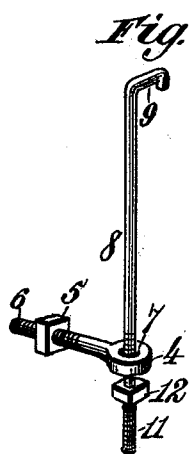
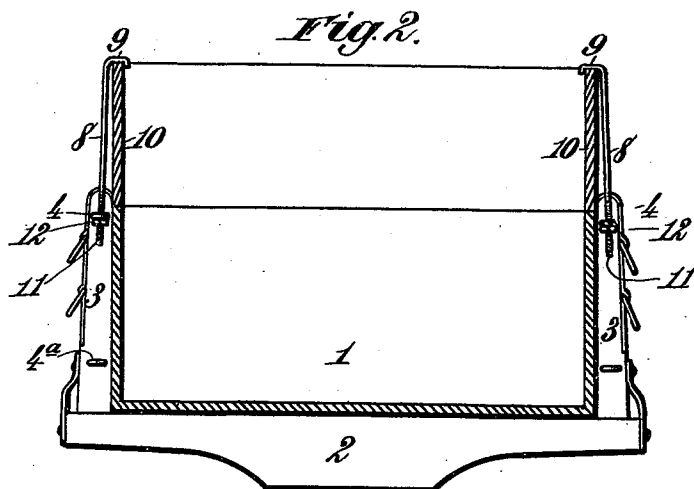
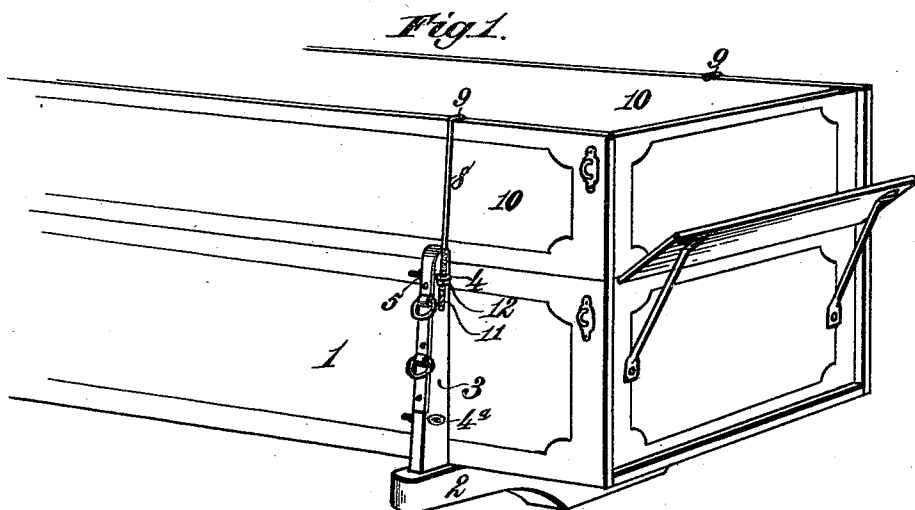


(No Model.)

H. M. HICKMAN.
WAGON BED ATTACHMENT.

No. 544,225.

Patented Aug. 6, 1895.



Witnesses:
Robert G. Smith
J. W. Rea.

Inventor:
Hezekiah M. Hickman.
By *James L. Norris*
Atty.

UNITED STATES PATENT OFFICE.

HEZEKIAH M. HICKMAN, OF WELLINGTON, KANSAS, ASSIGNOR OF ONE-HALF TO JOHN STAUB, OF SAME PLACE.

WAGON-BED ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 544,225, dated August 6, 1895.

Application filed May 23, 1895. Serial No. 550,434. (No model.)

To all whom it may concern:

Be it known that I, HEZEKIAH M. HICKMAN, a citizen of the United States, residing at Wellington, in the county of Sumner and State of Kansas, have invented new and useful Improvements in Wagon-Bed Attachments, of which the following is a specification.

