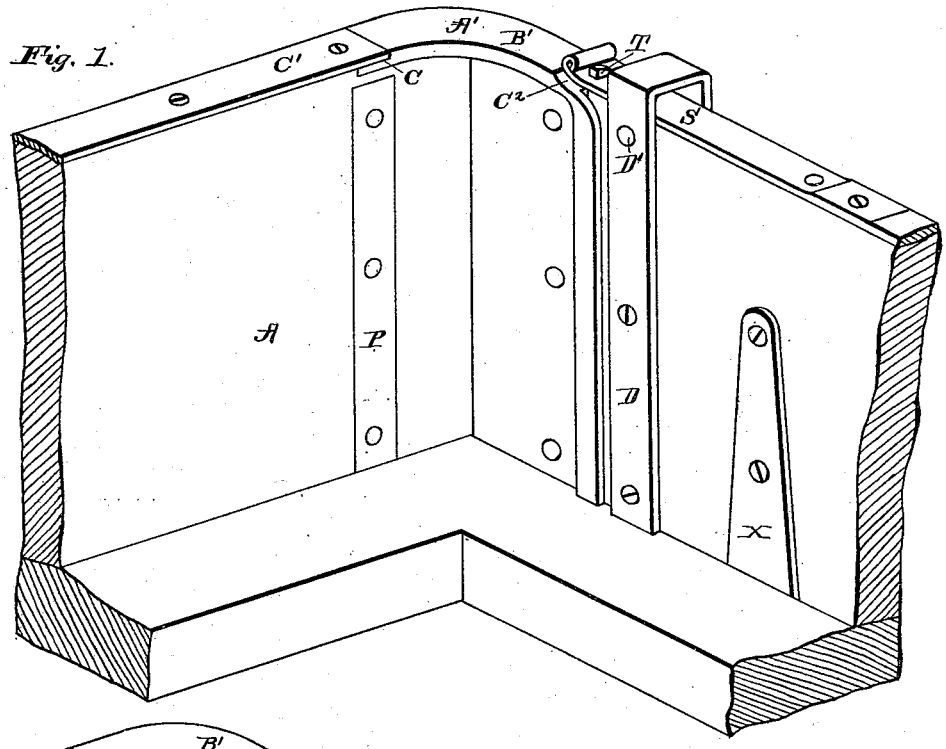
(No Model.)

E. S. DAVIS.

WAGON BODY.

No. 345,577. Patented July 13, 1886.

Fig. 1.



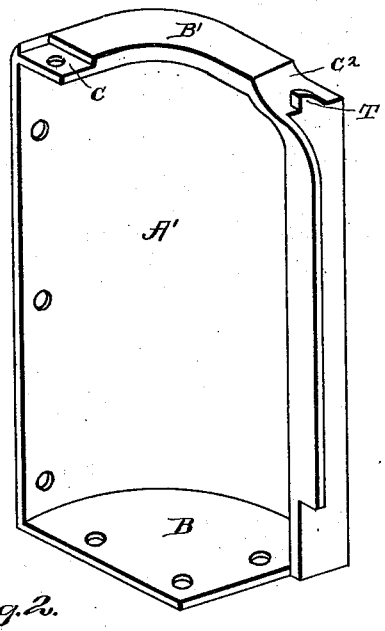


Fig. 2.

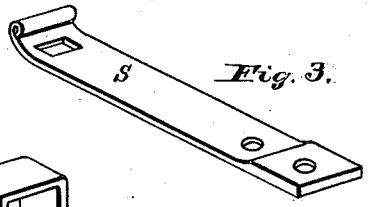


Fig. 3.

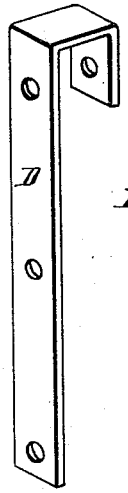


Fig. 4.

WITNESSES

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EDWIN S. DAVIS, OF WINONA, MINNESOTA.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 345,577, dated July 13, 1886.

Application filed June 3, 1886. Serial No. 204,050. (No model.)

To all whom it may concern:

Be it known that I, EDWIN S. DAVIS, a citizen of the United States, residing at Winona, in the county of Winona and State of Minnesota, have invented certain new and useful Improvements in Wagon-Bodies; and I do 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of my invention, and is a perspective view of the same. Fig. 2 is a detail view of the corner-iron. Fig. 3 is a detail view of the spring. Fig. 4 is a detail view of the metal loop.

My invention relates to wagon-bodies; and it consists in the construction and novel combination of parts, as hereinafter described, and pointed out in the claims.

Referring by letter to the accompanying drawings, A designates the wagon-body, which is a round-corner wagon-body, either plain panel or rail body, as may be desired.

A′ is a metal corner, which consists of a plate forming the outside of the body-corner, having an integral flange, B, running under the body-sills at the corner, and preferably let up into the sills its thickness, (although this feature is optional with the maker,) and is fastened thereto with screws, rivets, or bolts.

B′ is a flange at top of the corner-iron, with a depression, C, at one end to receive the end of the top plate, C′, and a concave depression, C^2, at the other end to receive the end-gate spring S, which is secured upon the upper edge of the end-gate and projects over the end thereof, the projecting end being slotted to engage the shouldered keeper T, projecting upwardly from the concave depression C^2 of the corner-iron A′. The corner-iron A′ is provided with an integral flange, *d*, along its inner edge, against which the end of the end-gate abuts when the end-gate is closed.

D designates a metal loop, that is secured to the inner face of the end-gate, inclosing the end of the spring S, and passing down the outside of the end-gate far enough to receive the rivet D′. This loop extends far enough above the top of the end-gate to allow the spring to be raised off the keeper or catch T.

The mechanism at the other end of the end-gate is similar to that just described, except the parts are reversed to suit the side of the wagon-body. Metal plates P are let into the inner face of the sides of the wagon-body, opposite the rivet-holes in the corner-irons to receive the bolts that secure the corner-irons in place, the bolts or rivets being upset on their points after having been introduced. The front corner-irons are constructed like those at the rear, except that they are not flanged along the edge, because the end or head board is not hinged in place as the tail-board is, hinges X being secured to the bottom of the sill and to the inner face of the tail-gate, so that it may be turned down to open it and turned up to close it.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination, with a wagon-body provided with the rear corner-irons having the vertical flanges, the base flanges extending under the body-corner, and the top flange resting on the upper edge of the body, of the metal plates let into the inner face of the body, and the rivets connecting the corner-irons and metal plates to the wagon-body, substantially as specified.

2. The combination, with the wagon-body provided with the flanged corner-irons having concave depressions and keepers at their flanged upper edges, of the hinged end-gate provided on its upper edge with the slotted end-gate springs, substantially as specified.

3. The combination, with the end-gate provided with the end-gate springs on its upper edge, of the metal loops secured to the inner face of the end-gate, extending over the end-gate springs, and connected to the outer face and near the upper edge of the end-gate by rivets, substantially as specified.

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

EDWIN S. DAVIS.

Witnesses:
THOMAS SIMPSON,
JAMES MUIR.