

No. 632,997.

Patented Sept. 12, 1899.

J. S. & W. T. GILKEY.

WAGON BOX CLAMP.

(Application filed Feb. 9, 1899.)

(No Model.)

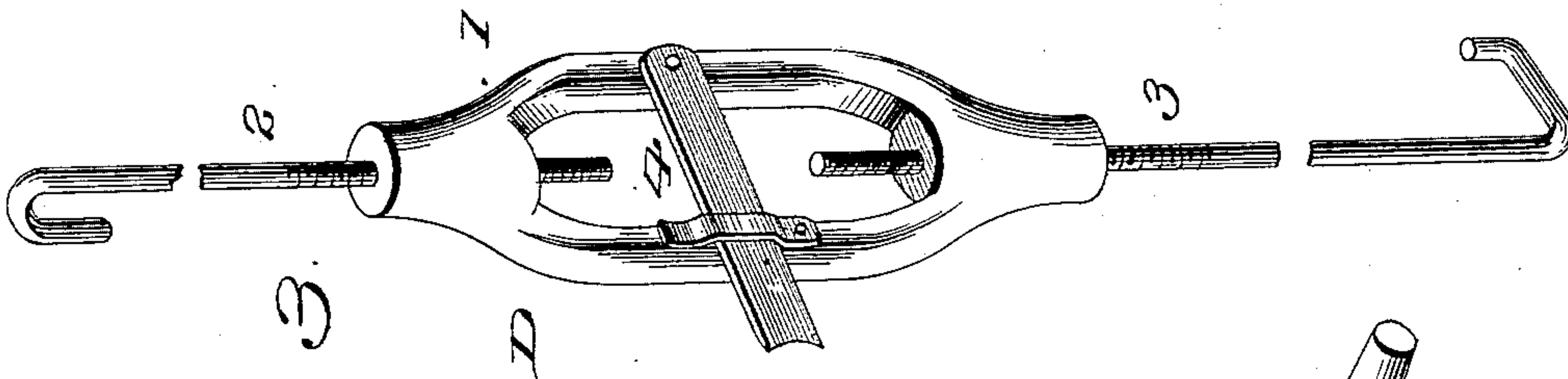


Fig. 3.

