(No Model.)

M. E. HUNT.

WAGON BOX FASTENER.

No. 455,965. Patented July 14, 1891.

Fig. 1.

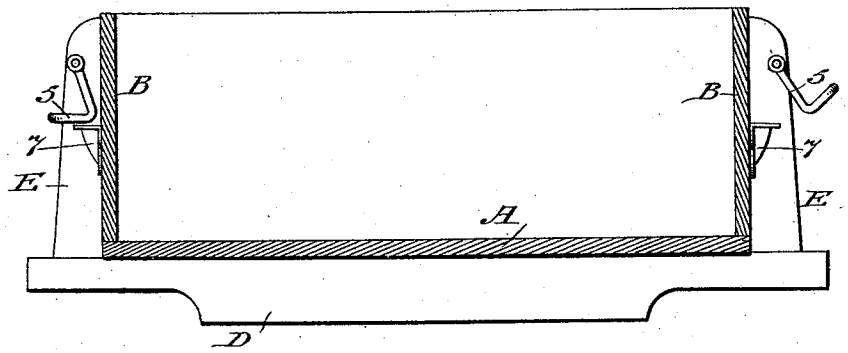
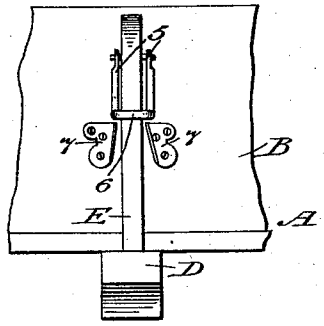


Fig. 2.



Witnesses.
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THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

MARSHALL E. HUNT, OF DAVENPORT, IOWA, ASSIGNOR OF ONE-HALF TO FREDERICK W. LERCH, OF SAME PLACE.

WAGON-BOX FASTENER.

SPECIFICATION forming part of Letters Patent No. 455,965, dated July 14, 1891.

Application filed January 5, 1891. Serial No. 376,813. (No model.)

To all whom it may concern:

Be it known that I, MARSHALL E. HUNT, a citizen of the United States, residing at Davenport, in the county of Scott and State of Iowa, have invented a new and useful Wagon-Box Fastener, of which the following is a specification.

My invention relates to improvements in wagon-box fasteners in which a brace is interposed between the bolster-standard of a wagon and the wagon-box; and the objects of my improvements are, first, to provide a hinged brace from the bolster-standard, which may bear against the wagon-box and hold such box against the bolsters, and, second, to secure a pair of brackets to the sides of the wagon-box, against the top of which the lower end of the brace abuts, and between which brackets the bolster-standard passes to prevent the wagon-box from sliding longitudinally upon the bolsters. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a view of a cross-section of a wagon-box resting upon a bolster and showing a side view of my device while in and out of an operative position; and Fig. 2 is a sectional view of the side of a wagon-box, together with an end view of the bolster and front view of the standard and a front view of my device in operative position.

Similar letters and figures refer to similar parts throughout the several views.

A represents the bottom of a wagon-box; B B, its sides; D, a wagon-bolster, and E E the bolster-standards. The double-L-shaped brace 5 is arranged to straddle the bolster-standard, its upper ends are hinged to the sides of such bolster, and the lower ends or projecting feet of such brace are joined by a cross-bar 6. The brackets 7 are in pairs secured to the exterior sides of the wagon-box, so the bolster-standard is located between such pairs of brackets when the wagon-box is supported on the bolsters. I use four pairs of brackets, two pairs secured to each side of the wagon-box and so located as to permit a bolster-standard to pass between each pair of such brackets and in such proximity to either side thereof as to prevent the wagon-box from sliding longitudinally upon the bolsters. The L-shaped brace is hinged to the standard so as to leave space in the rear of such hinged part sufficient for the top or projecting part of the bracket when attached to the wagon-box to pass such hinged part without interference therewith as the wagon-box is lowered between the standards to the bolsters, while the lower or free end of the brace is swung outward by contact with the brackets when so lowering or seating the wagon-box upon the bolsters, after which such brace swings inward by its own gravity or assistance of the operative, so its foot upon either side of the standard abuts against the top of a bracket, and thus holds the wagon-box against the top of the bolsters.

I am aware that prior to my invention wagon-box fasteners have been described wherein the wagon-body and bolster-standards have been secured together by toggle-links or connecting-rods. I do not, therefore, claim such a combination, broadly; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

In a wagon-box fastener, the combination of a double-L-shaped brace hinged to the bolster-standard and a pair of brackets secured to the outer surface of the side of the wagon-box, substantially as described.

MARSHALL E. HUNT.

Witnesses:
GEO. G. GOULD,
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