

(No Model.)

T. B. PELL.
FASTENING DEVICE FOR WAGON RODS.

No. 565,790.

Patented Aug. 11, 1896.

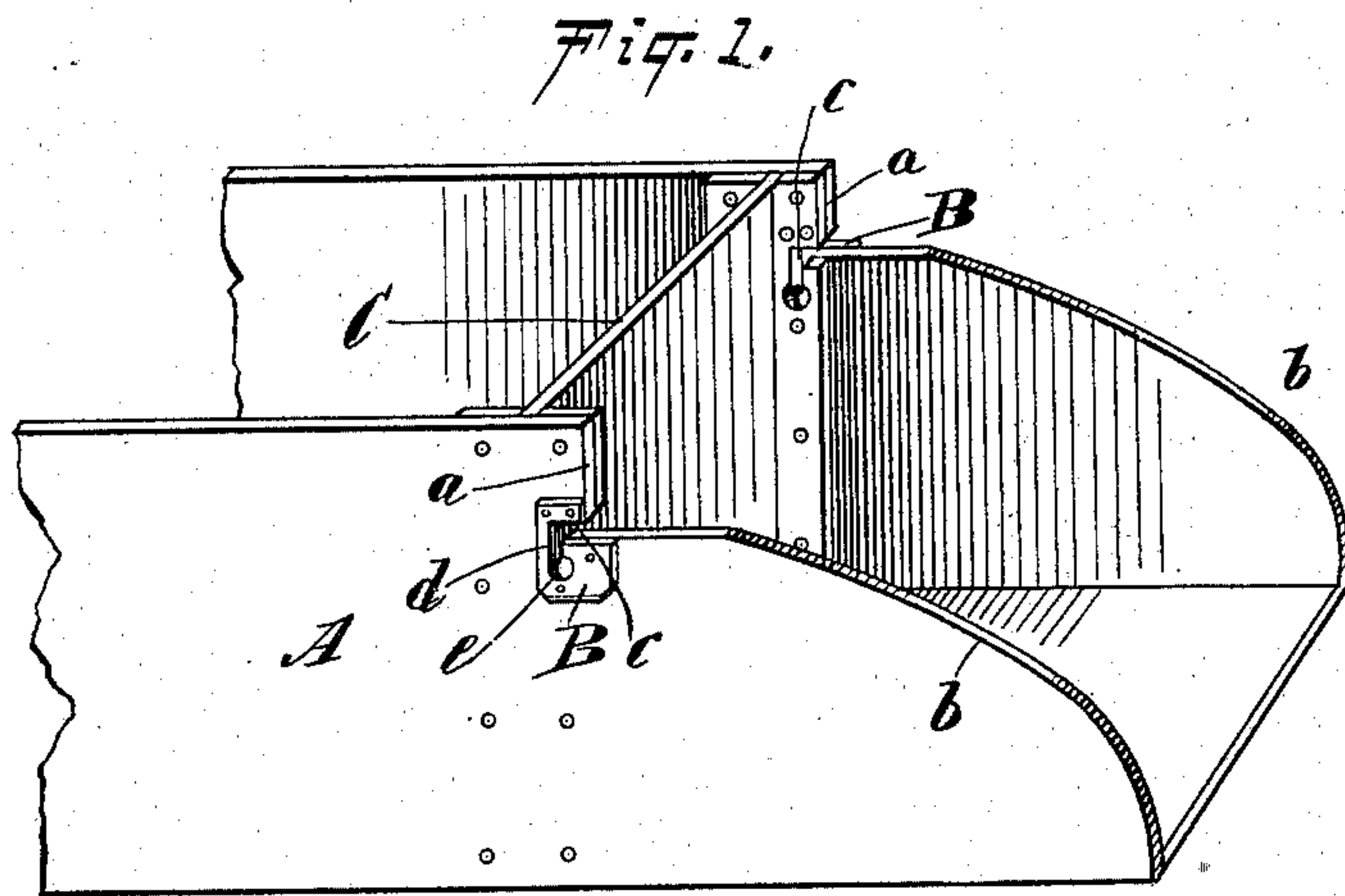


Fig. 2.

