

No. 635,722.

Patented Oct. 24, 1899.

D. HAMMAN.
WAGON BOX FASTENER.

(Application filed Aug. 2, 1899.)

(No Model.)

Fig. 1.

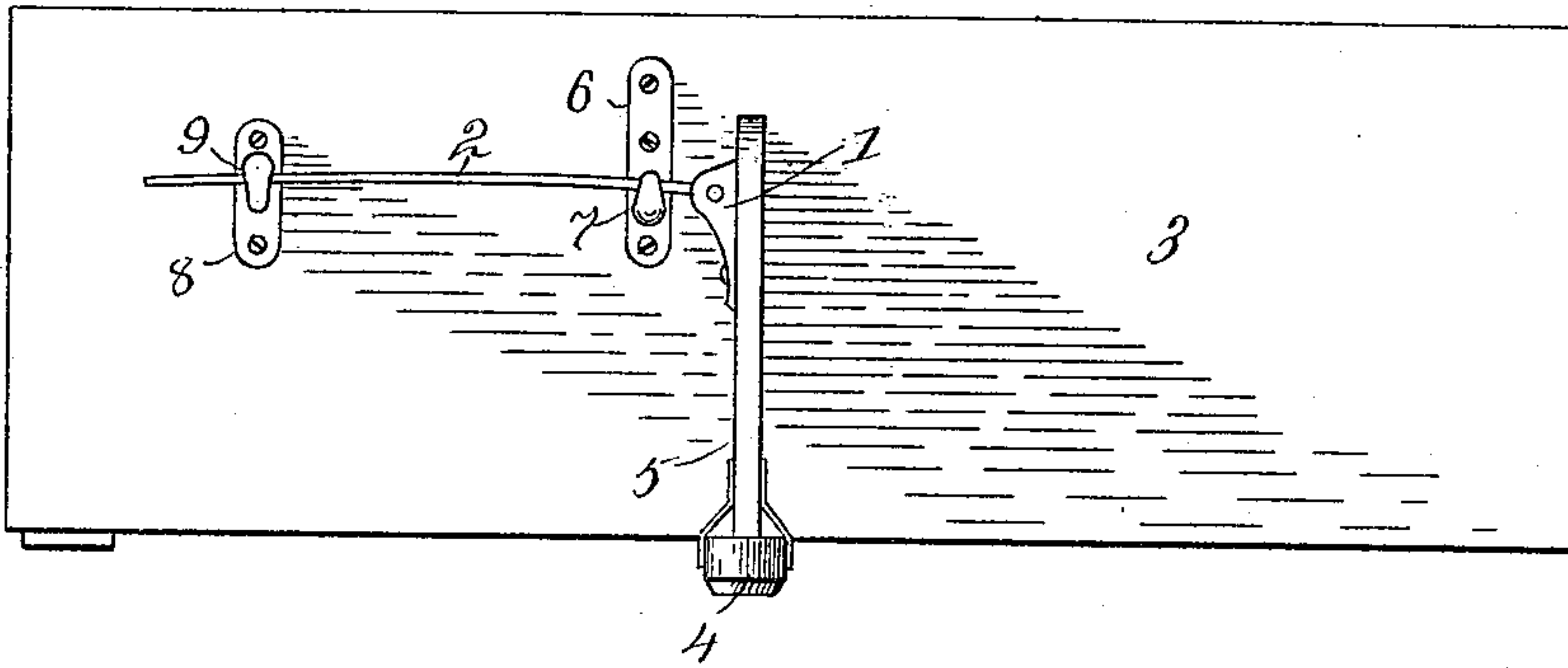


Fig. 3.

