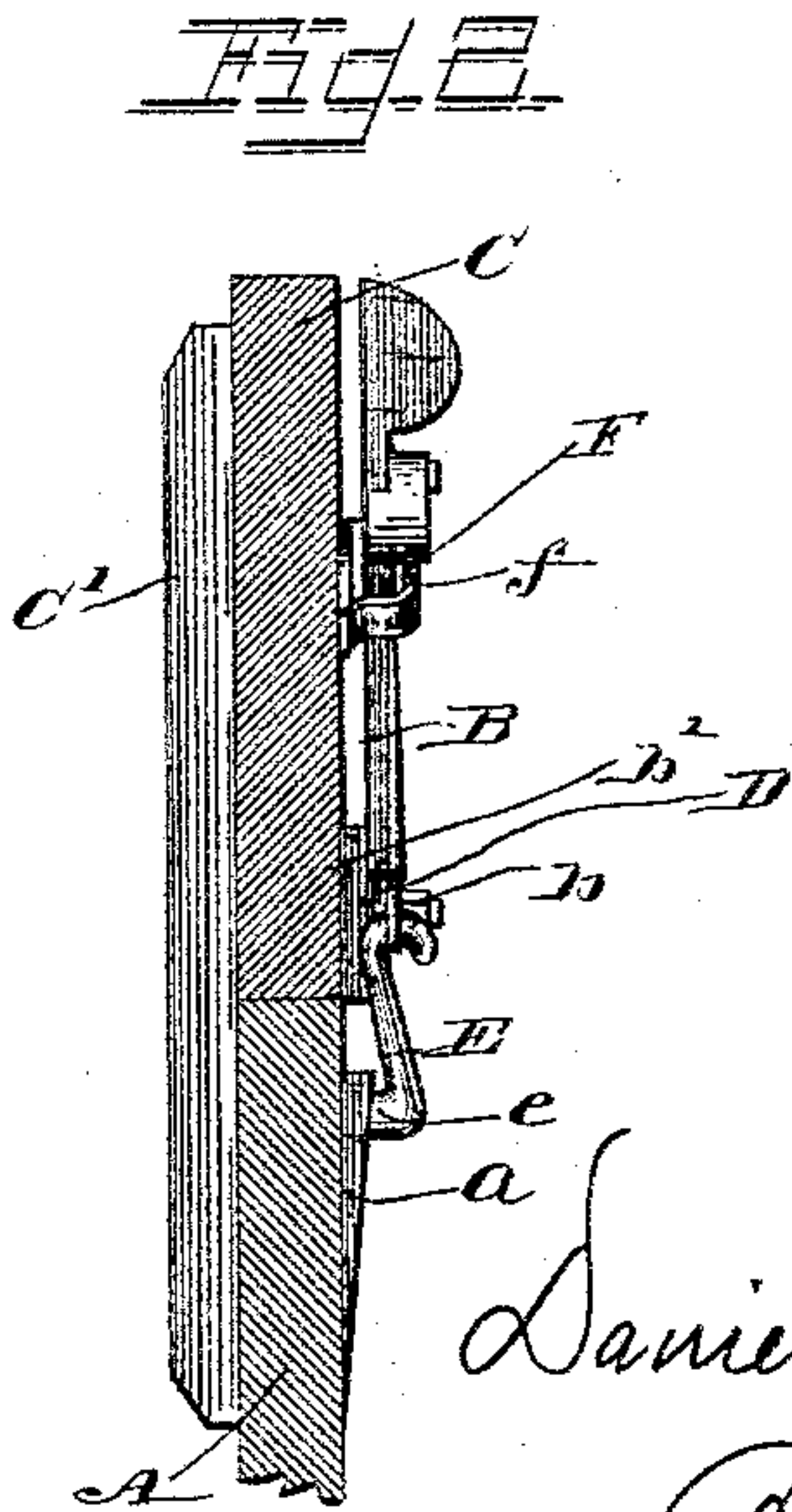