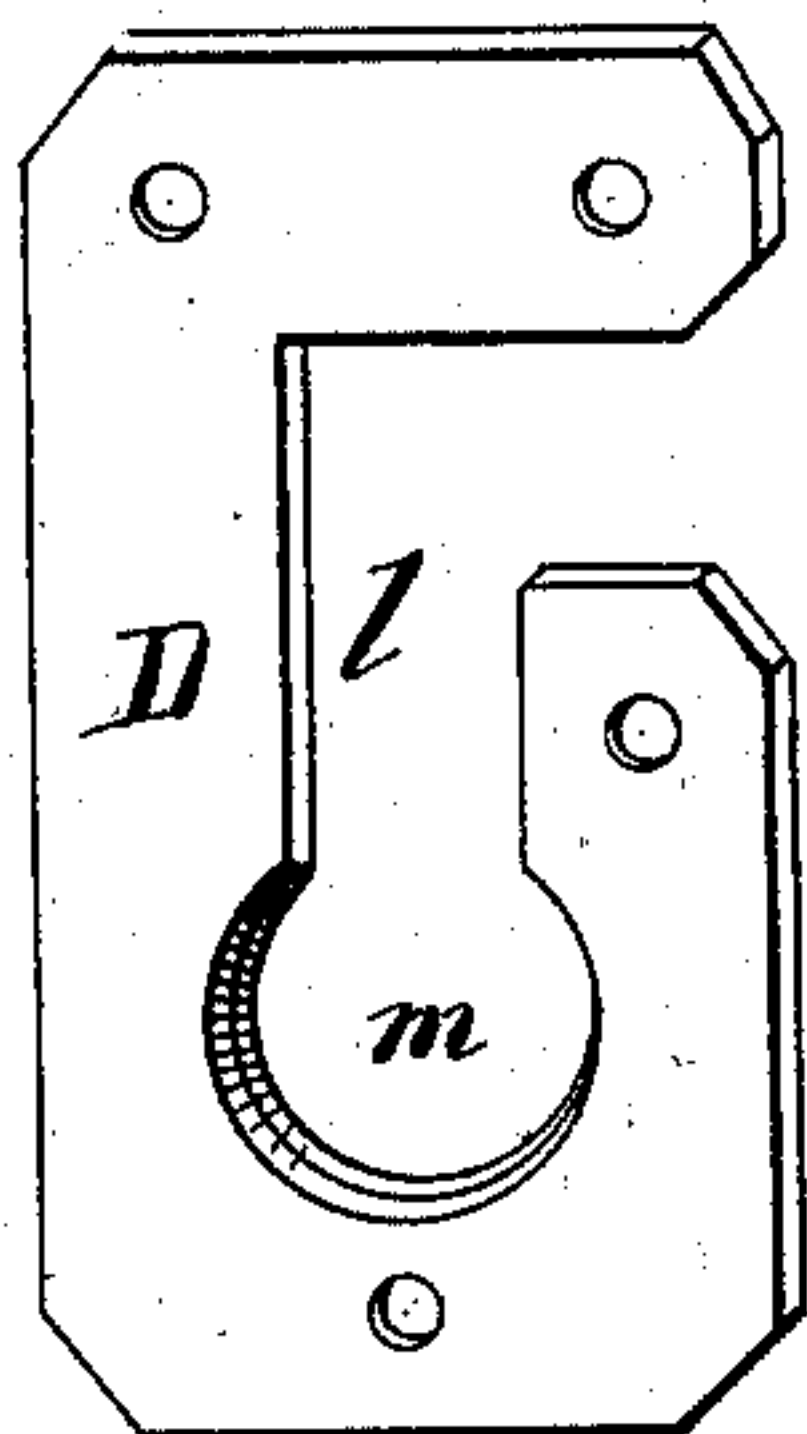


Fig. 3.

