

Carriage-Top.

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IMPROVEMENT IN WAGON-BOW FASTENINGS.

Specification forming part of Letters Patent No. 58,897, dated October 16, 1866.

To all whom it may concern:

Be it known that I, AMOS R. SCOTT, of Bethel, in the county of Clermont and State of Ohio, have invented a new and useful Improvement in Wagon-Bow Fastenings; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side view of a portion of a wagon-body with my improved bow-fastenings attached. Fig. 2 is a vertical section of the same, taken through the line *x x*, Fig. 1.

Similar letters of reference indicate like parts.

My invention has for its object to furnish an improved means for attaching the bows to the bodies of wagons; and it consists of the upper and lower fastenings by means of which the bows are secured to the sides of the wagon-body.

A is the upper, B is the central, and C is the bottom, rail of the wagon-body. D is the wagon-bow. E is the upper fastening, the plate *e'* of which is secured to the bow D by screws or rivets, as shown in Figs. 1 and 2. *e*² is a band or strap, which fits closely around the bow D, and the ends of which are attached to or made solid with the edges of the plate *e'*. *e*³ is a flange or arm projecting from the upper edge of the plate *e'*, and which has its end turned down so as to fit over the upper edge of the wagon-body, as shown in Fig. 2. F is the plate of the lower fastening, which is secured to the lower end of the bow D by screws or rivets, as shown in Fig. 2. *f* is a strap or band, the ends of which are secured to or made solid with the edges of the plate F, and which fits around the lower end of the bow D. The lower end of the plate F projects below the lower edge of the wagon-body, and has a projection on each side. These projections

and the plate to which they are attached are perforated, as shown in Fig. 2, and through the hole thus formed is passed a bolt, G, having a cam-shaped or eccentric head, K, on its inner end. To the outer end of the bolt G is attached a lever or arm, H, extending out on the same side of the bolt as the cam K of the bolt-head does, so that when the lever or arm H is turned up so as to lie along the side of the bow D the cam of the bolt-head may be pressed up against the lower edge of the wagon-body, as shown in Fig. 2, clamping the side of the wagon-body securely between the upper and lower fastenings of the bow D.

I is a slide-ring or band passing around the bow D, and which is slipped down over the end of the lever or arm H, as shown in Figs. 1 and 2. By these fastenings the bow D is secured to the wagon-body without its being necessary to injure the wagon-body by inserting staples, screws, or bolts in its rails, which always weaken the said rails, if they do not split them, and which are always working loose and annoying the driver.

When my improved fastenings are used the bows can be readily removed from the wagon-body, or moved from one part of the said body to another, for convenience in loading or unloading the wagon.

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

1. The upper fastening, E, and the lower fastening, F G K H I, when said fastenings are constructed and arranged substantially as described, in combination with the bow of a wagon, for the purpose set forth.

2. Tightening the bow upon the wagon-body by means of a lever and cam or eccentric, substantially as described, and for the purpose set forth.

AMOS R. SCOTT.

Witnesses:

R. M. GRIFFITH,
E. M. KELLUM.