

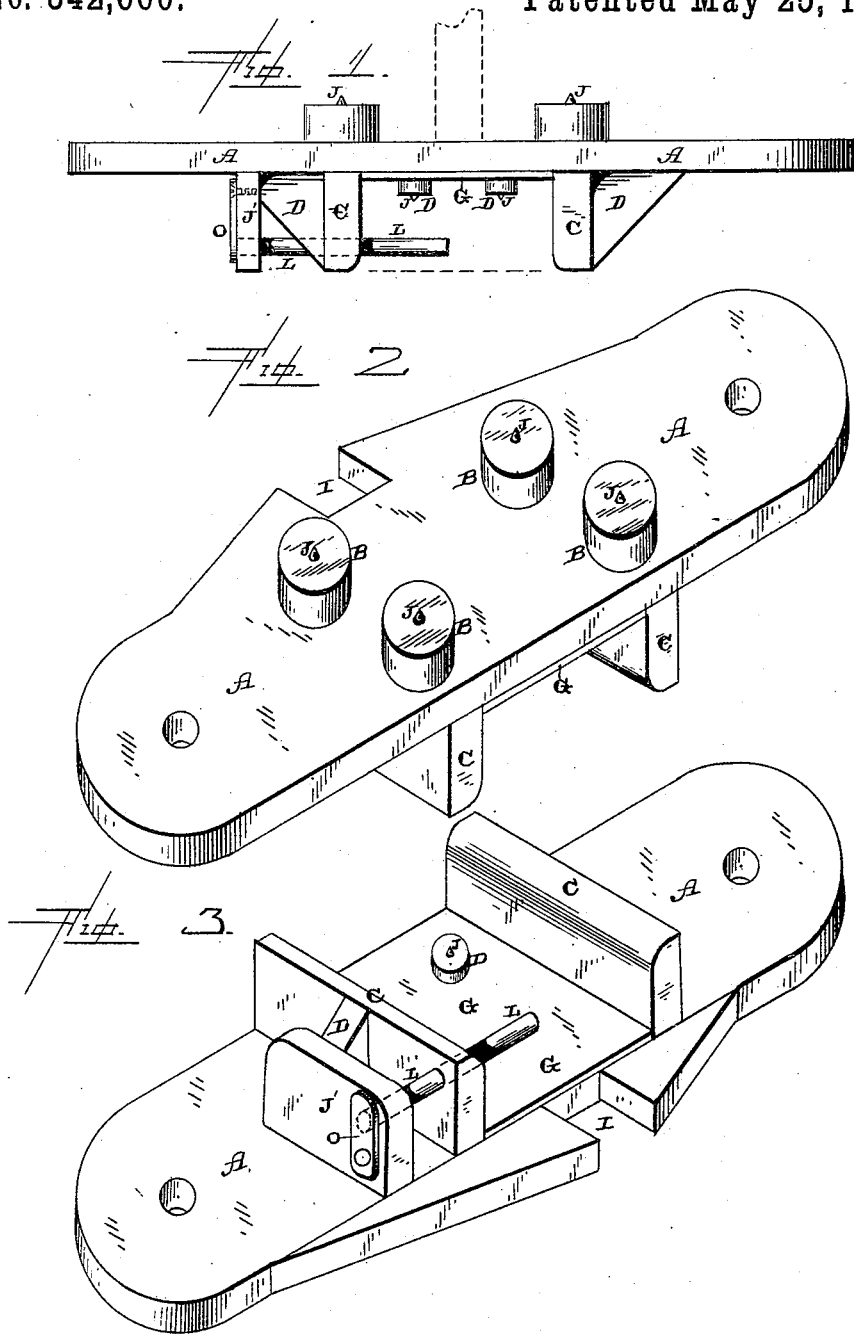
(No Model.)

J. R. WHARRY.

WAGON BED STAY.

No. 342,660.

Patented May 25, 1886.



Witnesses.

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UNITED STATES PATENT OFFICE.

JOHN R. WHARRY, OF MOUNDSVILLE, WEST VIRGINIA.

WAGON-BED STAY.

SPECIFICATION forming part of Letters Patent No. 342,660, dated May 25, 1886.