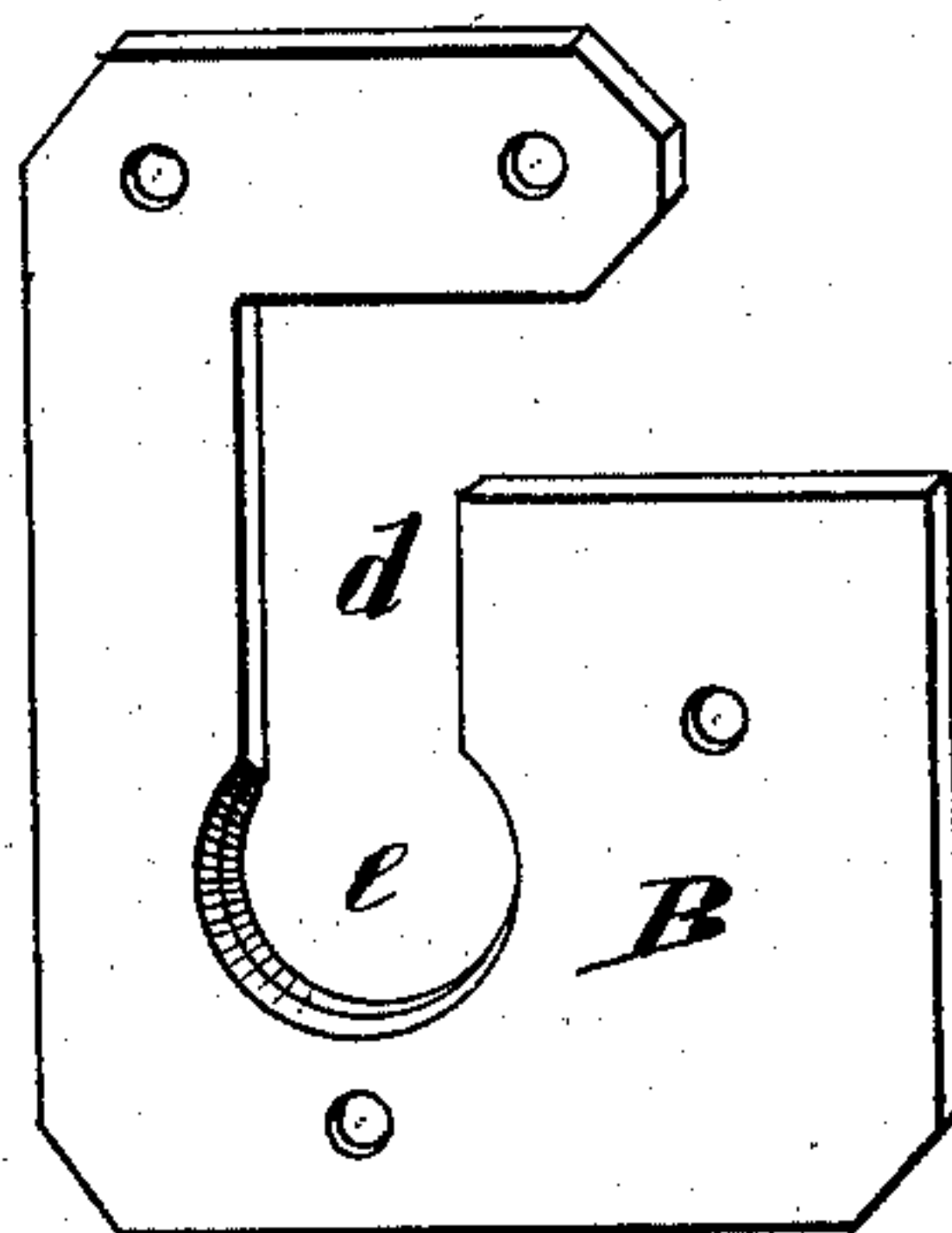


Fig. 5.

