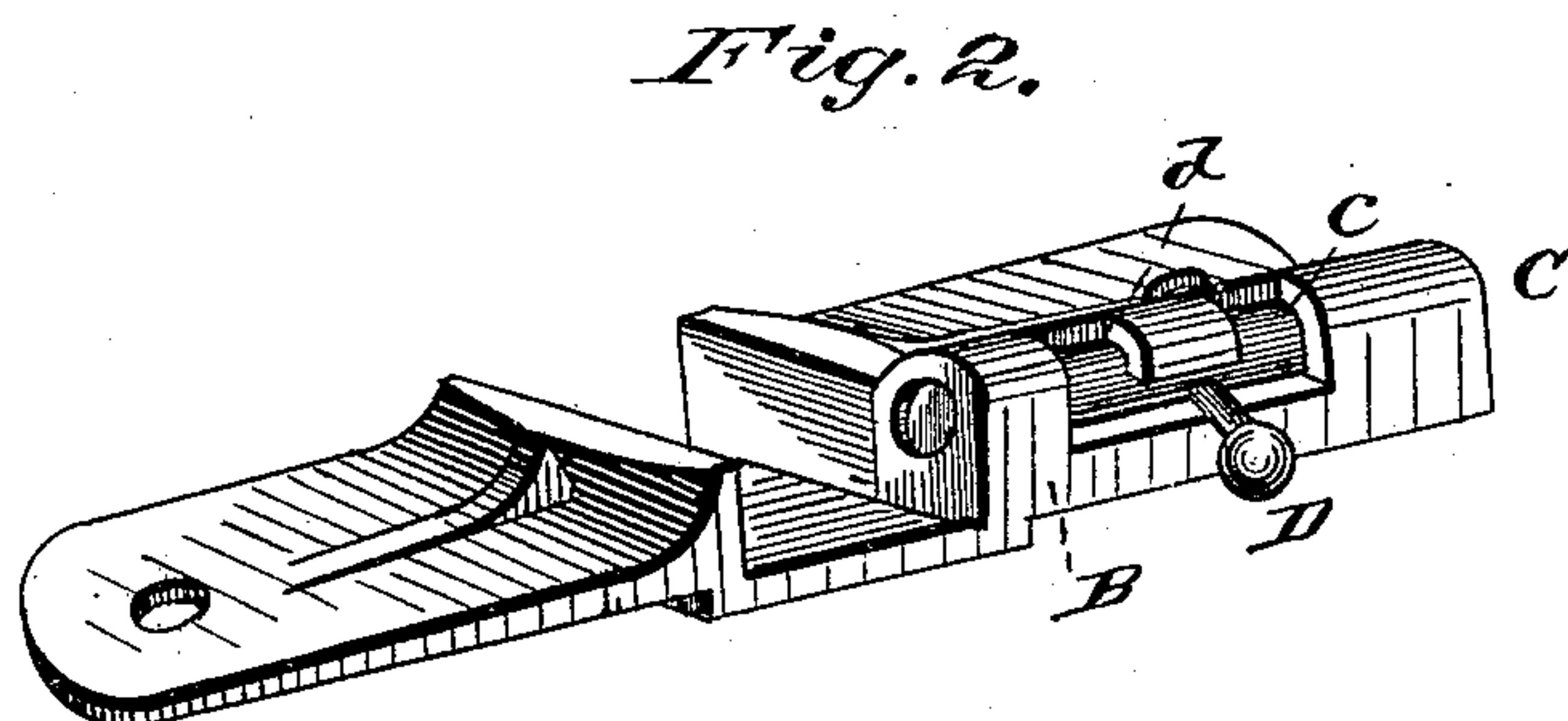
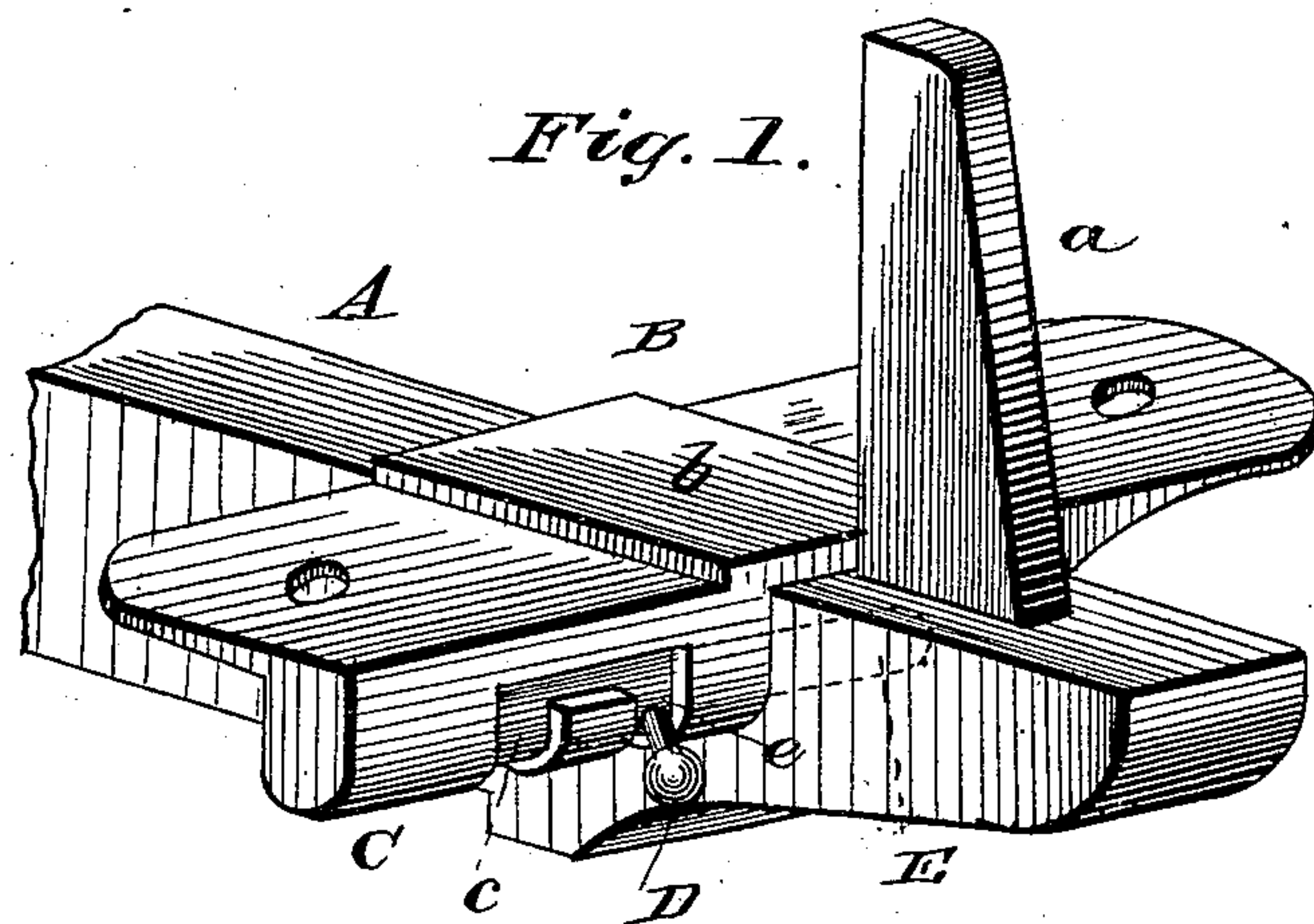


