

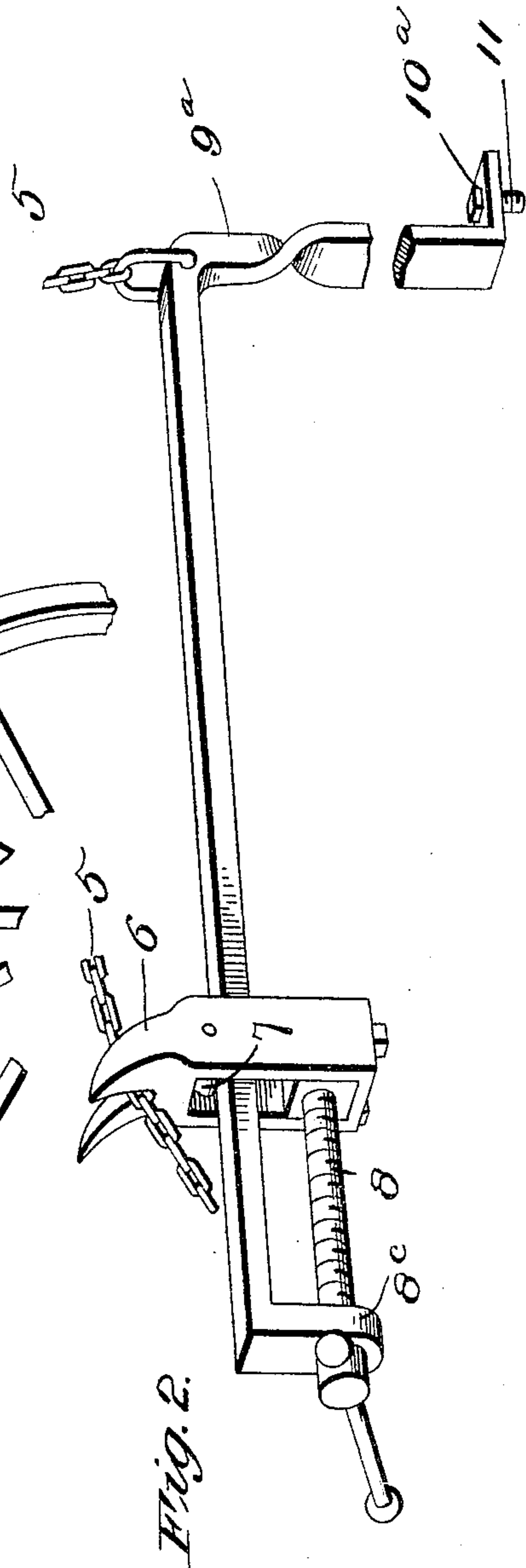
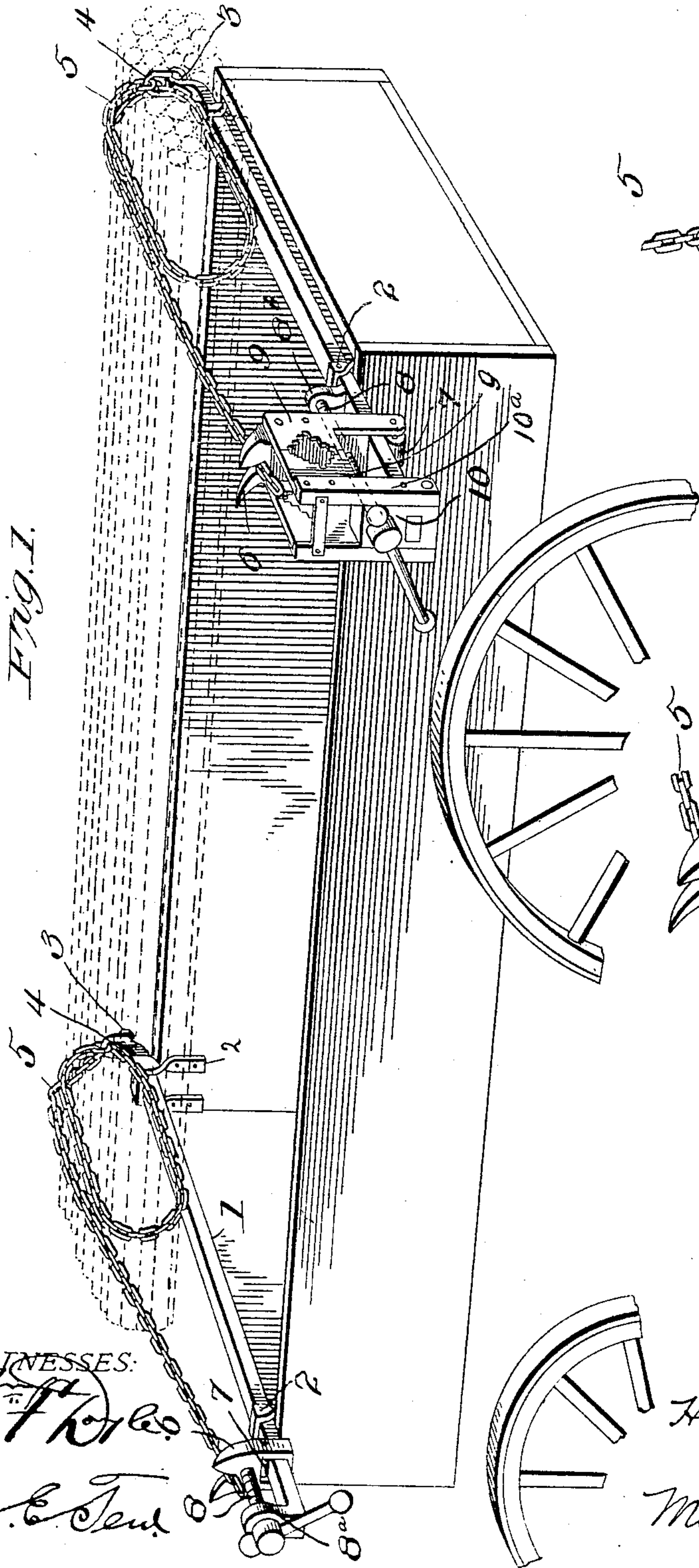
No. 795,413.