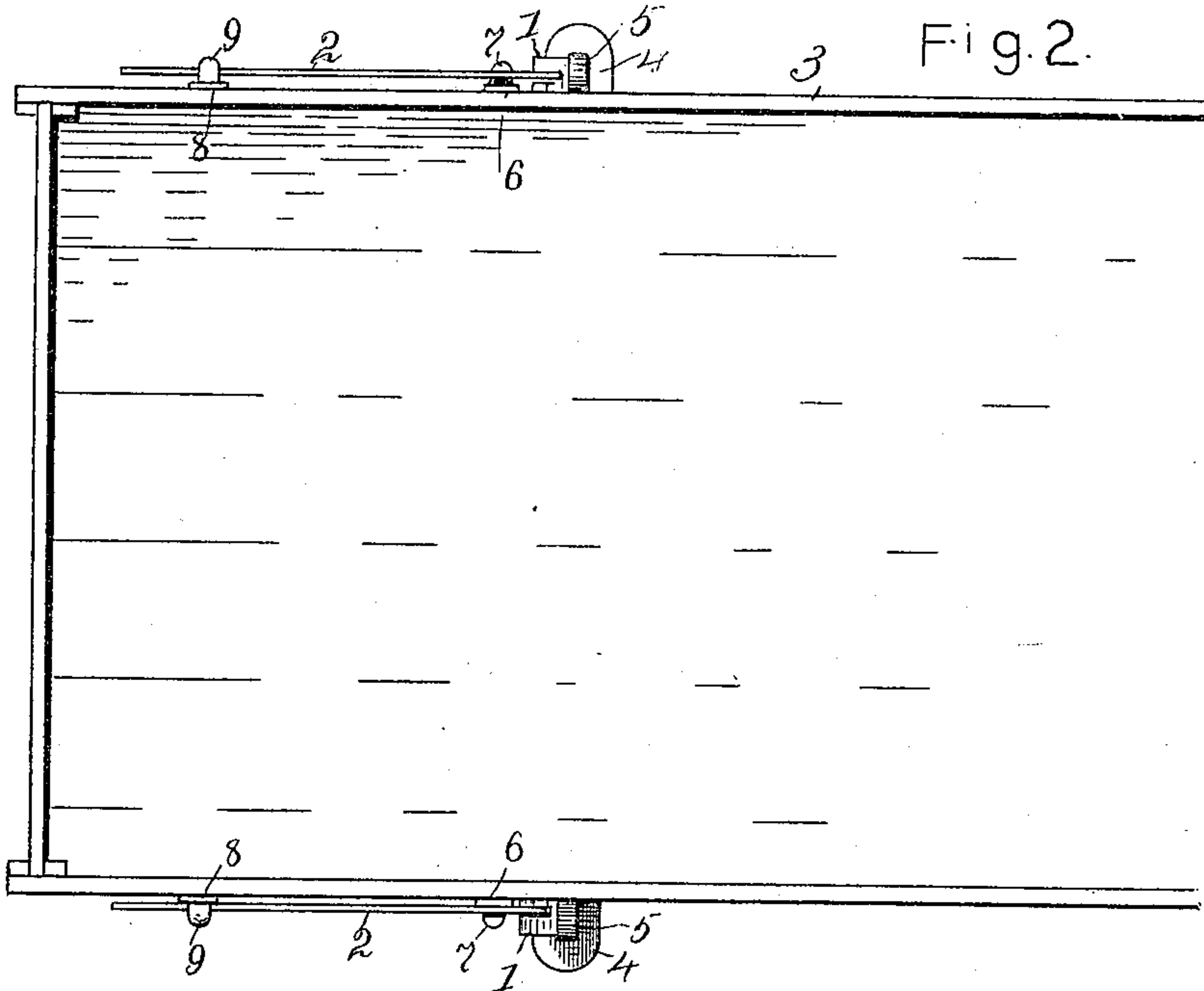


Fig. 2.