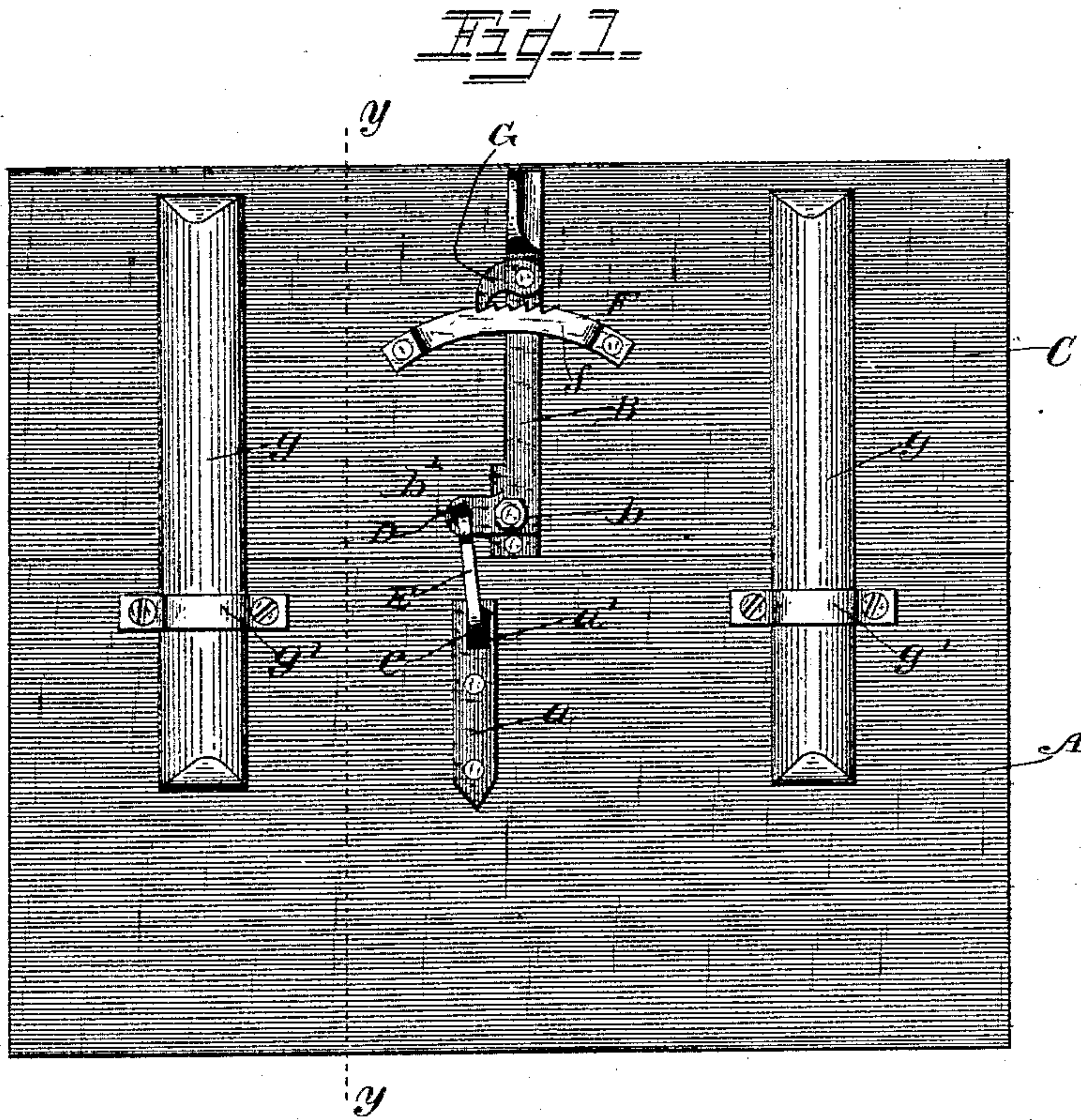


