No. 630,858. Patented Aug. 15, 1899.

T. R. CARSKADON.

VEHICLE STANDARD.

(Application filed Feb. 24, 1899.)

(No Model.)

Fig. 1.

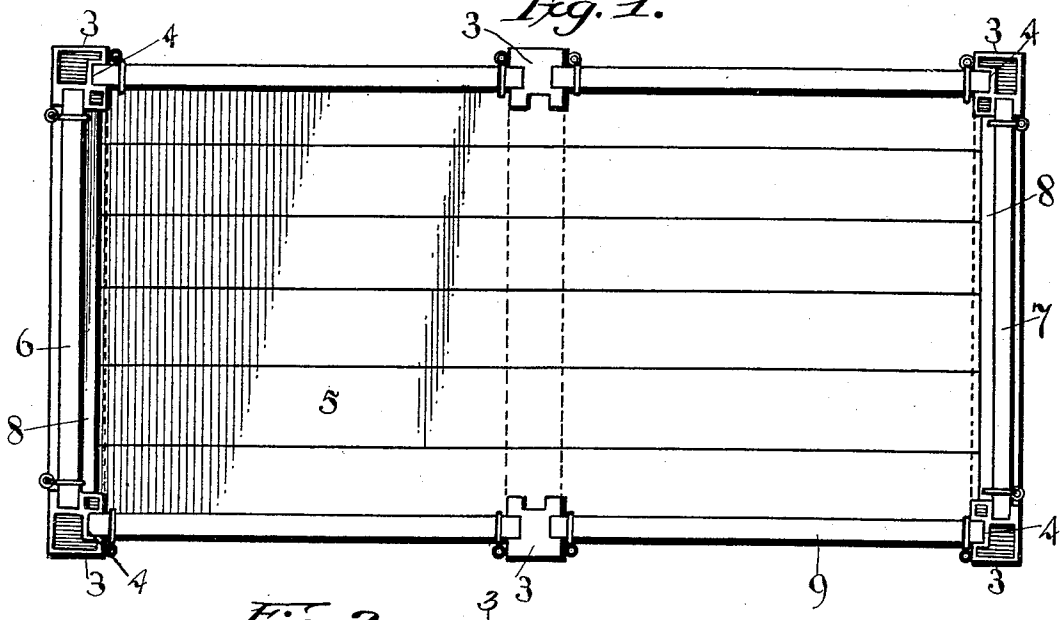


Fig. 2.

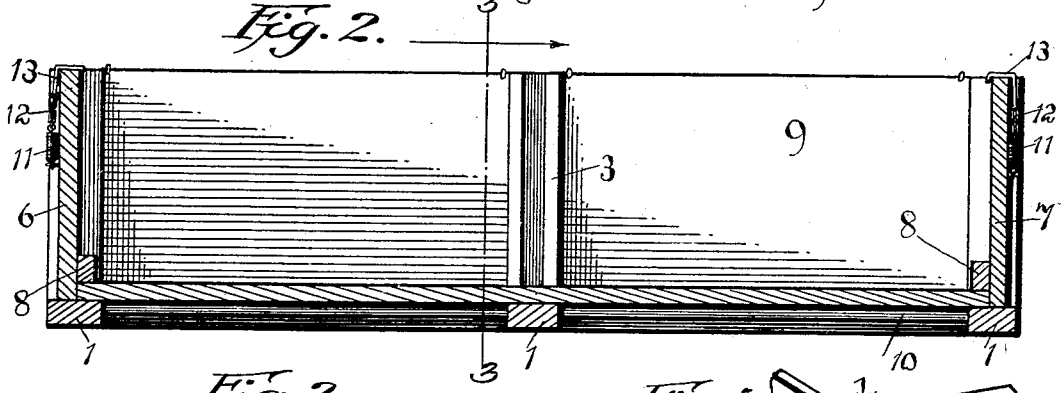


Fig. 3.

