

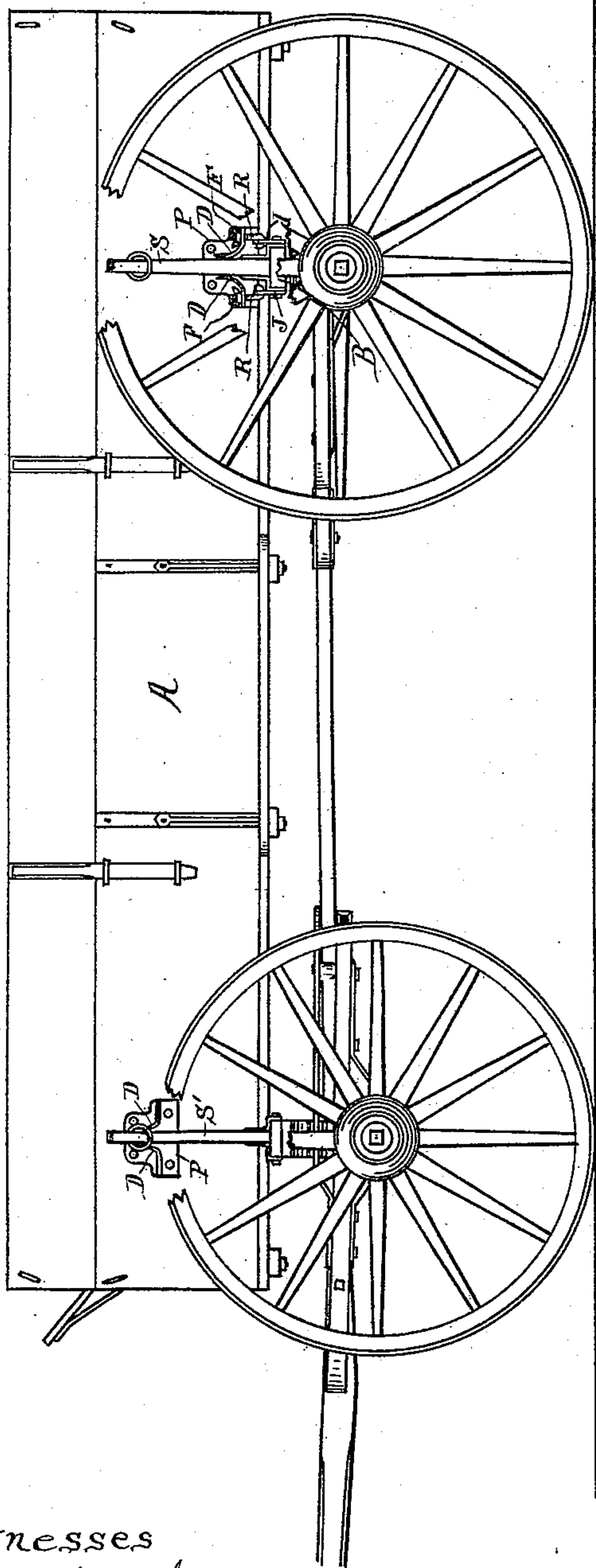
(No Model.)

C. D. BRADSHAW.  
WAGON BODY FASTENER.

No. 532,442.

Patented Jan. 15, 1895.

Fig. 1.



Witnesses  
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Fig. 4.

