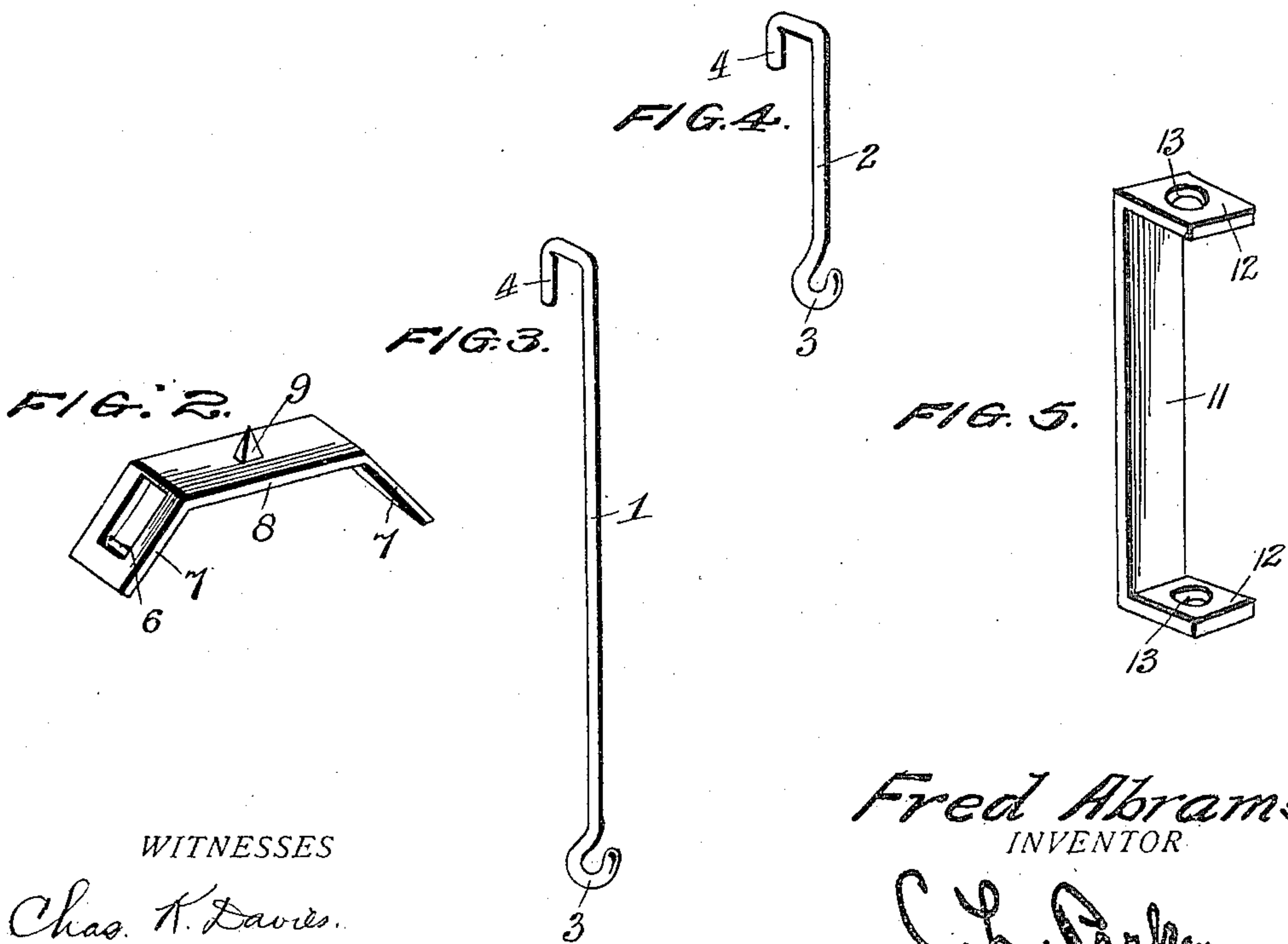
