

(No Model.)

J. H. CHAMBERLIN.

WAGON IRON.

No. 282,496.

Patented Aug. 7, 1883.

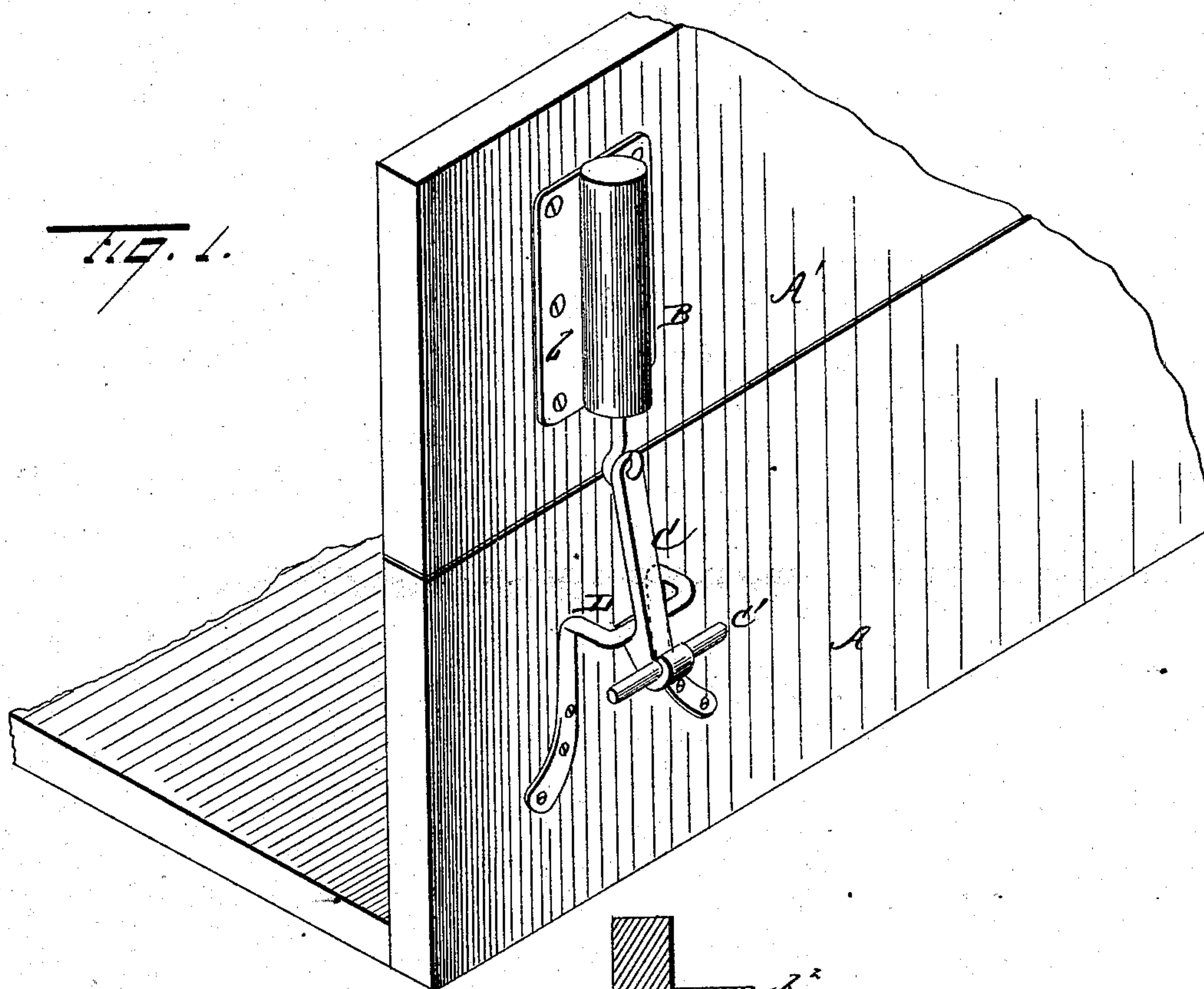
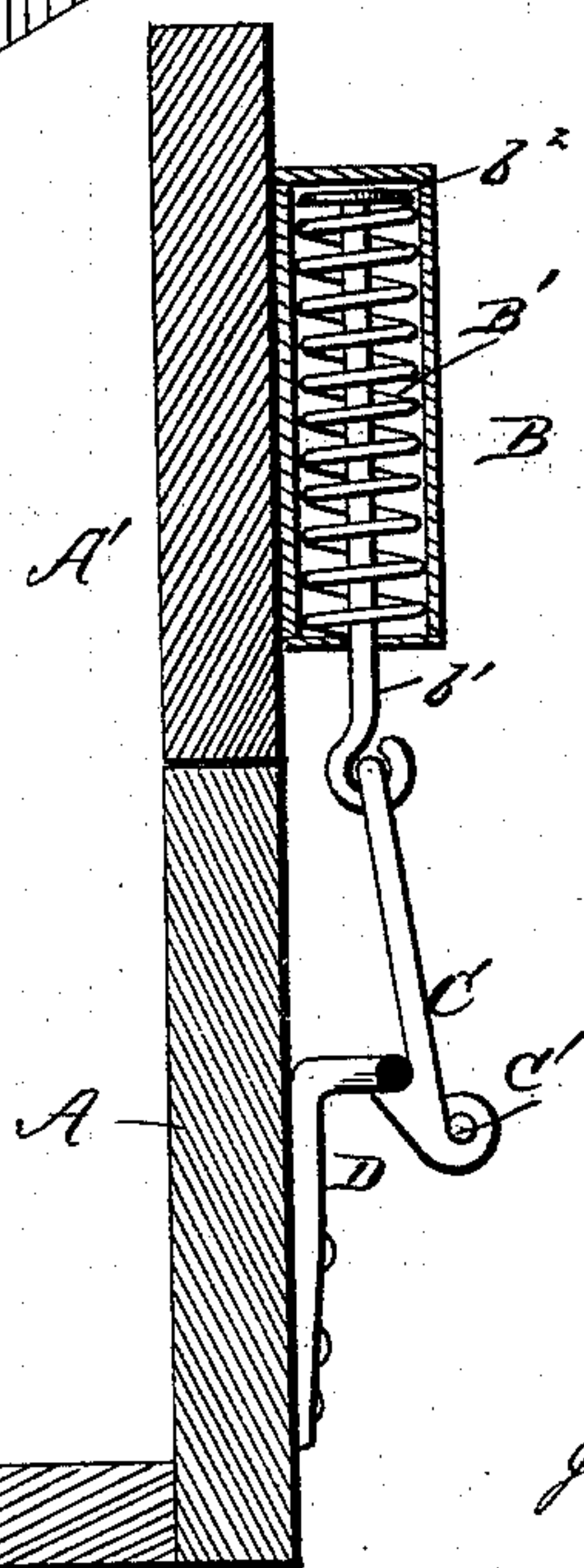