(No Model.)

J. WILSON.
WAGON LOCK.

No. 282,826.

Patented Aug. 7, 1883.



Witnesses:
Phil. C. Dietrich
J. O. McElwain

Inventor:
James Wilson
By Foulke & Co.
Attorneys

UNITED STATES PATENT OFFICE.

JAMES WILSON, OF MOUNDSVILLE, WEST VIRGINIA.

WAGON-LOCK.

SPECIFICATION forming part of Letters Patent No. 282,826, dated August 7, 1883.

Application filed March 24, 1883. (No model.)

To all whom it may concern:

Be it known that I, JAMES WILSON, a citizen of the United States, residing at Moundsville P. O., in the county of Marshall and State of West Virginia, have invented certain new and useful Improvements in Wagon-Locks; 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 the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in vehicles, the object being to quickly but firmly secure the body of the vehicle to its bolster.

The invention consists in the improved construction and combinations of parts, hereinafter fully described, and pointed out in the claims.

In the drawings, Figure 1 is a perspective view of my device applied to a bolster. Fig. 2 is a detached view of the same.

A represents a portion of a bolster to which is secured the usual standard, *a*. B represents a locking-plate, which is recessed to permit of its fitting on the bolster, as shown in Fig. 2. In the center of the locking-plate is a raised portion, *b*, adapted to rest in a corresponding recess in the bottom of the wagon-body, to which it is secured by means of screws or equivalent fastenings. The locking-plate is secured to the bolster by means of a locking-bar, *c*, arranged in a casing, C, formed integrally with or secured to the plate B. The locking-bar *c* is provided with a lug, D, by means of which the bar is moved in the longitudinal slot *d* of the casing C into a recess, E, of the

bolster A. The casing is also provided with a transverse slot, *e*, into which the lug D is pushed when locked, which prevents the bar *c* from moving either forward or backward.

It will be apparent that by means of my device a wagon-body may be securely fastened and detached, when desired, with but little trouble. It will also be seen that it prevents all shaking and rattling of the parts common to vehicles not provided with my improvement.

In use the locking devices above described may be fastened one at each corner of the wagon-body, or only two may be employed at the back of the wagon.

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

1. The combination, with a wagon-body recessed on its under side to receive the raised portion *b*, of a fastening device adapted to be secured to the under side of the wagon-body, and recessed to receive a perforated bolster, and having a locking-bolt capable of being passed through the perforation of the bolster, substantially as set forth.

2. The combination, with a wagon-body, of a plate, B, secured on the under side of the same, and recessed to receive a perforated bolster, and provided with a bolt-casing and bolt, said casing being slotted to receive and retain the lug of the bolt, substantially as set forth.

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

JAMES WILSON.

Witnesses:

T. W. MANNING,
I. R. HICKS.