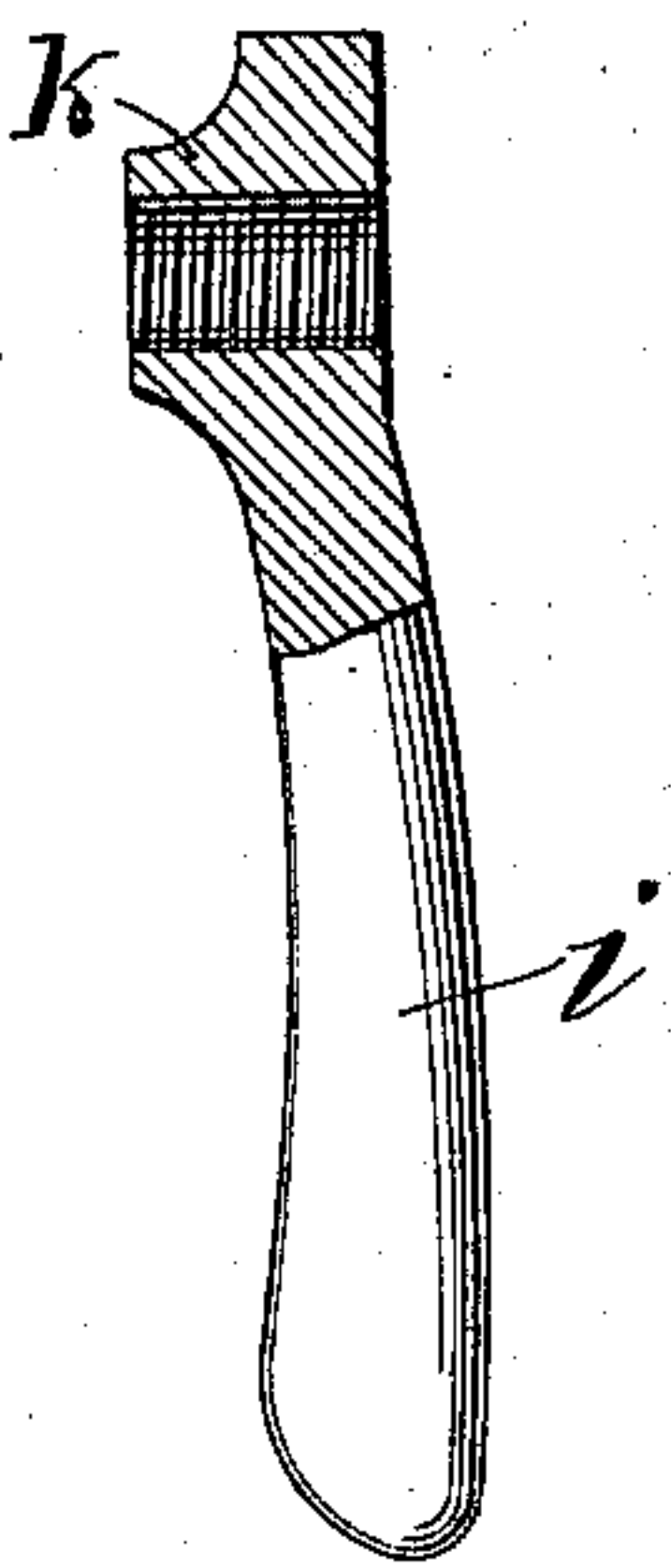
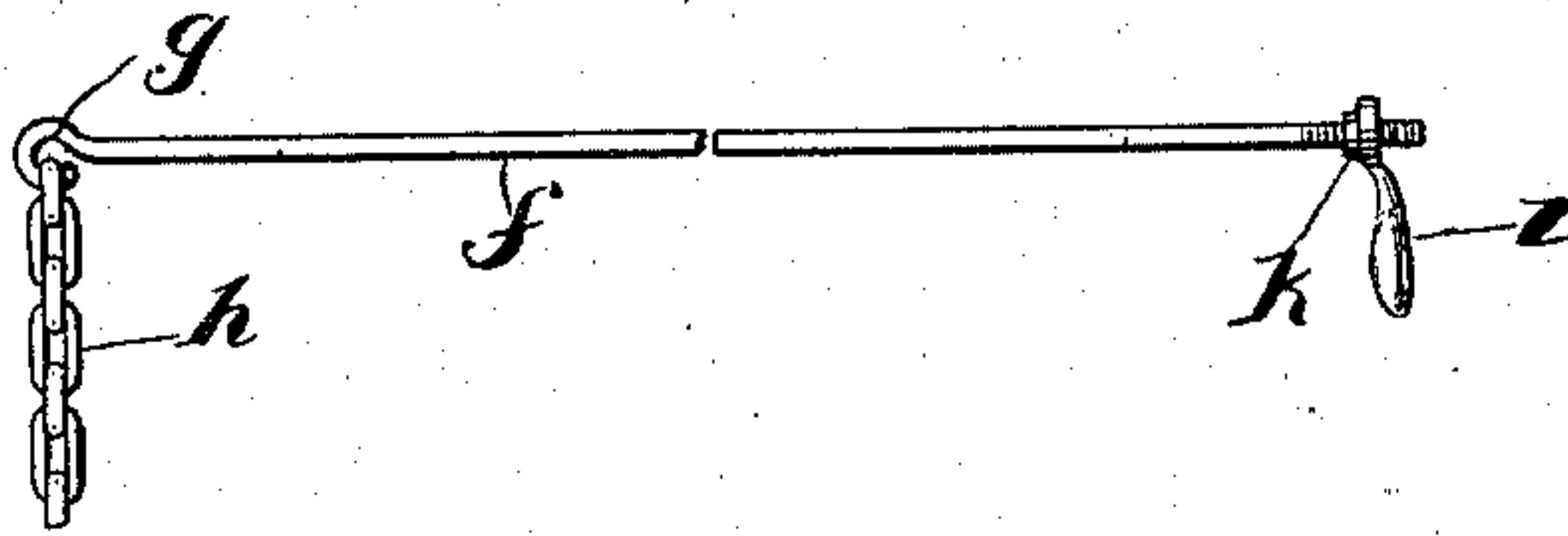


Fig. 4.