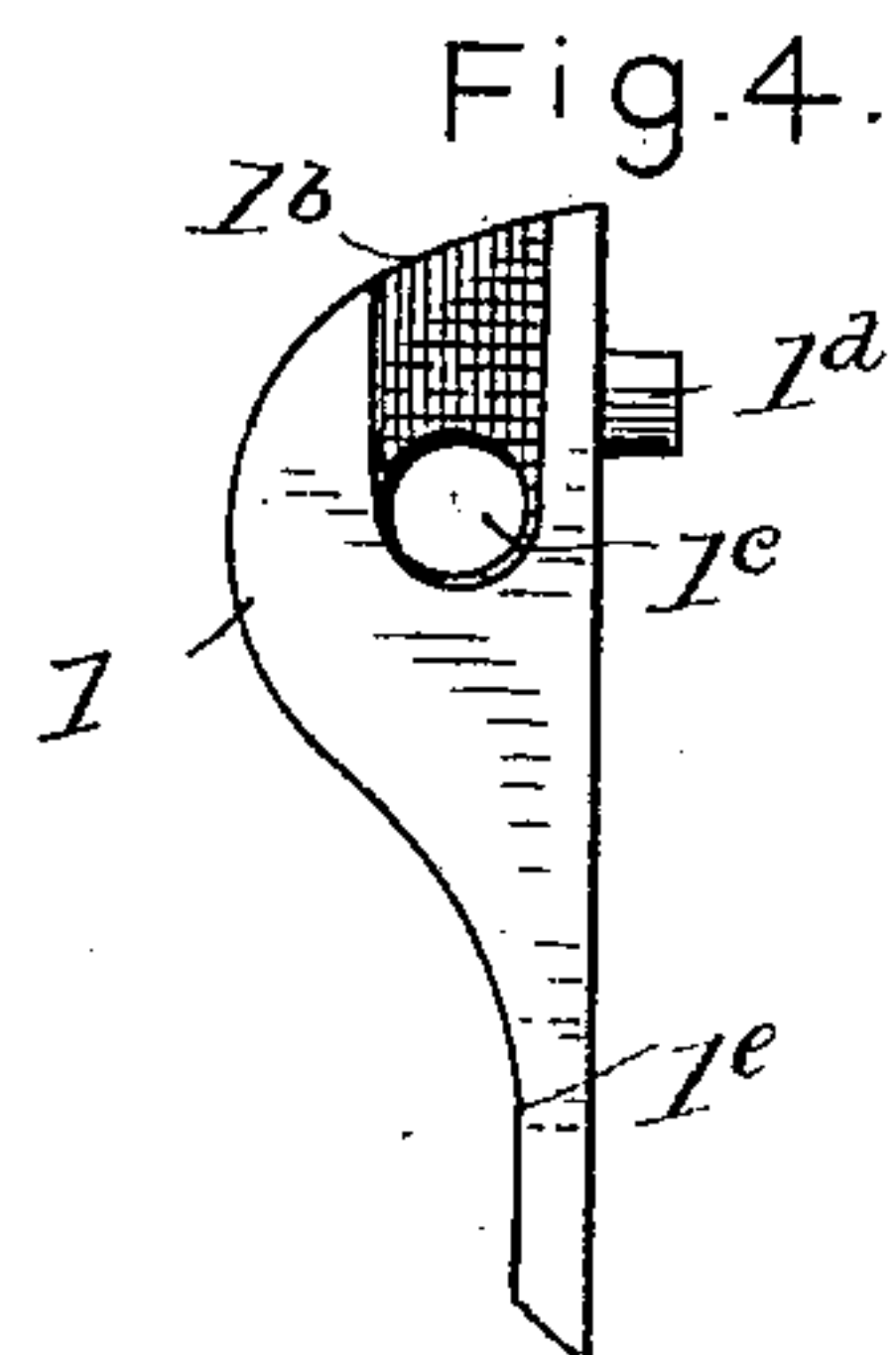
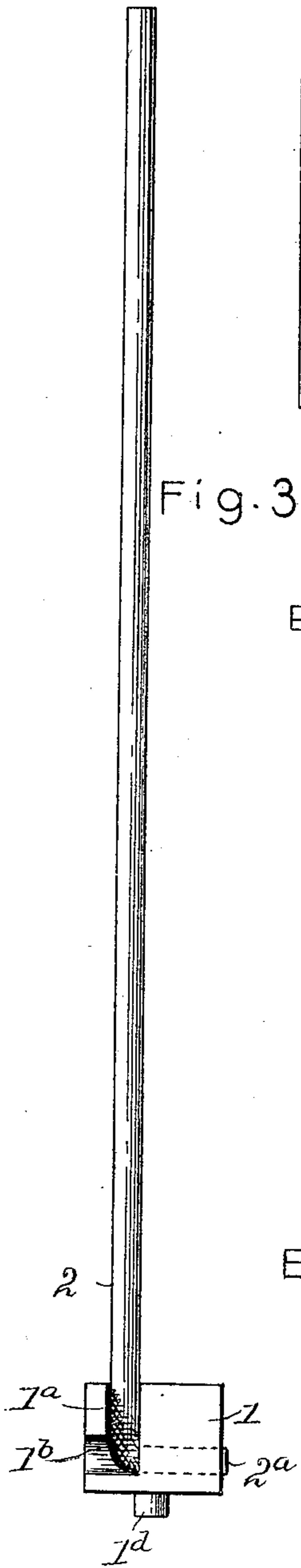


Fig. 4.