Fig. 2.



WITNESSES:

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WAGON-IRON.

SPECIFICATION forming part of Letters Patent No. 282,496, dated August 7, 1883.

Application filed April 6, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. CHAMBERLIN, a citizen of the United States, residing at Ypsilanti, in the county of Washtenaw and State of Michigan, have invented certain new and useful Improvements in Wagon-Irons, of which the following is a specification, to wit:

This invention relates to an improvement in devices for securing together the parts of a deep wagon-body; and it consists in the combination, with a staple or yoke attached to one part of the body, of a spring-hook secured to the other, substantially as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the accompanying drawings, in which—

Figure 1 is a perspective view, and Fig. 2 a central vertical section, of my invention.

A represents a vehicle-body, which it is desired to render deeper by means of additional boards, A', secured upon it in a manner to be readily removed by means substantially as follows:

B represents a cylinder or casing, having wings or flanges *bb* for attachment to the body, and containing a spiral spring, B', through which runs a rod, *b'*, having a button or disk, *b²*, upon its upper end. This rod extends through the opposite end of the cylinder or casing, and pivoted or hinged to its outer end is a hook, C, having a cross-bar or handle, C',

upon its outer end or point, as shown. This cylinder and hook is secured to either the board A' or the body A, though preferably the former, and to the other part of the body is secured a catch, D, having its ends flared outward and secured to the bed, thus giving a firmer attachment and one less liable to give way or split the wood when subjected to strain.

When it is desired to place the upper boards, A', upon the body, they are placed edgewise upon the sides A, and the hook being drawn down and engaged with the catch, the spring is compressed and holds the whole firmly together, while being very quickly and easily detached again whenever desired.

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

1. The combination, with a two-part wagon-body, of a spring-actuated hook secured to one part and a catch secured to the other, substantially as and for the purpose set forth.

2. The combination, with the two-part wagon-body A A', of the cylinder B, having spiral spring B', rod *b'*, and hook C, provided with a cross-bar, C', and the yoke or catch D, having its arms curved outward, substantially as and for the purpose set forth.

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

JOHN H. CHAMBERLIN.

Witnesses:

JAMES B. PATTERSON,
IRWIN BEAUMONT.