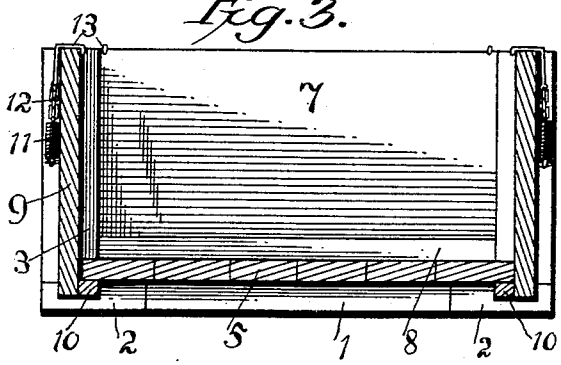


Fig. 5.

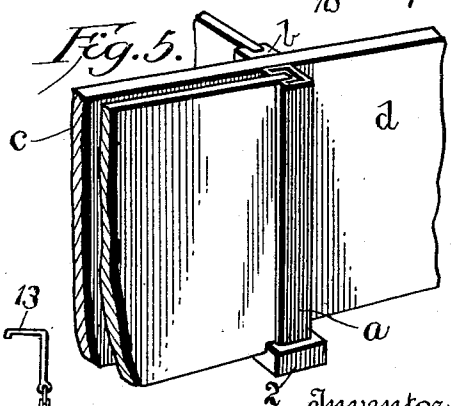


Fig. 4.



Witnesses

A. Roy Appleman

Milton Boyd Gehlbach

Inventor

Thomas R. Carskadon,

by Frank Appleman

his Attorney

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

THOMAS R. CARSKADON, OF KEYSER, WEST VIRGINIA.

VEHICLE-STANDARD.

SPECIFICATION forming part of Letters Patent No. 630,858, dated August 15, 1899.

Application filed February 24, 1899. Serial No. 706,670. (No model.)

To all whom it may concern:

Be it known that I, THOMAS R. CARSKADON, a citizen of the United States of America, residing at Keyser, in the county of Mineral and State of West Virginia, have invented certain new and useful Improvements in Vehicle-Standards, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to vehicle-standards, these standards being particularly valuable as frames for portable bodies on all classes of vehicles.

The object of the invention is to provide, first, a novel form of standard; second, a novel arrangement whereby the parts are secured together to produce rigidity of structure; third, a novel means for preventing leakage of the body when small grain, such as wheat and shelled corn, is transported; fourth, a novel arrangement whereby the sides of the body may be reinforced or strengthened and the length of the body varied, and, fifth, a novel construction whereby the parts are readily disconnected and assembled.

A further object of the invention is to produce frames for vehicle-bodies of the class mentioned in which the parts are interchangeable, so that any ordinary observer may readily mount the body for use.

Finally, the object of the invention is to produce frames for bodies which will be efficient and satisfactory in use, strong, and durable, while at the same time they will prove comparatively inexpensive.

With the above and other objects in view the invention consists in the details of construction and in the arrangement and combination of parts, to be hereinafter more fully set forth and specifically claimed.

In describing the invention in detail reference will be had to the accompanying drawings, forming part of this specification, wherein like characters of reference denote corresponding parts in the several views, in which—

Figure 1 is a plan view of a wagon-body embodying the invention. Fig. 2 is a longitudinal sectional view thereof. Fig. 3 is a transverse sectional view. Fig. 4 is a perspective view of a standard designed to accommodate two side boards.

In the drawings, 1 indicates the bolsters, having on their ends shoes 2, with standards 3. These standards may be formed with or attached to the shoes, as the fancy of the producer dictates. The standards are formed by a wall of uneven contour, by which the grooves 4 are produced, extending longitudinally of the standards from the shoe to the top, one of said grooves facing transversely and the other longitudinally of the body. The central standards in this form each have grooves facing longitudinally of the body on opposite sides and one on the inner wall, as shown, facing transversely.

