(No Model.)

A. L. WHITE & S. J. DEAN.

CLAMP FOR WAGON BODIES.

No. 525,639. Patented Sept. 4, 1894.

FIG. 2.

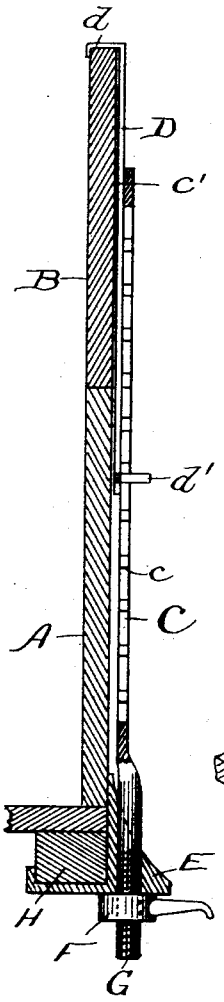


FIG. 1.

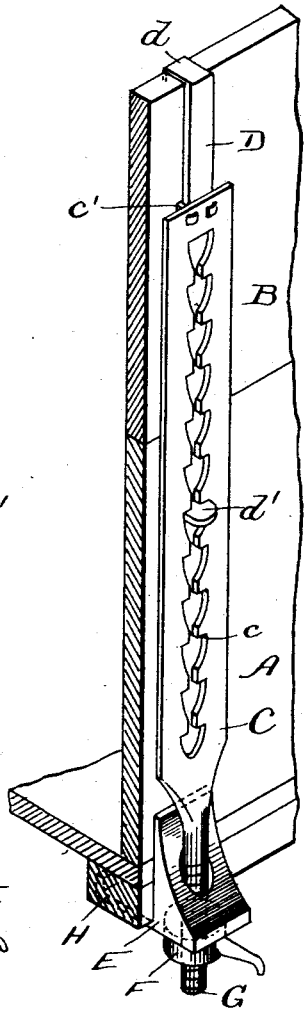


FIG. 4.

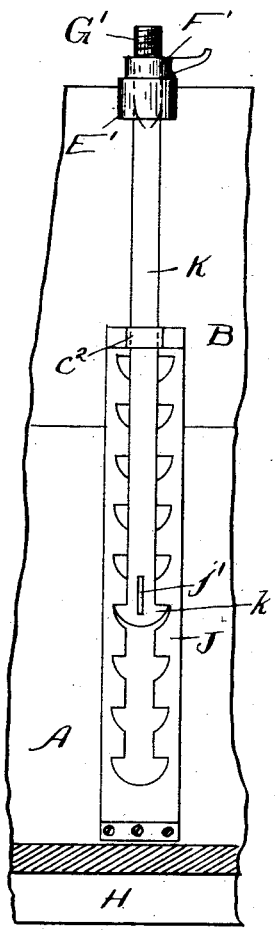


FIG. 5.

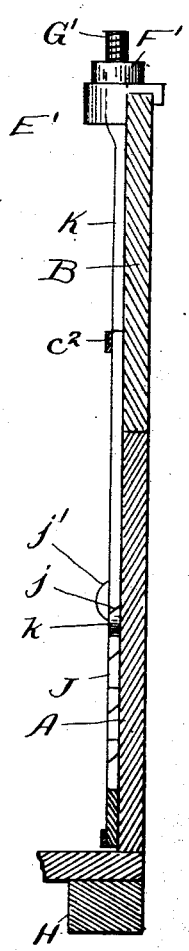
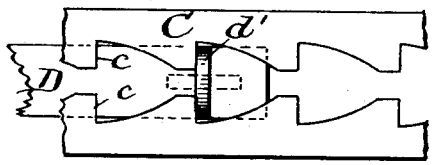


FIG. 3.



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THEIR ATTORNEYS

UNITED STATES PATENT OFFICE.

ALONZO LABAN WHITE AND SQUIRE JAMES DEAN, OF CHAMPAIGN, ILLINOIS.

CLAMP FOR WAGON-BODIES.

SPECIFICATION forming part of Letters Patent No. 525,639, dated September 4, 1894.

Application filed February 23, 1894. Serial No. 501,262. (No model.)

To all whom it may concern:

Be it known that we, ALONZO LABAN WHITE and SQUIRE JAMES DEAN, citizens of the United States, residing at Champaign, in the county of Champaign and State of Illinois, have invented a new and useful Improvement in Clamps for Wagon-Bodies, of which the following is a specification.