Application filed March 30, 1886. Serial No. 197,142. (No model.)

To all whom it may concern:

Be it known that I, JOHN R. WHARRY, of Moundsville, in the county of Marshall and State of West Virginia, have invented certain new and useful Improvements in Wagon-Bed Stays; and I 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in wagon-bed stays; and it consists in a casting which is to be secured to the under side of the bed, and which is made to catch over the top edge of the bolster and the inner edge of the standard, and which casting is provided with projections upon both of its sides for catching in the under side of the wagon-bed and the top of the bolster, as will be more fully described hereinafter.

The object of my invention is to provide the stay with projections which will catch in the wagon-bed and the top of the bolster, so as to prevent the bed from moving when the wagon is either going up or down hill, or moving upon the side of the hill, so that the bed is made to stand at an angle.

Figure 1 represents a side elevation of a stay embodying my invention, the bed and bolster being cut away. Figs. 2 and 3 are perspectives of the stay, taken from opposite sides.

A represents the casting, which consists of a plate, of suitable length and shape, and which is to be bolted to the under side of the wagon-bed in such a position that when the bed is placed upon the bolster this plate will catch over the top of the bolster, as shown in Fig. 1. Upon the top of this plate is formed a number of projections, B, of any suitable shape, size, or construction, which are intended to fit in corresponding recesses made in the under side of the wagon-bed for the purpose of taking all longitudinal strain from the bolts or screws which secure the plates in position. These projections, being cast as a part of the plate, are strong and durable, and, catching in the under side of the bed, serve to secure the plate much more rigidly to the under side of the bed than could be done where the use of

simple screws alone are passed through the openings in the ends of the stays. On the under side of the plate or stay are formed the two flanges *c*, which project at right angles to the length of the plate, and which are strengthened by the braces D, which extend at right angles to the flanges. The inner lower edges of these flanges are rounded away, as shown, so as to enable them to more readily catch over the top of the bolster and sink down in position upon opposite sides, than they would do if the edges were made perfectly sharp and square. On the under side of the plate A, and in between these flanges C, are formed the projections D, which serve to catch in recesses made to receive them in the upper portion of the bolster, for the purpose of preventing movement of any kind upon the bolster after the bed has been placed in position. Fastened to the underside of this plate A, in between the flanges and around these projections D, is a piece of rubber or other flexible material, G, which both serves as a spring or cushion for the bed, prevents the casting from breaking in cold weather, and to keep the whole wagon in trim. This cushion is placed around the points or projections, as shown, and is thus held in place by them. In the outer end of the plate A, at the center, is formed the notches I, which serves to catch over the inner edge of the standard, and which serves as a guide in returning the bed to position after it has once been removed from the running-gear. Upon the outer end of each one of the projections is formed a small sharp point, J, which serves to form a mark to show the wagon-maker where to bore the holes in the under side of the bed and the top of the bolster, and thus prevents all necessity for measuring.

In order to lock the stay in position upon the bolster, a third flange, J', is formed upon the under side of the plate or casting A, and through which flange J' and the next flange to it are formed openings for the locking-bolt L to pass through. In order to prevent this locking-bolt from becoming displaced after it has once been forced into the bolster, the pivoted button or plate O is dropped down over its lower end, so that it can be moved endwise.

In order to unlock the bed from the bolster, the pivoted plate must be turned up, and the bolt then moved outward.

Having thus described my invention, I
5 claim—

1. The plate A, provided with the projections B upon its top, to catch in the under side of the wagon-bed, and the projections D on its under side, in between the flanges C, to catch
10 in the bolster, substantially as shown.

2. The combination of a wagon-bed stay having the flanges upon its lower side with a piece of rubber, which is placed between the flanges and around the points of projections,
15 substantially as described.

3. The combination of the plate or casting A, the two flanges which extend across its under side and have their inner edges rounded, and which flanges are supported upon their outer sides by suitable braces, the third flange, 20 the locking-bolt, and the pivoted plate for holding the locking-bolt in position, substantially as set forth.

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

JOHN R. WHARRY.

Witnesses:

JAMES E. HOOTON,
T. W. MANNING.