This invention relates to wagon-bed attachments, and has for its object to provide an improved clamp for firmly clamping the wagon-box to the bolsters; and to this end it consists in the novel features and in the construction or arrangement of parts hereinafter described, and pointed out in the claims following the description, due reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a perspective view of a portion of a wagon-body, illustrating my improved clamp applied thereto. Fig. 2 is a transverse section taken through the wagon-body. Fig. 3 is a detailed perspective view of the clamp removed.

In order that those skilled in the art may make and use my invention, I will describe the same in detail, reference being had to the drawings, wherein—

The numeral 1 indicates the wagon-box supported upon bolsters 2 and between standards 3, as usual. The standards 3, usually four in number, are firmly secured to the opposite ends of the bolsters 2 and extend vertically upon each side of the wagon-box. In the upper end of each of the standards 3 is secured an eyebolt 4, said eyebolt being passed through a suitable aperture formed in the standard, and is secured in place by a nut 5, tapped over the threaded end 6 of the eyebolt. Passing through the eye 7 of the eyebolt 4 is a rod 8, which at its upper end is bent to form a hook 9, adapted to engage the upper edge of the side-board 10 of the wagon-box, and is screw-threaded at its lower end 11 and provided with a nut 12, by means of which it is secured to the eyebolt 4.

In practice the rod 8 is slipped through the eye 7 of the eyebolt 4, the upper hooked end 9 resting over the upper edge of the side-

board 10, and the nut 12 is then tapped over the lower threaded end 11 beneath the eyebolt 4 and is screwed up tightly in place, thus firmly drawing the hooked end of the rod 8 over the side-board 10 and rigidly clamping the side-boards and the entire wagon-box to the bolsters.

By means of my improved device the parts of the wagon-box are firmly braced and held together and the entire box is rigidly held to the bolsters at the four corners, effectually preventing all rattling and shaking of the parts. The clamps also operate to hold the wagon-box to the bolsters in such manner that the front wheels cannot lift the same in turning, the box cannot be floated off from the running-gear in crossing deep streams, and the durability of the wagon-box is greatly increased.

The clamps above described may be used to clamp wagon-boxes of all kinds to the bolsters; but it is especially applicable to those wagons wherein the depth or capacity of the wagon is increased by placing boards edgewise upon the sides and ends of the wagon-body proper, and such a wagon I have illustrated in the accompanying drawings.

In the preferred form two eyebolts are secured to each standard, the eyebolt 4 being secured to the upper portion of the standard, and a similar eyebolt 4^a is secured to the lower portion of the standard in vertical alignment with the eyebolt 4. When the side-boards 10 are removed from the wagon-box, the nuts 12 are removed from the rods 8, and said rods are lowered and slipped through the eyebolts 4^a and the nuts screwed over the threaded ends of said rods beneath the eyes of the eyebolts 4^a, drawing the hooked ends 9 of said rods tightly down in place over the upper edges of the wagon-box, holding the latter firmly to its seat upon the bolsters, in the manner before described.

Instead of securing the eyebolts 4^a to the standard 3, the same may be secured to the ends of the bolsters 2, and this is the preferable way of arranging said eyebolts on vehicles having very low sides.

The clamp constructed as described may be

manufactured at a very small cost and may be applied with ease and dispatch to any wagon of the type described.

5 Having described my invention, what I claim is—

1. The combination with bolsters 2 provided with standards 3, and the wagon box supported upon said bolsters between the standards, of eye-bolts 4 secured to said standards, hooked
10 rods 8 engaging the upper edges of the wagon box and at their lower ends passing through said eye-bolts, and nuts 12 for adjustably securing said eye-bolts and rods together, substantially as described.

15 2. The combination with bolsters 2 provided with standards 3, and the wagon-box supported

on said bolsters between the standards, of eye-bolts 4 and 4^a secured to said standards one above the other in vertical alignment, hooked rods 8 for engaging the upper edges 20 of the wagon box and adapted to pass through said eye-bolts, and nuts 12 for adjustably securing said eye-bolts and rods together, substantially as described.

In testimony whereof I have hereunto set 25 my hand in presence of two subscribing witnesses.

HEZEKIAH M. HICKMAN.

Witnesses:

F. B. SNYDER,

H. P. HALL.