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FASTENING DEVICE FOR WAGON-RODS.

SPECIFICATION forming part of Letters Patent No. 565,790, dated August 11, 1896.

Application filed March 17, 1896. Serial No. 583,563. (No model.)

To all whom it may concern:

Be it known that I, THOMAS BLINCOE PELL, of Lewisport, in the county of Hancock and State of Kentucky, have invented a new and useful Improvement in Fastening Devices for Wagon-Rods, of which the following is a full, clear, and exact description.

The object of the invention is to provide a superior fastening device for the end-gates of wagons; and the invention is particularly adapted to that class of wagons in which the rear edges of the side-boards of the body are each formed with a vertical upper portion above an outwardly and downwardly curved portion. To a wagon thus constructed I apply a peculiarly-formed fastening device by which the side-boards are drawn together and the end-gate clamped in position.

The invention will be fully described hereinafter and finally defined in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of the rear portion of the wagon-body to which my improvements are applied. Fig. 2 is a detail perspective view of the facing-plate used in my invention. Fig. 3 is a similar view of a second form of this plate. Fig. 4 is a detail view of the clamping-rod, and Fig. 5 is a detail view of the clamping-arm for the clamping-rod.

The wagon-body A has the rear edge of each side-board formed with a vertical portion *a* above a rearwardly and downwardly curved portion *b*. Formed in the rear edge of each side-board and at the juncture of the portions *a* and *b* thereof is a slot *c*, each slot extending forwardly and thence downwardly and terminating in an enlarged portion, as best shown at the right-hand side of Fig. 1.

Secured to the outer side of each side-board of the body A and adjacent to the respective slots *c* thereof is a facing-plate B, each plate being formed with a horizontally and downwardly extending slot *d*, matching with the respective slots *c*. The plates B are extended rearwardly at their lower portion, and the upper edges of these rearwardly-extended portions lie level with the upper edges of the downwardly and rearwardly curved portions

b of the rear edges of the side-boards of the body A. The lower end of each slot *d* terminates in an enlargement *e*, which respectively match with the enlargements at the lower ends of the slots *c*.

The rod *f* (shown in Fig. 4) is provided at one end with an enlargement *g*, to which a chain *h* is connected, while the opposite end of the rod *f* is threaded and provided with a clamping-arm *i*, having a flange *k*, as shown in detail by Fig. 5.

In using the invention the rod *f* is connected to the wagon-body by means of the chain *h*, and when it is desired to clamp the end-gate C in place the rod *f* is inserted in the slots *c* of the side-boards of the wagon-body, and consequently in the slots *d* of the plates B, and moved downwardly to fit in the enlargements at the lower ends of the slots. The clamping-arm *i* is now tightened to draw the enlargement *g* into the enlarged portion *e* of the adjacent plate *b*, while the flange *k* of the clamping-arm is forced into the enlargement *e* of the remaining plate B. This firmly clamps the sides of the wagon-body against the end-gate C and holds the latter in place.

Fig. 2 illustrates a modification of the facing-plate, and in this form the plate D is provided with a slot *l*, extending horizontally and downwardly and terminating in an enlargement *m*, similar to the parts *d* and *e* of the plate B, the only difference between the two forms of plates being that the plate D is not extended rearward at its lower portion.

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

1. A wagon-body, the rear edges of the side-boards of which are each formed with a vertical upper portion above an outwardly and downwardly extended portion, a plate secured to each side of the body and respectively adjacent to the corner formed by the vertical and outwardly and downwardly extended portions, each plate having a slot extending horizontally and thence downwardly and terminating at its lower end in an enlargement and the side portions of the body being formed with registering slots, a transverse rod capable of having its ends passed through the slots of the plates and body, the rod having at one end an enlargement capable of engaging the

enlarged portion of the slot in the adjacent plate and the remaining end of the rod being screw-threaded, and a locking-arm having a flange or collar and capable of operating on
5 the threaded end of the rod, the flange or collar being capable of locking with the enlarged portion of the slot in the contiguous plates, substantially as described.

2. A wagon-body, having the rear edges of
10 its side-boards each formed with a vertically-extending edge directly above an outwardly and downwardly extending edge and the side-boards of the body each having at the corners formed by such edges a forwardly and down-

wardly extending slot, a plate secured to each
15 side-board and respectively adjacent to the slots therein, each plate having a slot conforming to the slots in the body portion, a rod having at one end an enlargement, the rod being capable of passing into the slots in the
20 body portion and plates, and a locking device for the remaining end of the arm, substantially as described.

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Witnesses:

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