PATENTED JULY 25, 1905.

H. A. PATTERSON.

LOAD BINDER.

APPLICATION FILED DEC. 31, 1904.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

HARRY A. PATTERSON, OF GLENVILLE, OHIO.

## LOAD-BINDER.

No. 795,413.

Specification of Letters Patent.

Patented July 25, 1905.

Application filed December 31, 1904. Serial No. 239,219.

*To all whom it may concern:*

Be it known that I, HARRY A. PATTERSON, a citizen of the United States, residing at Glenville, in the county of Cuyahoga and State of Ohio, have invented new and useful Improvements in Load-Binders, of which the following is a specification.

This invention is a load-binder, particularly for binding and carrying pipe, poles, and the like upon a wagon; and it consists of means for supporting the pipe and the like and a chain for binding the load thereon with a screw-operated claw to tighten the chain, and in a modification a vise is shown associated with the other parts of the binder.

Improved details will be evident from the following description and the drawings.

In the drawings, Figure 1 is a perspective view of a wagon provided with the load-binders. At the front end one form of the binder is shown. At the tail end a modified form is shown, having a vise. Fig. 2 is a perspective view of a modification.

Referring specifically to the drawings, 1 indicates a bar, which extends across the wagon-box, resting upon the top of the sides thereof, where it is held by clips 2, bolted to the said sides. This bar is preferably rectangular in shape and terminates at one end in an eye 3, to which one end of a chain 5 is attached by a link 4. The ends of the bar project beyond the sides of the wagon-body, and at the end opposite the eye is a sliding claw 6, provided with an antifriction-roller 7, which bears against the bar to insure easy movement. The claw 6 is operated by a screw 8, held in a collar 8<sup>a</sup>, formed in the upturned end of the bar 1. The claw engages the chain and the load of pipe or other material rests on the bar 1, and the chain being wrapped around the load binds the same in an obvious manner.

In the modified form shown at the tail end of the wagon the parts are substantially similar, with the following modifications: The claw has on the back side thereof one of a pair of jaws 9, the other of which is mounted upon the extreme end of the bar 1, the screw 8 passing through the jaw-heads directly under the jaws. Each jaw is formed of two plates, giving four points of contact with the

pipe or other article placed in the vise. One pair of these plates is bolted to the sides of the claw 6. The other pair is bolted to angle-bars 10<sup>a</sup>, secured to the sides of a block 10, which is bored to receive the screw 8. The inner end of the screw is carried in a collar 8<sup>b</sup>, projecting from the bar 1.

It may be desirable that the screw be below the bar instead of above it, and such a construction is illustrated in Fig. 2, wherein the screw 8 is held in the downturned end 8<sup>c</sup> of the bar 1 and engages the threaded bore in the body of the claw 6 below the bar. Instead of the use of the clips 2 the bar is fastened to the wagon-body by means of a leg 9<sup>a</sup>, which extends downwardly from the end of the bar to the bottom of the wagon, where it terminates in a foot 10<sup>a</sup>, fastened to the wagon-bottom by a bolt 11. This permits the device to be taken off the wagon by the removal of only one bolt.

The device will be found particularly useful in carrying pipe on plumbers' wagons, and the vise will be found useful in cutting and threading pipe.

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

1. A load carrier and binder for wagons comprising a bar extending across and resting upon the sides of the wagon-box, clips secured to the said sides and extending over the bars at opposite ends thereof, a chain attached to one end of the bar, and a screw-operated claw slidable upon the other end of the bar and arranged to engage the chain.

2. An attachment for wagons, comprising a bar extending across, and supported on, the wagon-box, a chain attached to one end of the bar, and a screw-operated vise mounted on the other end of the bar, the movable jaw of the vise having a claw arranged to engage the chain.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HARRY A. PATTERSON.

Witnesses:

JOHN A. BOMMARDT,  
LOTTIE NEWBURN.