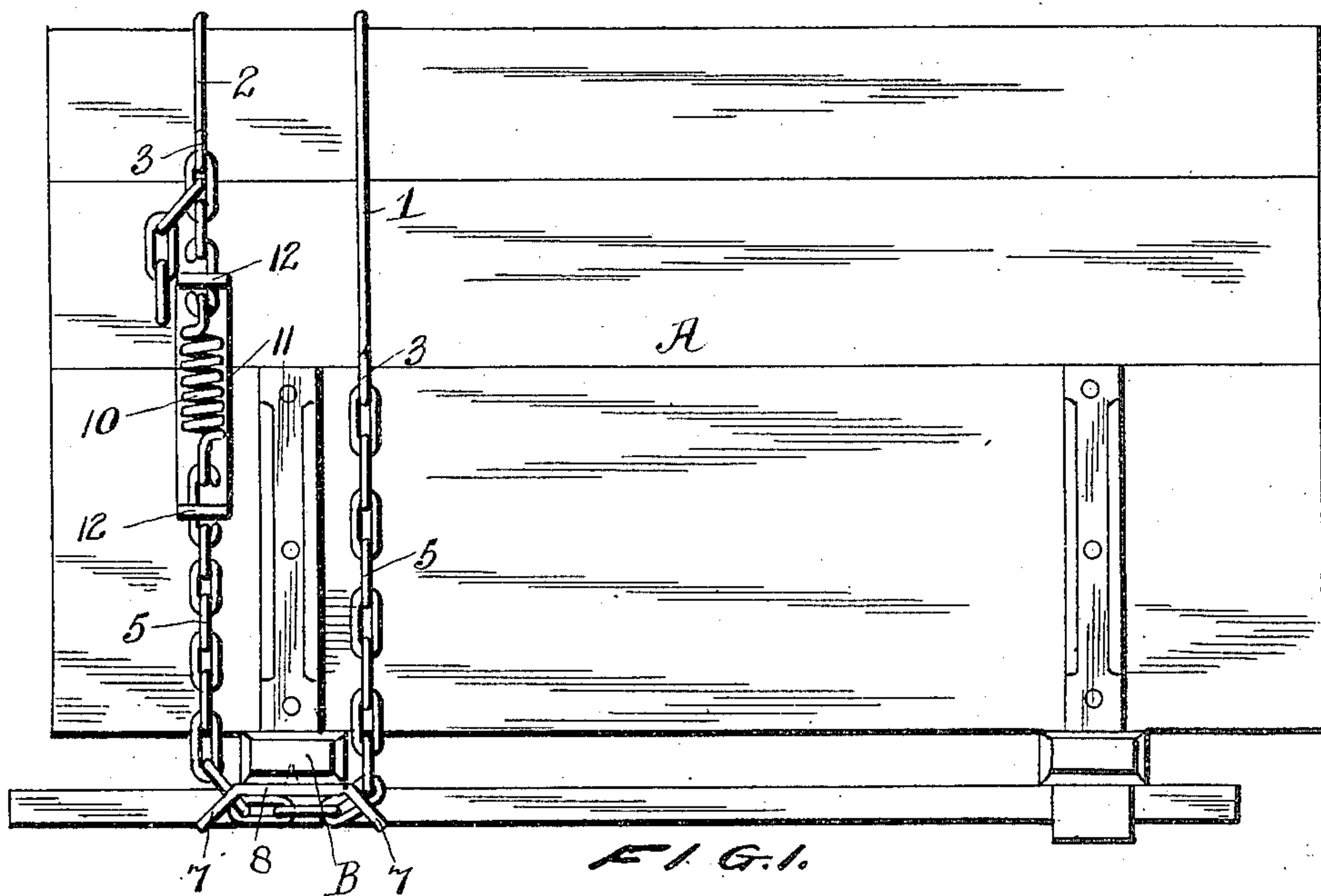