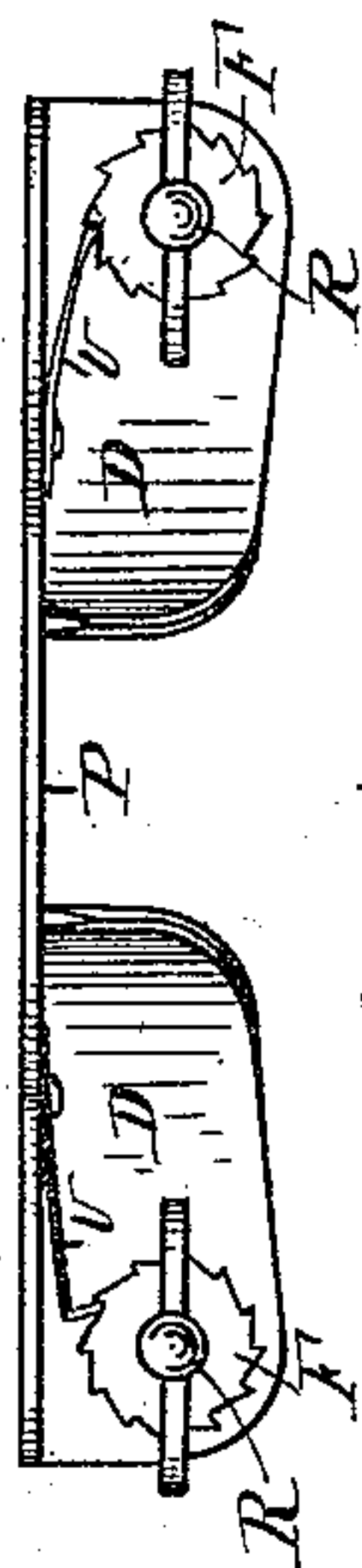


Fig. 5.

