

No. 774,091.

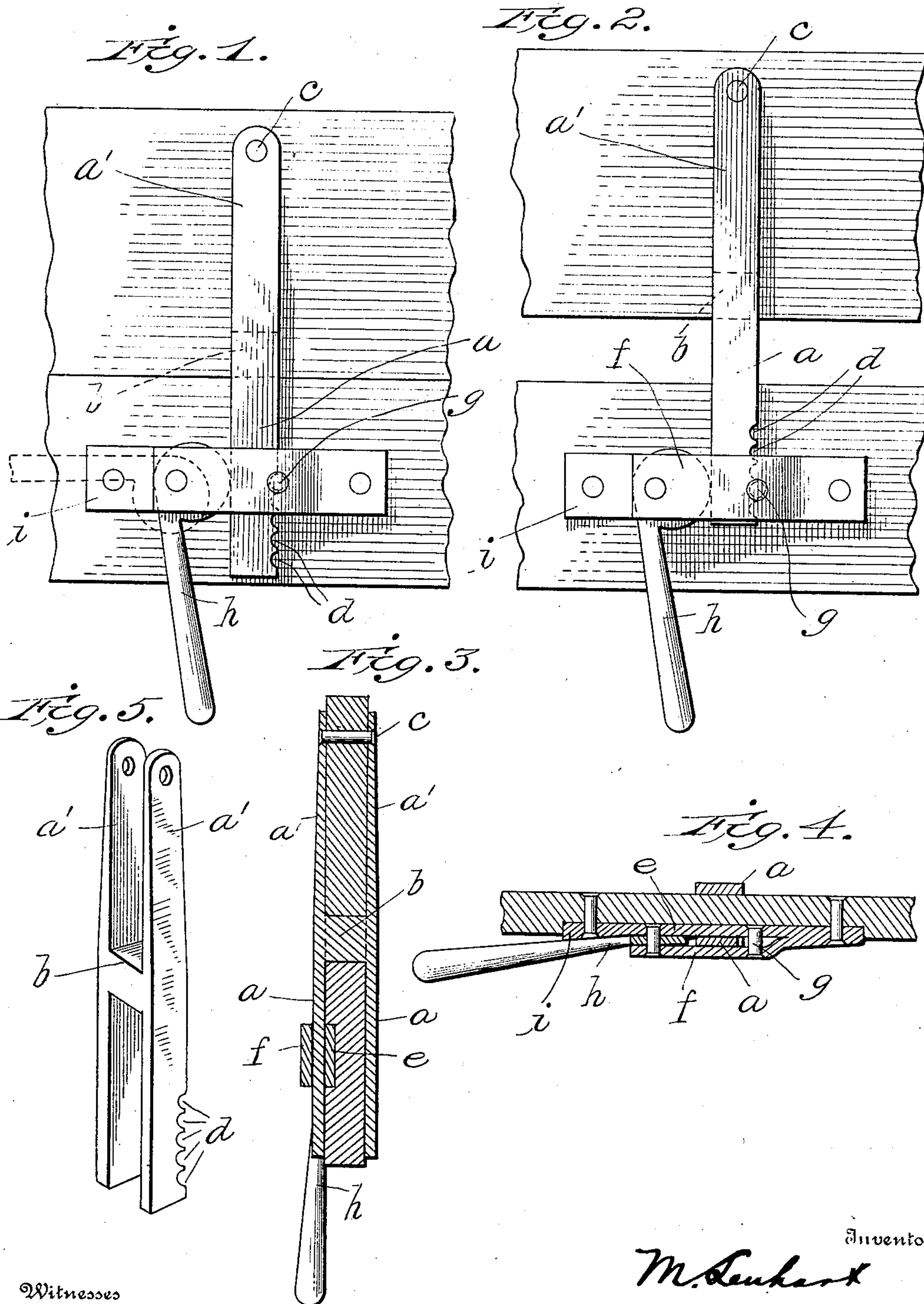
PATENTED NOV. 1, 1904.

M. LENHART.

SIDE BOARD FASTENER FOR WAGON'S.

APPLICATION FILED JULY 18, 1904.

NO MODEL.



Witnesses

Edwin L. Yewell
J. H. Burgess.

Inventor

M. Tenhart

 \mathfrak{F}_j

Davis & Davis

Attorneys

UNITED STATES PATENT OFFICE.

MOSES LENHART, OF MELROSE, IOWA.

SIDE-BOARD FASTENER FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 774,091, dated November 1, 1904.

Application filed July 18, 1904. Serial No. 217,093. (No model.)