(No Model.)

D. M. JONES.
WAGON BOX COUPLING.

No. 321,367.

Patented June 30, 1885.



WITNESSES.

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DANIEL M. JONES, OF WICHITA, KANSAS.

WAGON-BOX COUPLING.

SPECIFICATION forming part of Letters Patent No. 321,367, dated June 30, 1885.

Application filed March 5, 1885. (No model.)

To all whom it may concern:

Be it known that I, DANIEL M. JONES, a citizen of the United States of America, residing at Wichita, in the county of Sedgwick and State of Kansas, have invented certain new and useful Improvements in Wagon-Bed Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention pertains to improvements in devices for securing to the sides of ordinary wagons an extension board or boards, by which the holding or receiving capacity of the vehicle is greatly increased; and it consists in a lever fulcrumed to the extension-board, having a pawl secured thereto to engage with a ratchet-bar, and a hook connected at its lower end for securing the parts together, and in the construction, combination, and arrangement of the parts, substantially as hereinafter more fully set forth and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a wagon-body, showing my invention as applied thereto, and Fig. 2 is a sectional side elevation on the line *y y*.

In carrying out my invention I secure to the sides *A* of an ordinary wagon-body a plate, *a*. This plate is enlarged in thickness at its upper end, and provided near its top with a small longitudinal slot, *a'*, the purpose of which will appear hereinafter.

B is a lever, pivoted near the lower end of an upper extension, *C*, of the wagon-body by a nutted rod or bolt, *b*, passing through an aperture in said lever, and also through an apertured plate, *b'*, secured to said extension *C*. This lever is provided at its lower end with a right-angular arm or projection, *D*, having an aperture for reception of the upper end of a bolt or hanger, *E*. Said bolt or hanger *E* is extended a suitable distance downward, and has a short hook, *e*, at right-angles to its inner portion, which is designed to enter the longitudinal slot *a'* of the plate *a*, and be securely held by means of a pawl, *G*, and ratchet *f*, as will be explained further on.

To about the center of the upper extension, *C*, is secured by ordinary means a curved frame, *F*, the outer or front portion of which

is provided with a series of teeth forming a ratchet-bar, *f*.

At or near the upper end of the lever *B* is pivotally secured a small pawl, *G*, designed for entering any one of the series of teeth of the ratchet-bar *f*. The extension *C* is also provided with two or more rods or braces, *g*, for passage through eyes or staples *g'*, secured near the top of the sides *A* of the wagon-body, the object of which, it is obvious, is to more securely retain the extension *C* in position.

It will be observed that when the hook *e* of the bolt or hanger *E* is placed in the longitudinal slot *a'* of the plate *a* that by pressing laterally on the upper portion of the lever *B* it will tighten the bolt or hanger *E*, and will securely hold the same by means of the pawl *G* entering any one of the series of teeth of the ratchet-bar *f*, as before stated.

To the rear side of the extension-board *C*, I rigidly secure two or more clamping-bars, *C'*, extending a short distance below said board or extension, to more securely hold the parts together.

The principal advantage of my invention is that grain or other material can be placed in a wagon having my invention applied thereto and carried any distance without danger of wasting any part of the contents by the boards of the wagon-body separating, as has been the case heretofore. Another important advantage of my invention is that the extension-board applied to the wagon-body is prevented from jolting when the vehicle is passing over rough or stony roads, thereby preventing friction and consequent wear of the sides of the wagon-body, besides preventing, as before stated, a great waste of grain.

In the drawings I have illustrated but one coupling attached to the sides of a vehicle, but I do not limit myself to any specific number; also as to the rods or braces to more securely hold the sections together, as one or more may be employed.

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

1. A device for coupling the sides of a wagon, consisting of a lever fulcrumed to the

extension-board, and having a right-angular arm or projection, a hanger secured thereto, and a plate having a slot, substantially as shown and described.

5 2. The combination of the lever B, pawl G, ratchet-bar *f*, hanger E, and plate *a*, substantially as shown and described.

3. The plate *a*, having slot *a'*, for reception of the end of hanger E, in combination with
10 the upper extension having rods or braces *g*

and C', frame F, ratchet-bar *f*, and lever B, having pawl G, substantially as shown and described.

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

DANIEL M. JONES.

Witnesses:

G. H. HERRINGTON,

C. J. O'KEEFE.