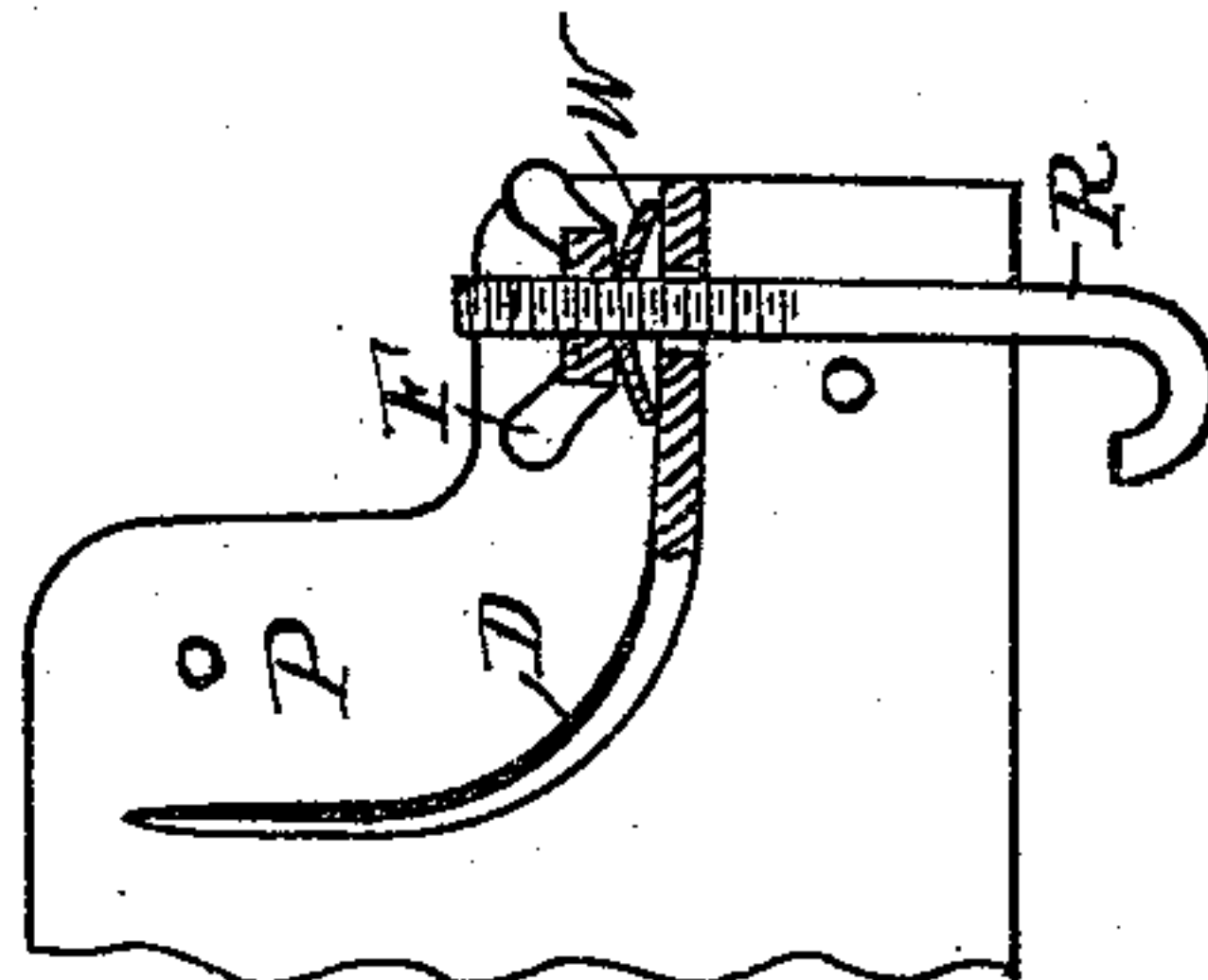


Fig. 3.