To all whom it may concern:

Be it known that I, MOSES LENHART, a citizen of the United States of America, and a resident of Melrose, county of Monroe, State of Iowa, have invented certain new and useful Improvements in Side-Board Fasteners for Wagons, of which the following is a full and clear specification, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of a portion of a wagon-box, showing my invention applied thereto; Fig. 2, a similar view showing the manner of supporting the side-board in an elevated position to increase the height of the wagon-box; Fig. 3, a vertical sectional view; Fig. 4, a horizontal sectional view, and Fig. 5 a perspective view in detail of one of the stakes or supports.

The object of this invention is to provide simple means for securely as well as adjustably supporting and fastening the side-boards constituting the upper box of the wagon as more fully herein set forth.

To the accomplishment of this object and such others as may hereinafter appear the invention consists of the parts and combination of parts hereinafter fully described, and particularly pointed out in the appended claims, reference being had to the accompanying drawings, forming a part of this specification, in which the same reference characters designate like parts throughout the several views.

It will be understood that two or more of these devices are to be employed at each side and end of the wagon; but as they are all constructed alike a description of one only will be given.

Depending from the upper side-board is a pair of flat arms or straps which are adapted to slip down over and embrace the upper edge of the side-board of the wagon-body, these two arms being connected together at their upper ends by an integral cross-piece *b*, which sets in a notch in the lower edge of the side-board, this notch being deep enough to bring the lower edge of the cross-piece *b* flush with the lower edge of the side-board. Extensions *a'* of the arms *a* extend upward upon opposite sides of and closely embrace the side-board to which they are riveted or bolted by

a rivet or bolt *c*. One edge of the outer arm *a* is provided with a series of notches *d*, separated by sharpened teeth.

Secured to the outer face of the exterior of the wagon-body is a horizontal plate or bar *e*, which is set into a recess in the side-board of the body far enough to bring its outer face approximately flush with said side-board. Attached to one end of this plate is another plate *f*, which is approximately the same width as the plate *e* and extends nearly to its opposite end, being separated from it by a narrow space, except at the end where it is secured to said plate *e*. The space between plates *e* and *f* is wide enough to receive the outer one of the arms *a*, and extending across this space, just in front of the serrations *d*, is a pin *g*, which is adapted to engage in one of said serrations. To force said arm *a* into engagement with the pin *g*, I employ a cam-lever *h*, which is pivoted between the free end of the plate *f* and the plate *e*. When this cam-lever is swung down, its cam-head bears against the unserrated edge of the arm *a* and forces said arm into engagement with pin *g*, thereby locking said arm against both descent and withdrawal upward. When the lever is swung upward to a horizontal position, its cam-face recedes from the adjacent edge of arm *a* and leaves the same free to be dropped down or to be withdrawn. When the lever is thus raised to a horizontal position, it is held in that position by frictional engagement with a beveled enlargement *i*, formed on the face of the plate *e*, the free end of the outer plate *f* affording sufficient resilience not only to permit said lever to ride upon said cam-face *i*, but to clamp it there until again forced downward by the operator to lock the stake or arm *a*.

It is evident that when the side-board rests directly on the wagon-body it is not absolutely necessary that the stake *a* be locked in the keeper; but when the side-board is elevated to increase the height of the wagon-body it is essential that the stake or arm be locked to the pin *g* in the manner above described. When thus locked, it will be observed that the weight of the board and any object placed thereon will be brought upon

the short pin or bolt *g*, the cam-lever being relieved entirely of the strain of supporting the side-board. It will be observed that I provide an exceedingly strong, inexpensive, durable, and efficient device for the purpose set forth.

It will be apparent to those skilled in the art that various mechanical embodiments of the invention are possible, and I therefore do not wish to be limited to the exact arrangement and construction shown.

What I claim, and desire to secure by Letters Patent, is—

1. In combination with a wagon-body, a keeper attached to the outer side thereof and consisting of a pair of separated plates attached together at one end, the innermost plate being set in a recess in the face of the wagon-body and having on its outer face a beveled cam-like surface *i*, a lock-pin *p* extending across the space between the plates, a cam-lever pivoted between these plates at a distance from said lock-pin, and a side-board

provided with a depending arm or stake adapted to pass down between said pin and said cam-lever and being provided with a series of supporting-notches at the edge adjacent to said pin.

2. In combination with a wagon-body, a keeper fastened to the outside of the side-board thereof, said keeper consisting of a pair of plates attached together at one end, a cam-lever pivoted between the outer plate and the inner plate, a lock-pin extending between said two plates at a distance from said cam-lever, and a side-board provided with a depending stake or arm provided with a series of notches in one edge in each of which said lock-pin is adapted to engage, for the purpose set forth.

In testimony whereof I hereunto affix my signature, in the presence of two witnesses, this 16th day of July, 1904.

M. LENHART.

Witnesses:

Mrs. S. F. O'BRYAN,
W. J. McENIRY.