

(No Model.)

A. J. ADAMSON.
WAGON BOX FASTENER.

No. 410,725.

Patented Sept. 10, 1889.

Fig. 1.

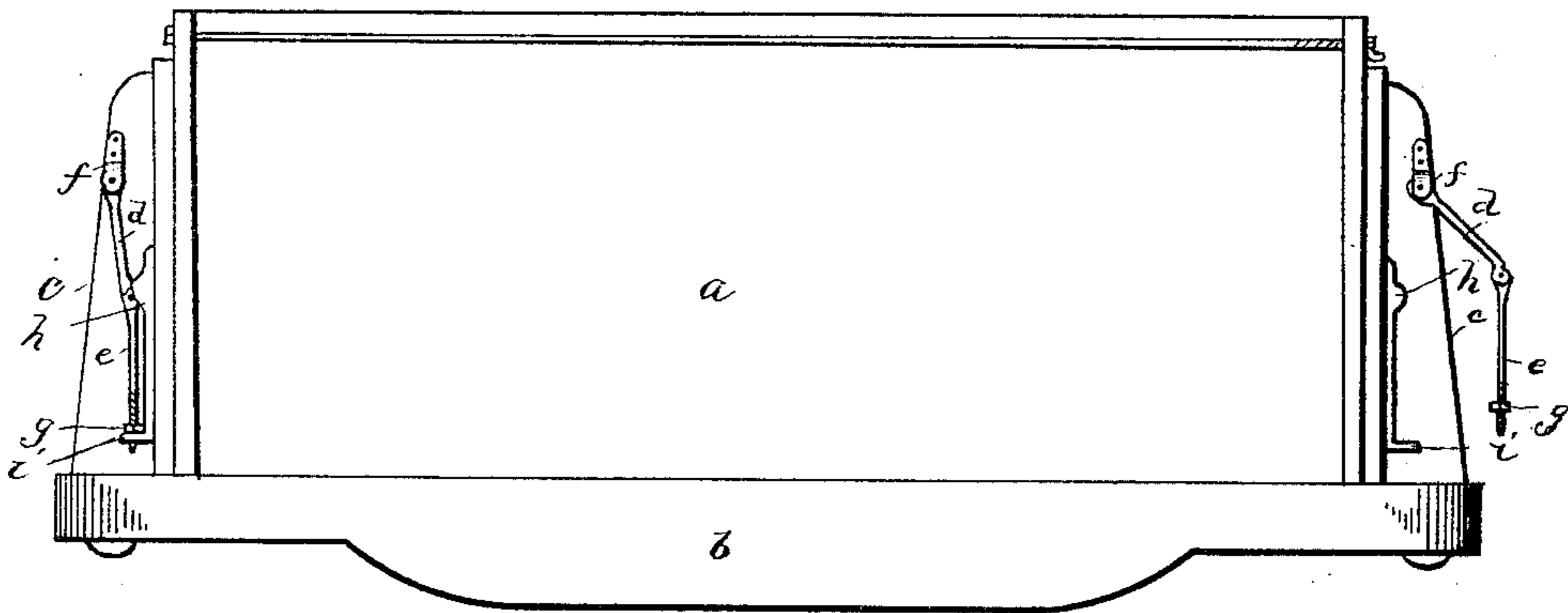


Fig. 2.