F. ABRAMS.
WAGON BOX FASTENER.
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951,929.

Patented Mar. 15, 1910.



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FRED ABRAMS, OF MINDEN, NEBRASKA.

WAGON-BOX FASTENER.

951,929.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, FRED ABRAMS, citizen of the United States, residing at Minden, in the county of Kearney and State of Nebraska, have invented certain new and useful Improvements in Wagon-Box Fasteners, of which the following is a specification.

My invention relates to wagon-box fasteners, and the object thereof is to provide a simple and inexpensive device to grapple the upper edge of a wagon-box, and connect the same to a bolster of the wagon body, thus permitting the use of a selected number of such devices, in connection with the wagon as is deemed necessary in consideration of the load or the style of the wagon.

In the accompanying drawings, which illustrate my invention, and form a part of this specification, Figure 1 is a side elevation of a wagon box, illustrating the same disposed upon the bolsters and reach of a wagon body. Fig. 2 is a perspective view of the bolster-engaging anchor plate. Fig. 3 is a similar view of one of the grappling irons. Fig. 4 is a similar view of the other of the grappling irons, and, Fig. 5 is a similar view of the spring housing plate.

In the embodiment of my invention, as shown, I provide grappling irons or hooks 1 and 2, each of which comprises a relatively straight bar having a hook 3, formed upon one end, and having the opposite end thereof bent at right angles thereto, and provided with an extremity 4 bent parallel with the said bar, the member 2 being as shown, substantially shorter than the member 1. The grappling irons or hooks 1 and 2 are disposed with their angularly bent ends over the upper edge of a wagon body A, and extend downwardly and parallel upon the outer surface of said wagon box, with their hooked ends 3 lowermost. The hooked ends 3 of the grappling irons 1 and 2, are connected by a chain 5, which extends beneath the bolster B of the wagon body, and through selected apertures 6 in the downwardly and angularly bent ends 7 of anchor plate 8, provided centrally with an outstanding prong or spike 9, for engagement upwardly within the material of said bolster B, as shown in Fig. 1, thus preventing lateral displacement of the chain 5.

In order that the device may be tensioned at all times, the connections between the hooked ends 3 of grappling irons 1 and 2, which in the present case, comprise chain 5,

should have an elastic section, and to this end I provide said chain in two sections, one of which extends from the grappling iron 1, through anchor plate 8, beneath bolster B, and constituting the longer section as will be seen, and the other section of which comprises a relatively short piece extending from the end of grappling iron 2, the free ends of said chain sections being connected by a retractile coil spring 10. In order to prevent a continual rubbing of spring 10 against wagon box 8, to the detriment of both, I provide a housing for said spring, comprising a plate 11 which has angularly bent ends 12, provided with central apertures 13, through which connected ends of the chain sections pass, to permit the spring 10 to lie wholly between said ends, with plate 11 flat against the wagon-box A, and thus between said wagon-box and said spring.

The chain 5 may of course, be adjusted any length to adapt the device to wagon-boxes of different heights by making said chain as shown, longer than necessary, and engaging a selected link adjacent one end with the hook 3 of grappling iron 2.

Having fully described my invention, I claim:

1. In a wagon-box fastener of the character described, the combination with a wagon comprising bolsters and a box disposed thereon, of grappling hooks for engagement with said box, an anchor plate having means to immovably engage one of said bolsters, and connection between said anchor plate and said hooks, embodying an elastic section, substantially as described.

2. In a wagon-box fastener of the character described, the combination with a wagon comprising bolsters and a box disposed thereon, of grappling hooks for engagement with said box, an anchor plate having means for immovably and detachably engaging one of said bolsters and adjustable connections between said anchor plate and said hooks, embodying an elastic section, substantially as described.

3. In a wagon-box fastener of the character described, the combination with a wagon comprising bolsters and a box disposed thereon, of grappling hooks for engagement with said box, connections between the free ends of said hooks embodying an elastic member, said connections passing beneath one of said bolsters, and means for prevent-

ing lateral movement of said connections with respect to said bolster, substantially as described.

4. In a wagon-box fastener of the character described, the combination with a wagon, comprising bolsters and a box disposed thereon, of grappling hooks for engagement with said box, adjustable sections between the free ends of said hooks, said sections embodying an elastic section, and passing beneath one of said bolsters, and an anchor plate through which said connections pass, having means to immovably engage said bolster, substantially as described.

5. In a wagon-box fastener of the character described, the combination with a wagon, comprising bolsters and a box disposed

thereon, of grappling hooks for engagement with said box, an anchor plate having means to immovably and detachably engage one of said bolsters, connections between the free ends of said grappling hooks comprising a chain passing through said anchor plate, said chain embodying sections, a spring connecting said sections, and a housing for said spring to prevent the contact thereof with said box, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

FRED ABRAMS.

Witnesses:

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G. L. GODFREY.