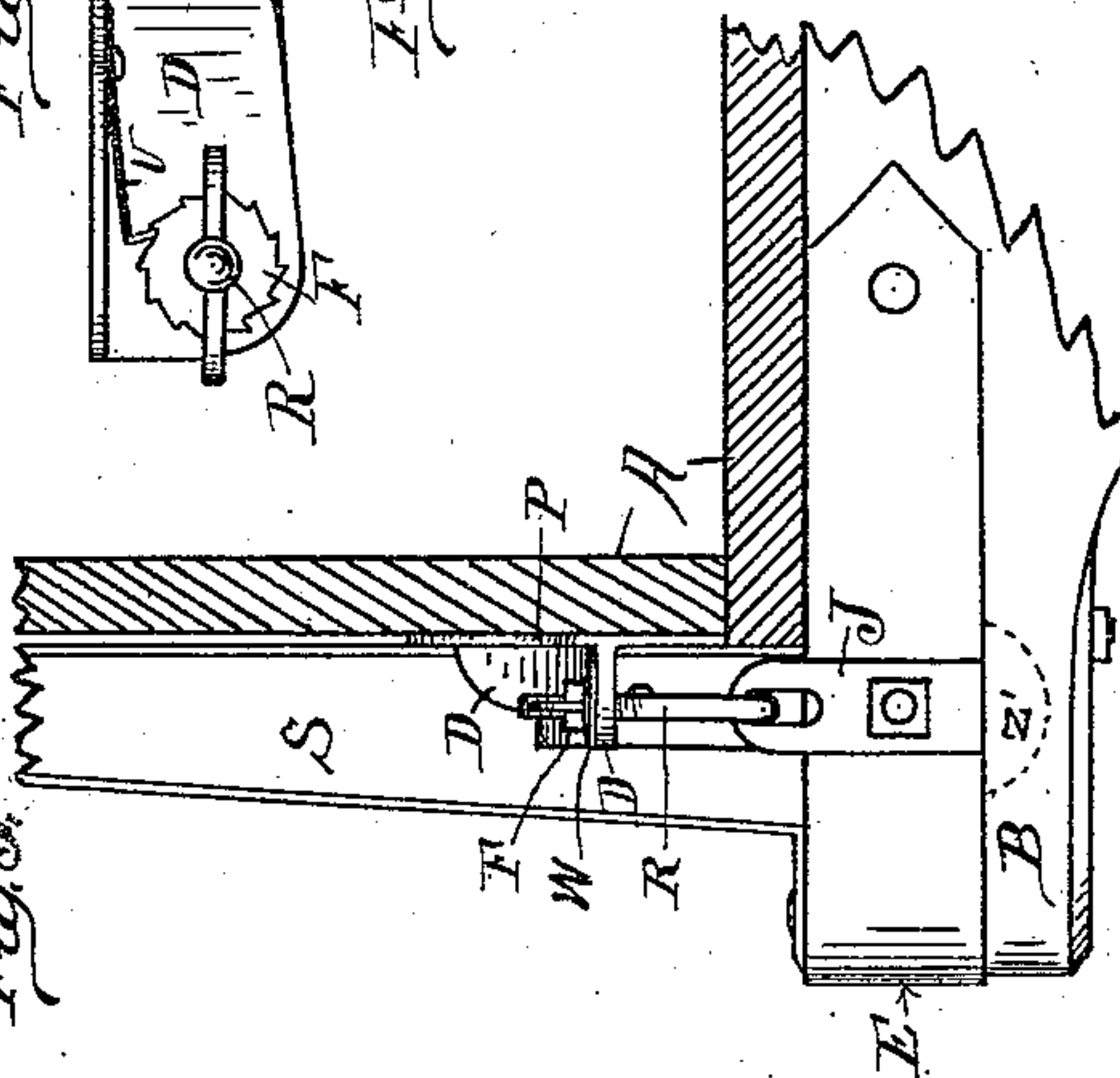
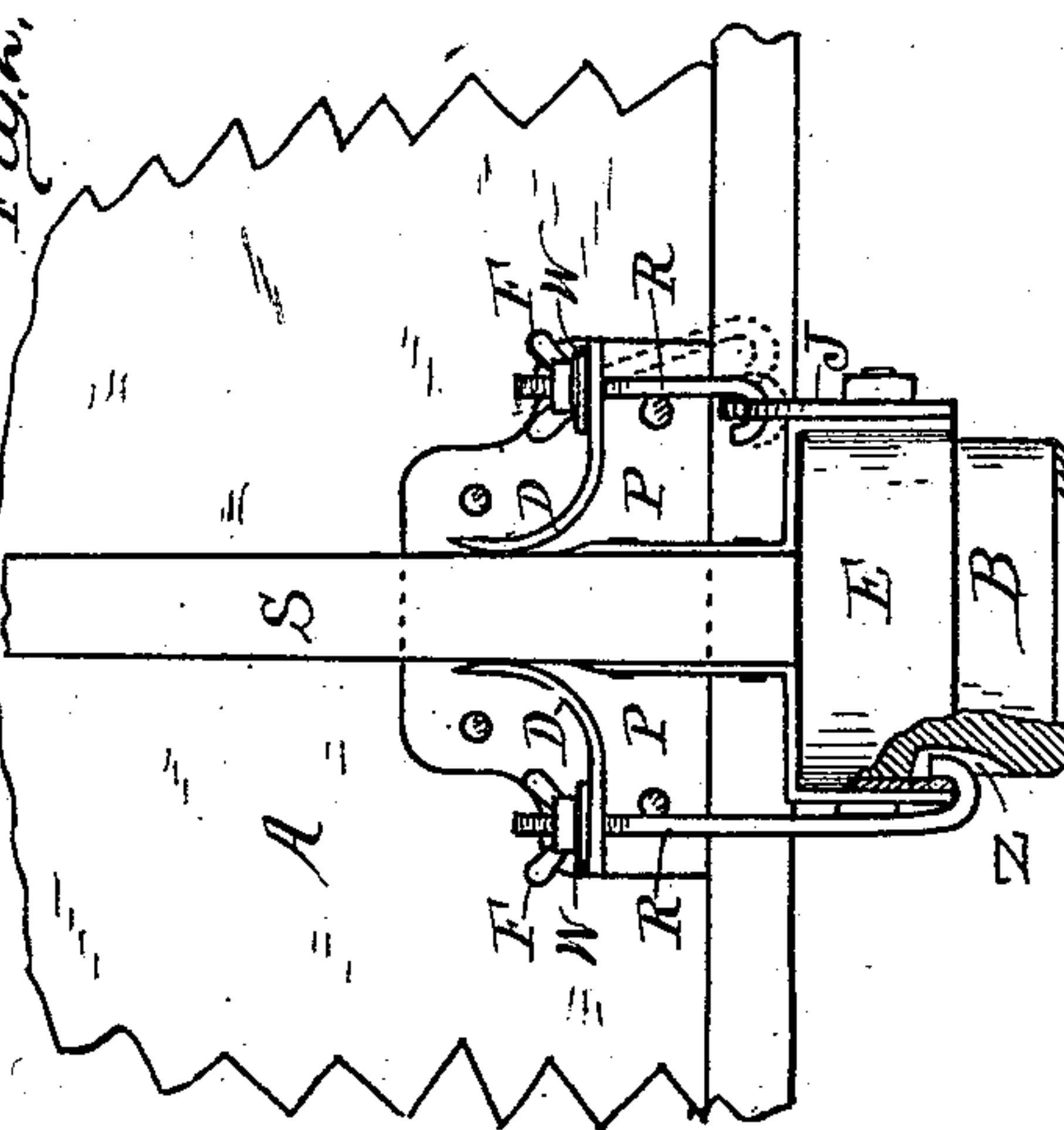


