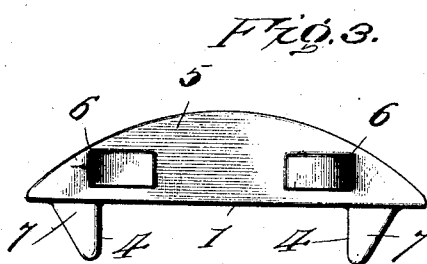
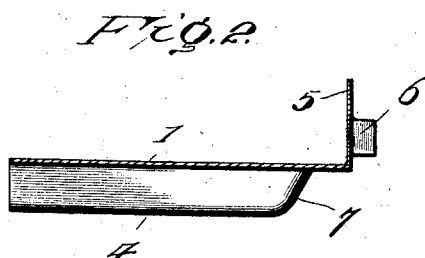
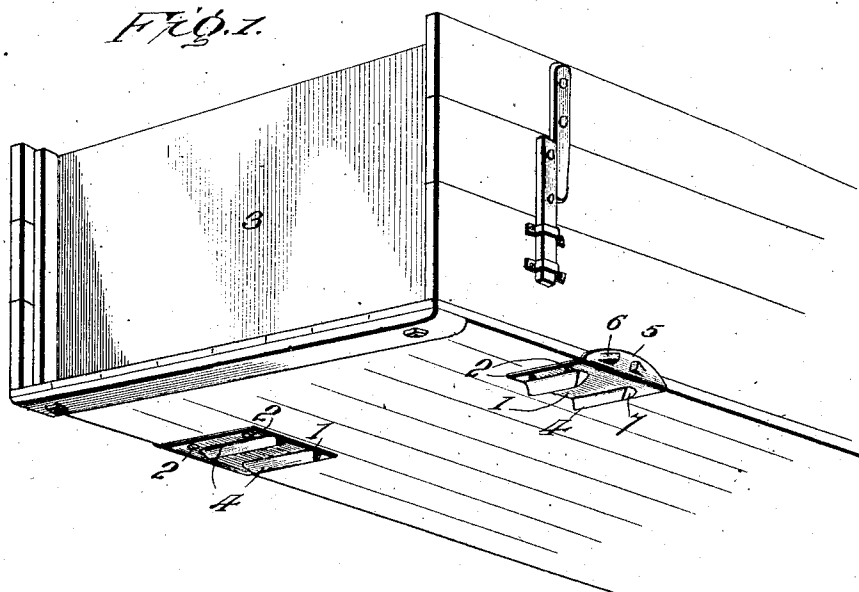


No. 826,592.

PATENTED JULY 24, 1906.

J. F. MONTGOMERY.  
ATTACHMENT FOR WAGON BODIES.  
APPLICATION FILED SEPT. 18, 1905.



Witnesses

*W. N. Woodson*

Inventor  
*J. Fred Montgomery,*

By *H. A. B. Lacey,* Attorneys

# UNITED STATES PATENT OFFICE.

JAMES F. MONTGOMERY, OF ARGENTA, ILLINOIS.

## ATTACHMENT FOR WAGON-BODIES.

No. 826,592.

Specification of Letters Patent.

Patented July 24, 1906.

Application filed September 18, 1905. Serial No. 278,992.

*To all whom it may concern.*

Be it known that I, JAMES F. MONTGOMERY, a citizen of the United States, residing at Argenta, in the county of Macon and State of Illinois, have invented certain new and useful Improvements in Attachments for Wagon-Bodies, of which the following is a specification.

This invention relates to that class of attaching devices adapted to be secured to the bottom portion of a wagon-body, so as to position the same with reference to the bolster upon which it rests and also including a member which will be received between the wagon-body and the vertical standard usually provided at each end of the bolster, the last-mentioned member receiving the wear between the parts.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a perspective view showing the attachment comprising the invention applied. Fig. 2 is a longitudinal section. Fig. 3 is an end elevation.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The attachment constituting the invention consists of a plate 1, provided near its ends with openings through which fastenings 2 may pass to secure said plate to the bottom of a wagon-body, (denoted 3.) The attachment is preferably made of pressed steel, and the plate 1 is therefore formed with transverse spaced ribs 4, which are pressed so as to project from the under side of the plate, said ribs being adapted to receive the bolster between them and to thereby prevent longitudinal movement of the wagon-body after it has once been placed upon the bolsters. The above is advantageous in that the use of slats on the bottom of the wagon-body is avoided, the wear on the king-bolt is reduced, and the wagon-body is of course held rigidly from movement. Further, the front bolster is held in place, and this prevents the bolster from chafing the paint from the wagon, obviating the necessity of the use of chafing-irons, such as are commonly employed. At

one end of these longitudinal edges the plate 1 is provided with a flange 5, extending its entire length and projecting upwardly at about a right angle thereto. The flange 5 is adapted to bear against the side of the wagon-body when the plate 1 is attached to the bottom thereof, and said flange 5 is to be arranged between the side of the wagon-body 3 and the standard, (not shown,) which projects upwardly from the bolster, wear on the standards being prevented in a manner which will be apparent. The plate 1 of course prevents wear on the bottom of the wagon body or bed and the flange 5 has spaced projections 6 pressed therefrom, said projections being arranged a sufficient distance apart to permit the standard of the bolster to be received between them. The projections 6 coact with the standard of the bolster to hold the same in place, and they also assist in positioning the wagon-body on the bolster. The outer ends of the ribs 4 are closed, as shown at 7, so that the sides of each rib which are spaced apart are braced, the above being advantageous in subserving the rigidity of the attachment, as will be evident.

It will be observed that the article before described may be readily manufactured in a single operation from a stamped sheet-metal plate, this cheapening the cost of the same as well as simplifying the production thereof. The projections thus being pressed from the flanges 5 are hollow, and they incline outwardly toward the adjacent extremities thereof, being possessed of great rigidity by reason of the special formation, as above set forth.

Having thus described the invention, what is claimed as new is—

1. As a new article of manufacture, an attachment for wagon-bodies comprising a plate having spaced transverse ribs pressed from the under side thereof, each rib consisting of spaced sides connected by an integral portion of the plate from which it is pressed, said plate being formed at one of its longitudinal edges with an upwardly-projecting flange from which vertically-spaced integral projections are pressed outwardly for the purpose specified.

2. As a new article of manufacture, an attachment for wagon-bodies, comprising a plate having spaced transverse ribs pressed from the under side thereof, each rib consisting of spaced sides connected by an in-

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tegral portion of the plate from which it is pressed, said plate being formed at one of its longitudinal edges with an upwardly-projecting flange from which extend vertically-spaced integral projections, the spaced vertical projections above mentioned being pressed outwardly from the flange and of hollow formation, the outermost portions of the projections inclining outwardly toward the adjacent extremities thereof. 10

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

JAMES F. MONTGOMERY. [L. S.]

Witnesses:

J. A. EYMAN,  
HARRY PARR.