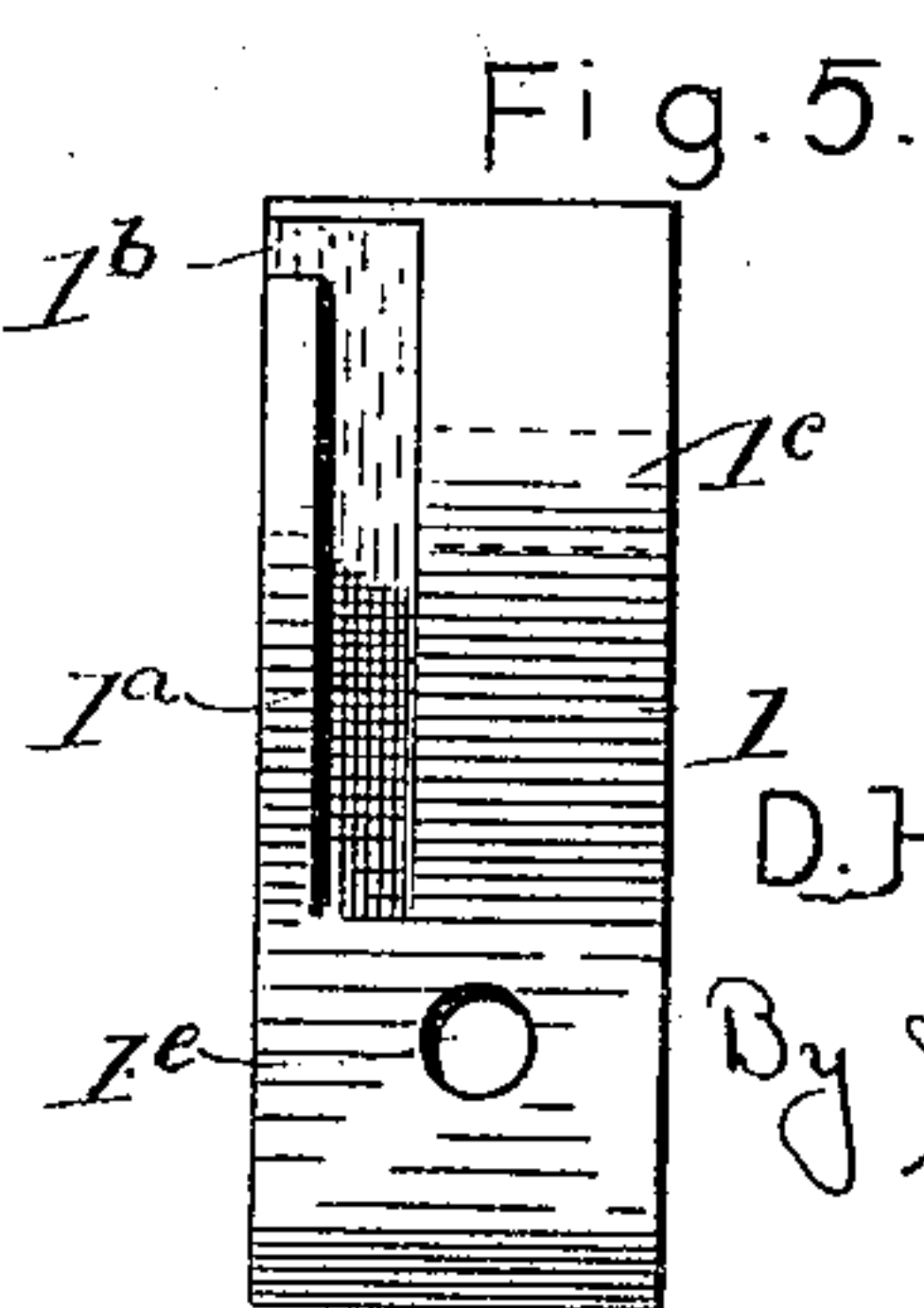


Fig. 5.

Attest.

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UNITED STATES PATENT OFFICE.

DANIEL HAMMAN, OF BEMENT, ILLINOIS.

WAGON-BOX FASTENER.

SPECIFICATION forming part of Letters Patent No. 635,722, dated October 24, 1899.

Application filed August 2, 1899. Serial No. 725,831. (No model.)

To all whom it may concern:

Be it known that I, DANIEL HAMMAN, of Bement, in the county of Piatt and State of Illinois, have invented a certain new and useful Wagon-Box Fastener, of which the following is a specification.