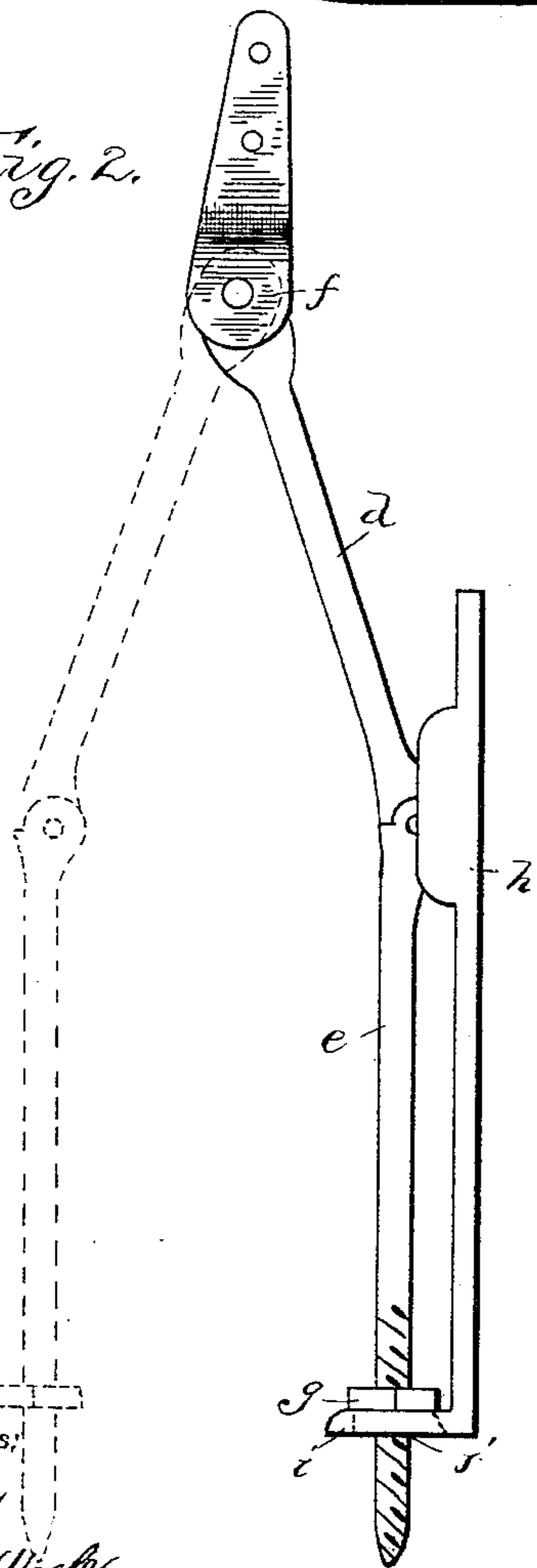
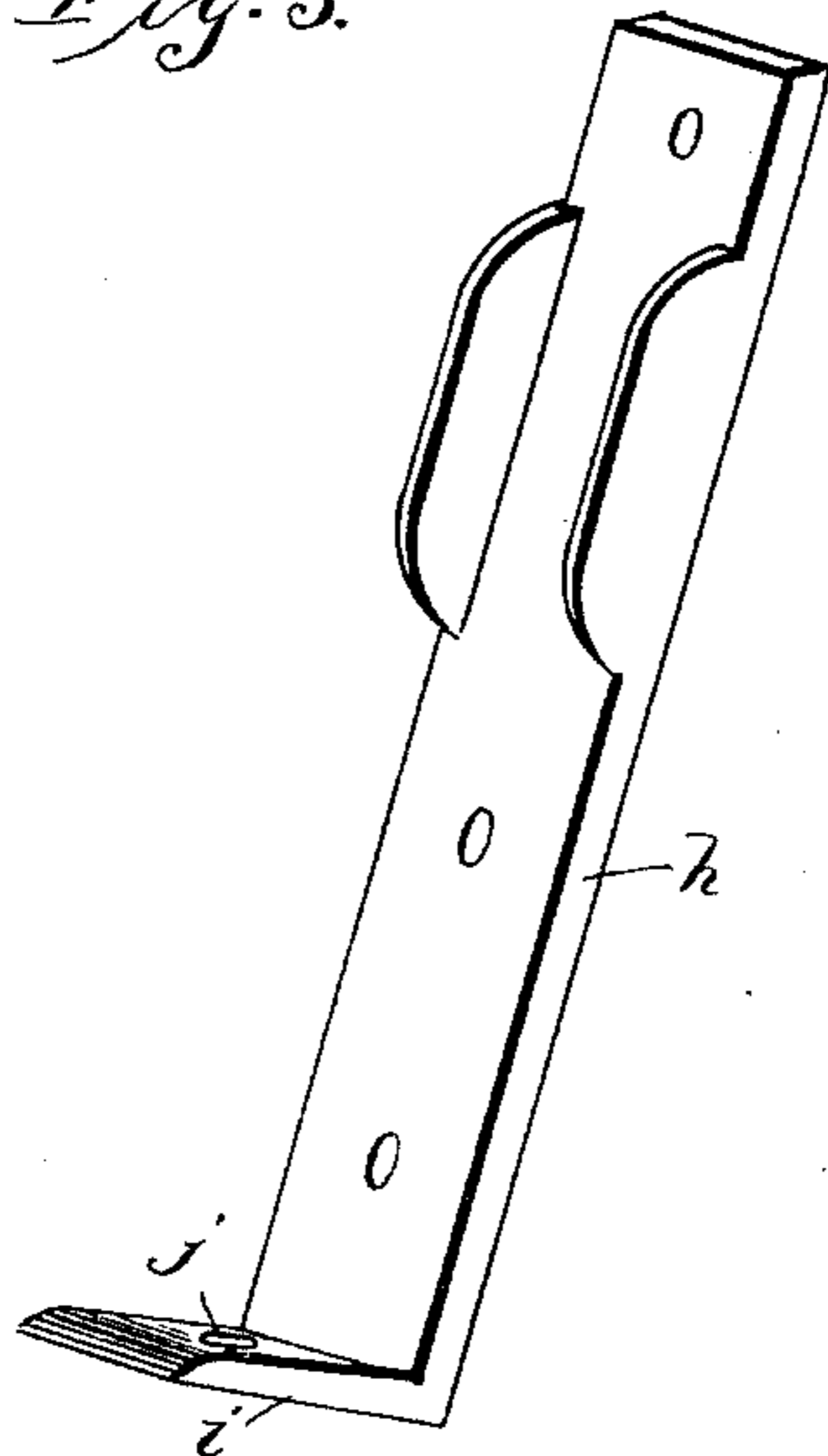