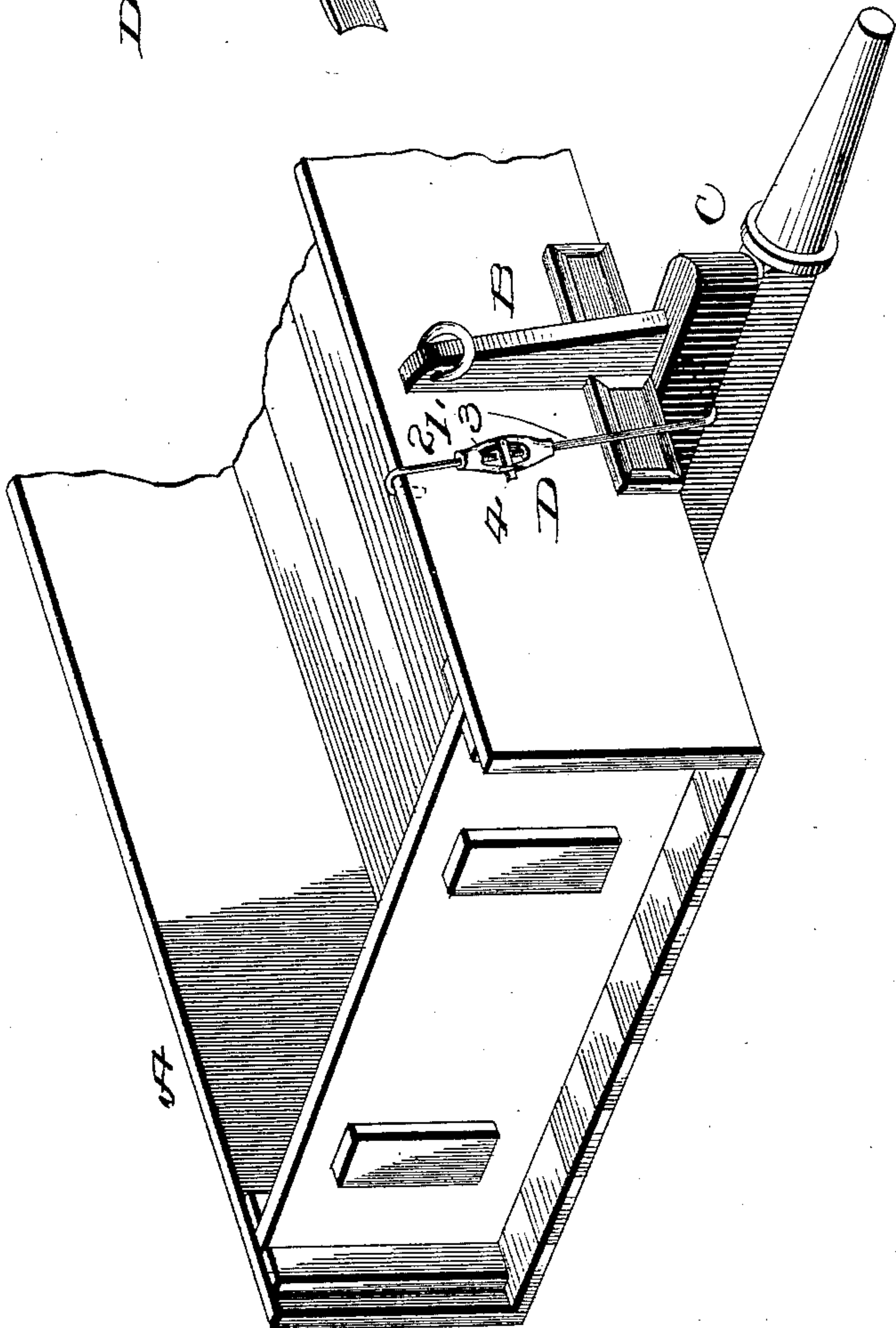


Fig. 2.

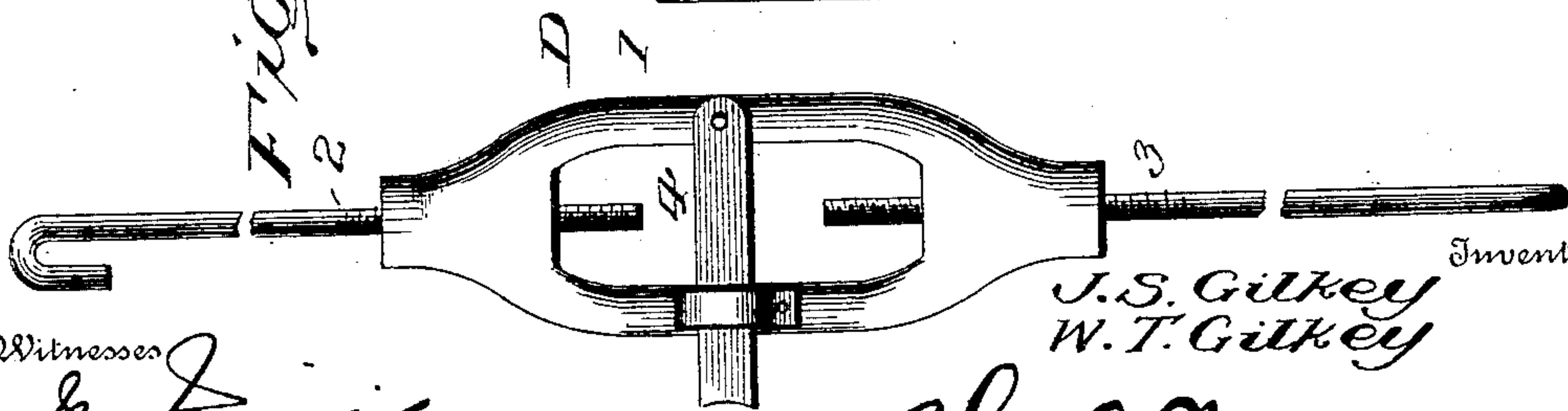


Fig. 1.