Fig. 2.



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# UNITED STATES PATENT OFFICE.

CLINTON D. BRADSHAW, OF DERBY, KANSAS.

## WAGON-BODY FASTENER.

SPECIFICATION forming part of Letters Patent No. 532,442, dated January 15, 1895.

Application filed January 13, 1894. Serial No. 496,711. (No model.)

*To all whom it may concern:*

Be it known that I, CLINTON D. BRADSHAW, a citizen of the United States of America, residing at Derby, in the county of Sedgwick and State of Kansas, have invented certain new and useful Improvements in Wagon-Body Fasteners or Retainers, of which the following is a specification, reference being had therein to the accompanying drawings and the letters of reference thereon, forming a part of this specification, in which—

Figure 1, is a side elevation of a wagon having attached thereto my improved body fastener and retainer; Fig. 2, a front view of said fastener and retainer and portions of the wagon body and bolster to which it is applied; Fig. 3, a side view of the same, showing said portions of the wagon body in section; Fig. 4, a top view of the fastener and retainer plate, showing one means of preventing the nuts from turning off the hooked bolts of said plate, and Fig. 5, is a detailed sectional view of a portion of said plate, showing the application of a spring washer under said nuts.

This invention relates to certain improvements in a device, designed as an attachment to wagons, for fastening the wagon body upon the wagon gear, for retaining the wagon body in proper position upon the wagon bolsters, and for preventing excessive wear of the wagon body where it comes in contact with the wagon bolster and bolster stakes; and consists in the novel construction and arrangement of parts; which improvements are fully set forth and described in the following specification, and pointed out in the claims.

The object of this invention is to provide an attachment to wagons for firmly holding the body upon the bolsters, and thereby prevent the body from jostling upon the bolsters, and thus prevent the noise occasioned by jostling, and also prevent excessive wear of the body upon the bolsters, and further prevent the body sides from coming in direct contact with the bolster stakes and thereby prevent undue wear of the body sides.

A further object is, to provide, in the attachment, means for retaining the body in proper position upon the bolsters.

Referring to the drawings A represents the wagon body, and B the rear bolster of the wagon gear.