Fig. 3.



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UNITED STATES PATENT OFFICE.

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WAGON-BOX FASTENER.

SPECIFICATION forming part of Letters Patent No. 410,725, dated September 10, 1889.

Application filed April 22, 1889. Serial No. 308,230. (No model.)

To all whom it may concern:

Be it known that I, ANDREW JACKSON ADAMSON, a citizen of the United States, residing at Sabetha, in the county of Nemaha and State of Kansas, have invented a new and useful machine, the Anti-Rattler Hinge for Wagon-Standards and Wagon Beds or Boxes, of which the following is a specification.

My invention relates to an improved device or apparatus for securing wagon bodies or beds to the running-gear, and thereby preventing rattling and independent jarring of the same and preventing the consequent wear and tear of the parts.

The object of the invention is to provide an exceedingly cheap, strong, durable, and effective article for the purpose above mentioned which is composed of a minimum number of strong parts, can be easily understood and operated by any person, which, when once clamped in position, cannot accidentally become loose, and thereby release the wagon-body, and which can be placed upon any wagon without altering and changing the construction of the same. These objects are accomplished by and my invention consists in certain novel features of construction and combinations of parts more fully described hereinafter, and particularly pointed out in the claims.

Referring to the accompanying drawings, Figure 1 is an end elevation of a wagon-body, showing my invention as in use. Fig. 2 is a detail elevation of the body-fastener or anti-rattler, full lines showing the position of the device when locked, dotted lines showing the same released. Fig. 3 is a detail perspective view of the locking-plate secured to the wagon-body.

In the drawings, the reference-letter *a* indicates a wagon-body resting upon the running-gear, a portion of which is shown and indicated by the letter *b*, and the running-gear, as usual, is provided with the upwardly-extending standards *c c*, located on each side of the wagon-body.