This invention furnishes cheap, simple, and effective means for holding a wagon-box in close contact with its bolster. It is exemplified in the structure hereinafter described and it is defined in the appended claims.

In the drawings forming part of this specification, Figure 1 is a side elevation of the rear end of a wagon-box, showing my fastener attached thereto. Fig. 2 is a plan of the rear end of a wagon-box fastened to the bolster in accordance with my invention. Fig. 3 is an enlarged detail of the fastener in plan. Fig. 4 is a side elevation of a fastener hinge-bracket. Fig. 5 is a rear view of a hinge-bracket for the fastener-rod.

Sides of a wagon-box are shown at 3, bolsters at 4, and standards on the bolsters at 5. Hinge-brackets 1 are fastened to the standards. Spring-rods 2 are pivotally connected with the brackets and they extend over hooks 7 and under hooks 9 when the box is fastened to the bolster. The hooks 7 extend outward and upward from plates 6, which are attached to the box near the standards 5, and hooks 9 extend outward and downward from plates 8, which are attached to the box farther from the standards. The hooks 9 are somewhat below straight lines drawn from the pivots of the hinge-brackets over hooks 7 and the fastening is made by engaging the spring-rods 2 with hooks 7 and forcibly springing the ends thereof downward and under the downturned ends of hooks 9. When this is done, the rods act as elastic levers, which force the box in contact with the bolster by the uplift on the standards and downward pressure on the hooks 7, and the elastic stress of the slightly-bent rods is utilized in taking up wear in bearing-surfaces.

The hinge-brackets 1 are preferably made as shown in the detail drawings, where a vertical slot in the rear wall of the bracket is shown at 1^a, a side slot at 1^b, a bearing-hole at 1^c, a stud at 1^d, and a bolt-hole at 1^e. The slot 1^a divides the rear part of the bracket into two parts, one preferably thicker than

the other, and it provides a space in which the fastening-rod may swing. The hole 1^c provides a bearing for the hooked end 2^a of the fastening-rod, and the slot 1^b, which extends upward through one member of the bracket from a point opposite the bearing-hole 1^c in the other member, permits the hooked end of the fastening-rod to be inserted through the bearing-hole when the rod is extended upward. The member of the bracket provided with the lateral slot is preferably placed next the box, and in that case the rod must be attached to the bracket before the bracket is attached to the box and cannot be detached without first disconnecting the bracket. The slot 1^a is vertical. The bearing-hole extends sidewise from the slot, and when the hooked end of the fastening-rod is inserted through the bearing-hole the rod may swing in a semicircle the chordal diameter of which is vertical and so it will hang down alongside the standard whenever it is not in engagement with the box. In this instance the fastening-rods are shown connected with the rear sides of the rear standards, but it is apparent that they may be connected with the front standards also and that it is only as a matter of convenience that the connections are made with one side of a standard and not with the other. The rear end of a wagon-box suffers most from the jar incident to travel, as the weight of the driver tends to prevent the front end from bouncing when the box is empty, and so it is to the rear end of the box that I have in the drawings applied the fastenings. The stud 1^d enters a hole in the standard, and the connection of the bracket with the standard is completed by a bolt extending through hole 1^e.

What I claim is—

1. A wagon-box fastener, comprising a hook on the box adjacent to the standard of the bolster, another hook on the bed farther from the standard, and a rod connected with the standard and extended over the nearer hook and under the farther one.

2. A wagon-box fastener, comprising a hook on the box adjacent to the standard of the bolster, another hook on the bed farther from the standard, and a spring-rod connected with the standard and extended over the nearer hook and under the farther one.

3. A wagon-box fastener, comprising a hook on the box adjacent to the standard of the bolster, another hook on the bed farther from the standard, and a spring-rod connected pivotally with the standard and extended over the nearer hook and under the farther one.

4. In a wagon-box fastener, the combination of a rod having one of its ends turned at right angles to its body, and a bracket attachable to the bolster-standard, such bracket

being slotted to form two separate members one of which is bored to receive the bent end of the rod and the other of which is laterally slotted to permit the insertion of such bent end.

In testimony whereof I sign my name in the presence of two subscribing witnesses.

DANIEL HAMMAN.

Witnesses:

ROSA VOELCKER,
E. S. McDONALD.