This invention relates to a clamp for use upon the sides of wagon bodies.

It is quite customary especially among farmers to deepen the boxes of their wagons at times by placing boards edgewise upon the tops of the side and end pieces of the ordinary wagon body. When thus enlarged the wagon is frequently used for carrying loose grain and hence the necessity for the employment of some sort of fastening which will secure the added boards to the regular wagon body so firmly and so tightly as to prevent any loss of grain at the joints between the added and the regular body. Our invention relates to an adjustable fastening for this purpose which is adapted to use upon wagon bodies of different heights without any change in the structure or size of the fastening.

The invention consists in the novel construction and combination of parts hereinafter described and pointed out in the claim.

In the drawings Figure 1 is a perspective of a portion of a wagon box with our improved fastening applied thereto. Fig. 2 is a vertical section of the wagon body and of the fastening. Fig. 3 is an enlarged detail view of a portion of the fastening. Fig. 4 is a sectional elevation showing a portion of a wagon body with a modified construction of the fastening. Fig. 5 is a sectional view at right angles to Fig. 4.

In the drawings A represents one of the walls or vertical sides of an ordinary wagon box or body and H is one of the bottom sills thereof. The depth of this wagon body is increased by a frame composed of parts B set edgewise and resting on top of the sides A. To clamp this added frame or box to the regular body we apply such number of our improved fastenings as may be necessary, but as the fastenings may be all alike we only show one of them in the drawings. They consist of a bar C having a central longitudinal opening, the sides of which are notched so as to form a series of shoulders as at *c*, and also having at its lower end a screw G adapted to receive a nut F. This screw portion of the device passes through the projecting bracket E secured to the sill and the nut F is located below this bracket, so that the fastening may be drawn tight by rotating the nut. In conjunction with the bar C is a strap iron D passing through a clip *c'* attached to the bar C the part D being movable up and down upon the bar C. At its upper end this strap is bent over to form a hook *d* adapted to engage the top of the supplemental wagon body and at its lower end it is provided with a turn button *d'* which when turned to the horizontal position, as in Figs. 1, 2 and 3, engages with the shoulders *c* of bar C, but which when turned to a vertical position as indicated by broken lines at Fig. 3 is adapted to pass between the shoulders *c* without engaging them. With this construction of fastening or clamp it will be seen that when applied to the wagon body with the hook *d* engaging the top of the upper box or body, the button *d'* may be turned so as to engage the nearest shoulders *c* of bar C, and if this does not produce the necessary clamping action to render the box tight at the junction between A and B the nut F may then be tightened until the desired result is attained.

In the construction already shown we apply the clamp to the outside of the wagon body, but in the modification shown at Figs. 4 and 5, we show a similar clamp applied to the inside of the body. In this case the bar J, corresponding to the bar C of the other construction, is screwed fast to the inside of the part A, and the movable strap K corresponds to the strap D of the other construction. The part J is provided with notches along the sides of its longitudinal slot forming the shoulders *j* corresponding to the shoulders *c* of the first construction, but these shoulders are inclined upwardly and outwardly as indicated at Fig. 5 and the lower end of the strap K is provided with wings *k* adapted to set under said shoulders *j*. The incline of the shoulders acts to lock the wings when they become engaged thereby, the upper surfaces of the wings being correspondingly beveled or inclined. A projection *j'* upon strap K enables the user to move it in and out in releasing the wings from

and engaging them with the shoulders of the bar J. The tightening screw of this construction is placed at the top instead of the bottom and is shown at G'. The nut is indicated by F' and it bears against a bracket E adapted to be positioned on top of the wagon body. With either of these constructions of clamp the box can be secured to the regular box with all necessary rigidity to prevent any leakage of grain at the joint between the two boxes and it is adapted to use on any size of box and permits a great range of adjustment so that it answers in all ordinary cases.

We claim—

The combination with a wagon body A and the supplemental box or body B placed thereon, of adjustable clamps adapted to tighten the box B upon the box A, and consisting of a longitudinally slotted and notched bar adapted to be secured to the wagon body, a strap engaging the supplemental box and movable along the bar and provided with an engaging device adapted to engage with the notches or shoulders therein, and a screw for tightening the two upon the wagon boxes, substantially as specified.

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