P represents the attachment plates, which are provided with rivet holes, and are adapted to be secured to the wagon body sides, at a point where they will be between the bolster stakes S and the body sides, and in such manner as to rest with their lower edge upon the outer side portion of the body floor, which is permitted by slightly springing the body sides in at such points of attachment. (See Fig. 3.) Said plates are provided on their front side with two oppositely arranged laterally extending parts, or wings, D, D, the outer portions of which wings are horizontal while their inner portions curve up and are located a suitable distance apart to admit the bolster stake between them. The outer portions of said wings D, D, are provided with bolt holes, as represented, through which holes are placed the hooked bolts R, R, with the hook portions thereof depending. The nuts F, of said bolts, are turned on the upper end of the bolts and come to bear upon the upper surface of said wings, and as a means of adapting said nuts to be readily turned without the use of a wrench I have formed them as thumb nuts.

J represents slotted upright plates adapted to be attached to the sides of the bolster in line vertically with said hooked bolts, and with their slotted end portion extending a little above the bolster and in making the attachment the hooks of the bolts R, are hooked in the slots of said plates J (see Figs. 2 and 3) after which the bolt nuts F are turned to draw up on the bolts and thus make a connection, whereby, in the further turning of said nuts, the body A will be firmly clamped down upon the bolster.

If so preferred the plates J may be omitted and the bolster recessed under its securing band E, as shown at Z in Fig 2, and by dotted lines at Z' in Fig. 3, and the bolts R made of sufficient length to permit their hooks to extend down and be hooked under said band E, with like results as described. (See Fig. 2, at the left in said figure.) In detaching said hooks, the nuts F are turned back, which permits the hooks to lower, when they may be moved laterally from their seat of engagement and thereafter partially rotated so as not to be liable to engage, when the body may be removed from the gear.

W represents concavo-convex spring wash-



ers placed under nuts F for the purpose of providing a yielding bearing for said nuts to prevent the parts from becoming loose when subjected to strain, and thereby prevent the nuts from becoming loose, thus holding the nuts so they will not be liable to turn off while in service. In Fig. 4 I have shown the said nuts made with ratchet sides and have represented spring pawls, attached to plate P, arranged so as to engage, at their free end, with said ratchets and thus provide a means for preventing said nuts from turning off when in service, but which pawls may readily be pressed back from engagement with the nuts, when it is desired to remove the nuts from the bolts, or loosen the bolts. However both types of nut retainers may be dispensed with and the nuts permitted to bear direct upon the wings D, which in most instances is practical and reliable.

It will be readily observed, that, by placing the plates P between the body sides and stakes S, said sides cannot come in direct contact with said stakes and thereby are prevented from wearing against said stakes. It will also be observed that, by clamping the body upon the bolster, as shown, all jostling of the body on the bolster will be avoided, and further the parts thus clamped together cannot wear as when jostling is permitted, and it will further be observed that, by means of the up-curved portions of the wings D of plates P, which come to bear on either side of the bolster stakes, the body A will be retained in proper position upon the bolsters, and further the curved form of said plate wings renders it easy to place the body A upon the bolsters as said wings are, owing to their curved form,

flared, and therefore will not catch or bind on the stakes S, but will guide the bed to its proper seat upon the bolsters.

I have shown, in Fig. 1, the plate P attached to the forward portion of the wagon body A, near the upper end of stake S', and between the body and said stake, and with the wings D at the sides of the said stake for the purpose of retaining the said front bolster stakes in an upright position and thereby preventing the front bolster from reclining, and further preventing the sides of body A from wearing on the stakes S'.

Having thus described my invention, what I claim as new and useful, and desire to secure by Letters Patent, is as follows:

1. The combination with the wagon body and bolster, of the plate P secured to the said body and provided with the wings D, D; the slotted plates J fixed to the said bolster; and the hooked bolts R, R, for detachably connecting said plates, in the manner substantially as and for the purpose specified.

2. In combination with a wagon the plates P provided with the laterally extending curved wings D, D, and adapted to be secured to the wagon body between the sides thereof and the bolster stakes, with one of said wings resting at each side of each said stake, and the hooked bolts R, R, and thumb nuts F, F, thereof for detachably connecting said plates with fixtures of the said bolster, substantially as and for the purpose specified.

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Witnesses:

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