

W. H. PORTER.

Carriage Body.

No. 107,536.

Patented Sept. 20, 1870.

Fig. 1.

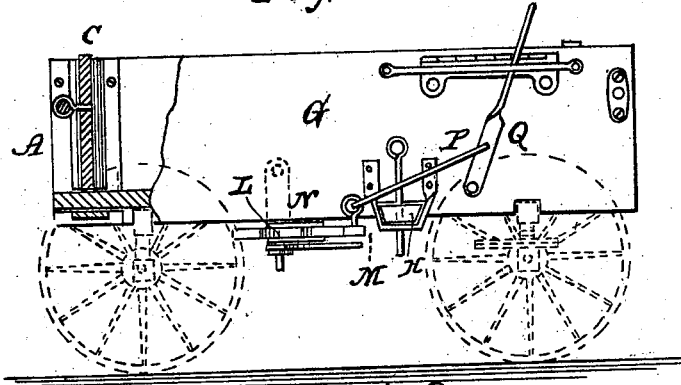


Fig. 2.

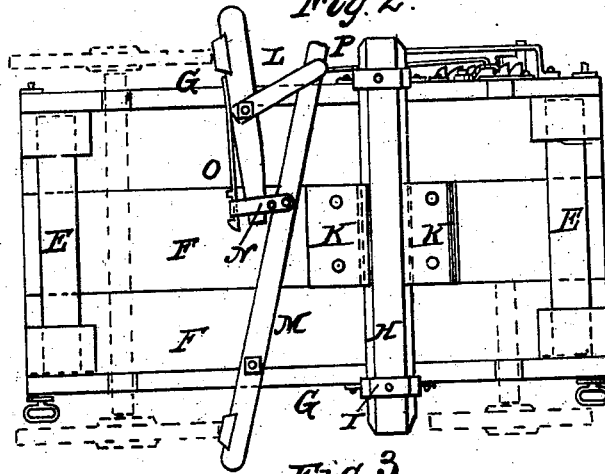
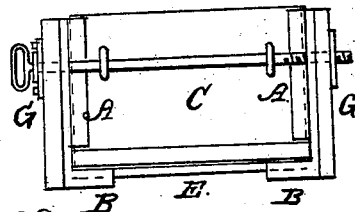


Fig. 3.



Witnesses
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WILLIAM H. PORTER, OF BRAZIL, INDIANA.

Letters Patent No. 107,536, dated September 20, 1870.

IMPROVEMENT IN WAGON-BEDS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, WILLIAM H. PORTER, of Brazil, in the county of Clay and State of Indiana, have invented a new and useful Improvement in Wagon-Beds; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

This invention relates to improvements in wagon-beds, platforms, or boxes, and consists in certain improvements in the construction and arrangements thereof, and of the connections of the brake-actuating levers, calculated to provide the most substantial and durable boxes or beds, and brake apparatus that may be, all as hereinafter described.

Figure 1 is a side elevation of my improved wagon-bed or box, a part, at one end, being sectioned.

Figure 2 is a plan of the bottom of the same; and

Figure 3 is an end view.

Similar letters of reference indicate corresponding parts.

I propose to employ the grooved metal plates A with notched or recessed horizontal parts B, for the support of the head and tail-boards C D, and the transverse bars E, on which the ends of the bottom boards F rest, the said plates A B being attached to the side boards C, as shown.

These plates are preferably made by casting, and may be malleableized, if preferred. The bars E are preferably made of wrought metal, but bars of strong wood will answer the purpose well.

The edges of the bottom boards are suitably notched, to permit the bars A B to extend below them, and the shoulders of these notches, acting on the said bars, prevent the boards from working endwise.

H is the cross-bar, for supporting the bottom boards

at the center. It is suspended by the straps I from the side boards, and slides between the blocks K, attached to the center boards of the bottom, which are beveled, and arranged to form a dovetail groove for the said cross-bar H; these prevent the center board from sliding endwise.

The brakes are attached to the levers L M, and these are connected by the clevis N, in which the end of the lever L is arranged to play freely toward and from the lever M, and a spring, O, is applied to the lever L, and arranged in the clevis N, so as to press the end of said lever toward the lever M.

The object of this arrangement is to compensate for any irregularities which may exist in the rims of the wheels, or in the adjustment of the brakes relatively to each other and the wheels, for, if the brakes are so connected as to move exactly alike, one might bear on the wheel to which it is connected, and the other not.

The lever M is extended from where the two are connected together to the side of the box, as shown, and is there connected by the rod P to the brake-lever Q.

Having thus described my invention,

I claim as new and desire to secure by Letters Patent—

1. The combination, with the side boards, end boards, and the bottom boards, of the plates A B and the bars E, substantially as specified.

2. The combination, with the brake-levers L M, of the clevis N, and spring O, substantially as specified.

W. H. PORTER.

Witnesses:

CHARLES MCNUTT,
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