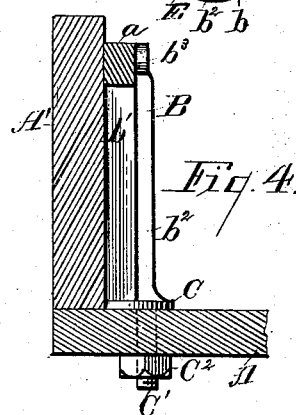
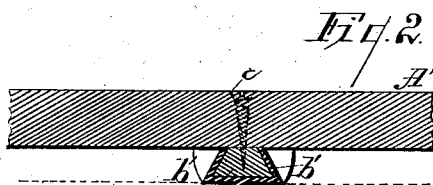
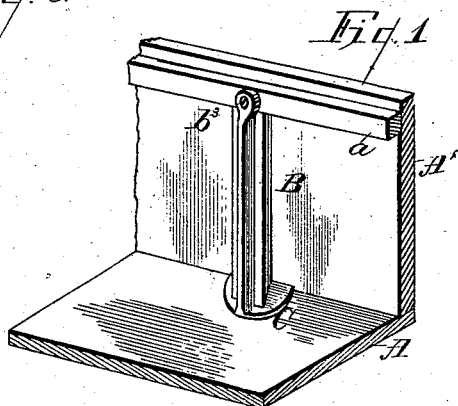
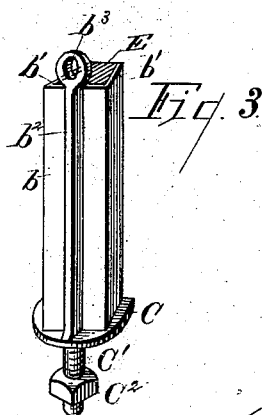
(No Model.)

C. COMSTOCK.

WAGON BODY.

No. 260,282.

Patented June 27, 1882.



Witnesses:

E. L. Asmus  
Carl Pickhardt.

Inventor:

Charles Comstock  
By  
J. H. Underwood  
Attorney.

# UNITED STATES PATENT OFFICE.

CHARLES COMSTOCK, OF RACINE, WISCONSIN.

## WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 260,282, dated June 27, 1882.

Application filed April 25, 1882. (No model.)

*To all whom it may concern :*

Be it known that I, CHARLES COMSTOCK, of Racine, in the county of Racine, and in the State of Wisconsin, have invented certain new and useful Improvements in Wagon-Bodies; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention relates to strengthening posts or standards applied to the inner sides and end-gates of wagon-bodies, all as will be more fully set forth hereinafter.

In the drawings, Figure 1 represents in perspective one of my improved posts in position against the side of a wagon-box. Fig. 2 is a horizontal longitudinal section of the same. Fig. 3 is a perspective view of the post alone. Fig. 4 is a side view of the post in position, and Fig. 5 is a view of a modified form of post adapted for use in connection with the end-gate or tail-board of a wagon-body.

A represents the bottom of a wagon-box, and A' the sides, while *a* designates a rail or cleat running all along the inner edge of the box, near the top.

B is my improved post, composed of metal, hollow, and having three sides, *b b' b'*, and preferably a rib, *b<sup>2</sup>*. The side *b* to the center of which the vertical rib *b<sup>2</sup>* is cast is otherwise flat and parallel with the sides of the wagon-body, while the sides *b' b'* converge from the outer edges of the side *b*, the three sides presenting in cross-section the appearance of the frustum of a cone, as clearly seen in Fig. 2.

C represents a base-plate or flange cast with the post to afford a proper bearing on the bottom of the wagon, and a bolt, C', screw-threaded at its base, projects downward from this base-plate, and, passing through a hole in the bottom of the wagon-box, receives a nut, C<sup>2</sup>, by turning which the post is tightened to place. The rib *b<sup>2</sup>* extends above the side *b* of the post and terminates in a ring or perforated plate, *b<sup>3</sup>*. When the posts B are arranged in place along the sides of a wagon-body the inner rail, *a*, already named, just rests on or fits over the top of the said post, and a screw or bolt passed through the ring or plate *b<sup>3</sup>* into the rail securely holds the two together. To insure a closer union of parts, I fill the described hollow post B with a wooden block, E, and then from the outside of the wagon-

body, I insert screws *e* through the sides of the wagon-body and into these wooden blocks E, thus rendering the posts firm and solid and greatly strengthening the wagon-box.

In Fig. 5 I have shown a slight modification of the post adapted for use in connection with the end-gate or tail-board of the wagon-body. Here the post is secured to the end-gate A<sup>2</sup>, and its rail *a* precisely as elsewhere about the wagon; but instead of having a bolt, C', projecting downward from the base-plate or flange C, a hinge-arm, C<sup>3</sup>, extends downward at a slight curve under the bottom of the wagon-box, and unites with a plate, C<sup>4</sup>, forming a hinge-joint, of which, of course, there should be one near each end of the end-gate.

While I usually prefer to cast my post B with the described rib *b<sup>2</sup>*, I may dispense with this rib, and either extend the side *b* up into an ear or perforated plate, or else pass a bolt down through the rail *a* into the described wooden block E, without departing from the spirit of my invention.

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

1. In combination with the box or body of a wagon, having interior upper rail, *a*, the hollow metal triangular strengthening posts or standards B, the wooden blocks E, and suitable securing devices, as set forth.

2. In combination with the box and interior upper rail of a wagon, the triangular metal post B, having ring or perforated plate *b<sup>3</sup>*, bolt C', and nut C<sup>2</sup>, as set forth.

3. In combination with the end-gate of a wagon and its interior upper rail, the hollow metal triangular post B, with plate C, depending hinge-arm, and wooden block E, as set forth.

4. As a new article of manufacture, the described hollow metal triangular post B, having wooden filling E, and depending bolt or arm, as described, for securing said post to a wagon-body.

In testimony that I claim the foregoing I have hereunto set my hand this 23d day of November, 1881.

CHAS. COMSTOCK.

Witnesses:

S. S. STOUT,

HAROLD G. UNDERWOOD.