My invention consists of a lock composed of two strong rigid arms *d e*, hinged together at their ends, as shown, to form an elbow or a pair of toggle-links. The upper free end of the arm or link *d* is pivoted by means of a

pivot and plate *f* to a standard *c* to allow the link to swing in a plane to or from the side of the wagon-body. The corresponding free end of the lower arm or link *e* is unfastened and free to swing, and is screw-threaded, as shown, and provided with a stop located a distance from its end and formed by a nut *g*. A locking-plate *h* is secured in a vertical position on the side of the wagon-body opposite the hinged arms, and at its lower end is provided with a horizontal or laterally-bent arm *i*, provided with a transverse oblong perforation or opening *j*. This locking-plate a distance above the arm *i* is also provided with a pair of guide-ears *k k*, located a distance apart.

In use the two standards *c c* are each provided with a pair of the hinged arms and the opposite sides of the wagon-body with corresponding locking-plates.

To fasten the wagon-body tightly down upon the running-gear, the elbow formed by the hinged arms is doubled outwardly. The free end of the lower arm *e* is then inserted in the opening *j* of the projecting end of the locking-plate and the hinged ends of said arms are pressed in against the locking-plate, so that said hinged ends or the pivotal point of the elbow will be pressed against the plate and held between the ears *k k*, and the elbow will be straightened and the free end of arm *e* will be passed down through the opening *j*, and the stop or nut *g* will be forced down on the arm *i* with considerable pressure, thereby forcing and holding the wagon-body down on the running-gear, and the arms lock themselves against springing outwardly, as when locked the pivotal point *l* of the arms is outside of a straight line extending from the perforation *j*, the pivotal point of the upper end of the arm *d*, so that the greater the upward pressure of the wagon-body the tighter the hinged ends of the arms will press against the locking-plate and lock themselves.

The hinged ends of the arms are provided with corresponding shoulders, which abut against each other and form stops. The stop *g* can be adjusted to or from the end of the arm *e* by reason of the thread thereon.

The upper end of the arm *d* is provided with an inward bend to throw the lower por-

tion of the upper arm and the lower arm out a sufficient distance from the side of the standard.

It is intended to manufacture and sell these fasteners and anti-rattlers separate for attachment and use upon any wagon. It is evident that the relative positions of the parts might be reversed—that is, the clamp proper might be pivoted to the wagon-body and the locking-plate to a standard c.

It is evident that various changes can be made in the form or arrangement of the parts described without departing from the spirit and scope of my invention; hence I do not wish to limit myself to the precise construction herein set forth.

What I claim is—

1. A wagon-body fastener or anti-rattler comprising a pair of toggle-links, the upper end of one link adapted to be stationarily pivoted to either the wagon-body or a portion of the running-gear, said toggle adapted to be straightened with its lower free end bearing down upon a stationary portion of one of said two parts of the vehicle, to which it is not pivoted, substantially as described.

2. A wagon-body fastener comprising a pair of toggle-links, in combination with a locking-plate having an aperture, said plate adapted to be secured to either a wagon-body or to the running-gear, and the toggle adapted

to have one end pivoted to the other of said parts and having a stop a distance from its opposite end and to be straightened with its free end in said aperture and its stop bearing against said plate, for the purpose set forth.

3. A pair of toggle-links adapted to be stationarily pivoted at one end and having a stop a distance from its other end, in combination with a locking-plate adapted to be stationarily secured and having a lateral extension with an aperture to receive the free end of said toggle, and with a pair of ears between which the elbow of said toggle is adapted to fit, substantially as described.

4. The combination, with a wagon-body and a standard secured to the running-gear, of a locking-plate secured to the side of the wagon-body and having a horizontal perforated arm at its lower end, and a pair of toggle-links, the upper link being pivoted at its upper end to said standard and the lower link having an adjustable stop a distance above its lower free end, said toggle adapted to be straightened with its free end in said perforation and its stop bearing on said arm, for the purpose set forth.

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Witnesses:

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