Witnesses

*Johnnie*  
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# UNITED STATES PATENT OFFICE.

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## WAGON-BOX CLAMP.

SPECIFICATION forming part of Letters Patent No. 632,997, dated September 12, 1899.

Application filed February 9, 1899. Serial No. 705,131. (No model.)

*To all whom it may concern:*

Be it known that we, JAMES S. GILKEY, residing at Maple City, in the county of Cowley and State of Kansas, and WILLIAM T. GILKEY, residing at Sidell, in the county of Vermilion and State of Illinois, citizens of the United States, have invented certain new and useful Improvements in Wagon-Box Clamps; and we do hereby 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.

Our invention relates to improvements in vehicles, and particularly in that class of vehicles wherein the bed or body is detachable from the running-gears; and the object is to provide a simple, inexpensive, and practicable device whereby the wagon bed or body may be securely fastened to the running-gears and prevented when empty of a load from jolting up and down on the bolsters with resulting loud noise and racking and injury to the entire vehicle or from longitudinal movement on said bolsters.

A further object is to provide a fastening device for this purpose adapted for use in conjunction with the standards to securely maintain in position the supplemental side-boards of the wagon-bed or the side-boards used in conjunction with removable flooring for the bed-bottom, omitting front and rear end-gates when hauling dirt, stones, and the like.

With this and other minor objects in view the invention consists in the details of construction and combination of elements hereinafter more fully described, and specifically pointed out in the appended claim.

In the accompanying drawings, forming a part of this application, the same reference characters designate similar parts throughout the several views.

Figure 1 is a side elevational view of our device complete. Fig. 2 is a perspective view of the same applied. Fig. 3 is a detail perspective view of the locking device.

Referring now more particularly to the drawings, A represents a portion of the box or side-board of an ordinary wagon; B, the standard; C, the bolster thereof, and D our improved fastener, which consists of a turnbuckle member 1, which engages the reversely-

threaded ends of rods 2 and 3, the free ends of said rods being hooked to respectively engage with the under side of the bolster and the top edge of the wagon-box or side-board.

The practical application of our invention is very simple, as will be noted by the foregoing disclosure. After the hook members have been engaged with the bolster and side-board, respectively, a revolution of the turnbuckle in the proper direction will contract the length of the device and firmly bind together the engaged parts.

To prevent the turnbuckle from loosening under the jar and jolt of the vehicle, a horizontally-extending arm 4 is pivoted at one end to one side of said turnbuckle, as shown, and its opposite free end projects a sufficient distance to contact with the side-board of the wagon, and thus prevent a complete revolution of said turnbuckle. This arm is normally held in a horizontal position transversely of the turnbuckle by an upright spring-keeper 5, and when it is desired to detach the entire device from the vehicle the said arm is disengaged from the hook and turned to a substantially vertical position, thus permitting the free operation of the turnbuckle for its removal or attachment.

Having thus described the invention, what is claimed as new is—

The combination with the box or body and running-gear of a vehicle, of two oppositely-disposed rods having inner screw-threaded ends and outer hooked ends to respectively engage with said body and running-gear, a turnbuckle engaging the inner screw-threaded ends of said rods, a horizontally-disposed arm pivoted at one end to said turnbuckle and extending transversely across the latter, the free end of the said arm projecting beyond the opposite side of the said turnbuckle, and a spring-keeper for engaging the said arm.

In testimony whereof we affix our signatures in presence of two witnesses.

JAMES S. GILKEY. [L. S.]

WILLIAM T. GILKEY. [L. S.]

Witnesses to James S. Gilkey:

J. I. MCALISTER,

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