The bottom boards 5 of the body are shaped to fit the standards and rest on the bolsters approximately in alinement with the inner walls of the transverse grooves, and the front board 6 and end-gate 7 are designed to fit in the grooves of the standards and rest on the bolsters in such a manner as to lie in contact with or proximity to the ends of the bottom boards.

Strips or beads 8 are fastened to the front board and end-gate in position to rest on the upper surface of the ends of the bottom boards, while the edges of the said front board and end-gate are supported by the bolster, the said strips being provided as guards to prevent leakage of small grain.

The side boards 9 are notched at their points of engagement with the bolsters and their lower edges thus protrude below the upper edges of the bolsters and also below the under side of the bottom. By this arrangement of the side boards strips 10 are accommodated below the bottom and these strips are secured to the side board to fit closely against the under surface of the bottom to prevent leakage.

In order to bind the parts together, I have loosely connected to the standards a spring 11, having a chain or other flexible connection 12, and a hook 13, designed to embrace the upper edges of the side boards, front board, and end-gate.

In the drawings I show a form of standard which has many advantages, it being noted that the said standard comprises two adjacent uprights with an intermediate space. The outer section *a* has a groove to receive the side board and the inner section *b* has a groove to receive the end-gate. It sometimes hap-

pens that increased length of the body or increased strength of the sides is desirable. At such times an inner side board *c* is provided. This side board may extend back, as indicated at *d*, for the purpose of lengthening the body, or it may be employed solely as a strengthening means by providing a double thickness of the sides, as indicated at the point *d*. Great resistance will of course be offered by the side sections.

The construction, operation, and advantages will, it is thought, be understood from the foregoing description, it being noted that changes in the proportions and details of construction may be made without departing from the scope of the invention.

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

1. In vehicle-bodies, standards having grooves facing transversely and longitudinally of the body, a series of bottom boards resting on the bolster, a front board and end-gate fitting in the grooves of the standards and having their lower edges resting on the bolsters in proximity to the end of the body, and strips on the front board and end-gate protruding over and resting on the upper surfaces of the bottom boards, substantially as described.

2. In vehicle-bodies, a series of bolsters, standards fastened to the bolsters, bottom boards fitting around the standards, side boards fitting in grooves of the standards and so notched as to protrude below the lower surface of the bottom boards, and strips on the side boards protruding over and connecting with the under surface of the bottom boards substantially as described.

3. In vehicle-bodies, standards having grooves facing transversely and longitudinally of the body, a series of bottom boards resting on the bolsters, a front board and end-gate fitting in the grooves of the standards and having their lower edges resting on the bolsters in proximity to the end of the body, and strips on the front board and end-gate protruding over and resting on the upper surfaces of the bottom boards, side boards fitting in grooves of the standards and so notched as to protrude below the lower surface of the bottom boards, and strips on the side boards protruding over and contacting with the under surface of the bottom boards, substantially as described.

4. In vehicle-bodies, standards having grooves facing transversely and longitudinally of the body, a series of bottom boards resting on the bolsters, a front board and end-gate fitting in the grooves of the standards and having their lower edges resting on the bolsters in proximity to the end of the body, and strips on the front board and end-gate protruding over and resting on the upper surfaces of the bottom boards, side boards fitting in grooves of the standards and so notched as to protrude below the lower surface of the bottom boards, and strips on the side boards protruding over and contacting with the under surface of the bottom boards, and spring-pressed hooks engaging the upper edges of the sides, front board and end-gate, substantially as described.

5. In combination, a standard comprising a shoe and two adjacent uprights with an intervening space, the outer upright having a groove facing longitudinally of the body and the inner upright having a groove facing transversely of the body, side boards fitting in the longitudinally-facing grooves and in the space between the uprights, one of the side boards on each side forming an extension, substantially as described.

6. In combination, a central standard comprising a shoe and upright with grooves facing longitudinally of the body on each side and one on the inner wall facing transversely.

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

THOMAS R. CARSKADON.

Witnesses:
J. O. WRIGHTSON,
J. H. SHARPLESS.