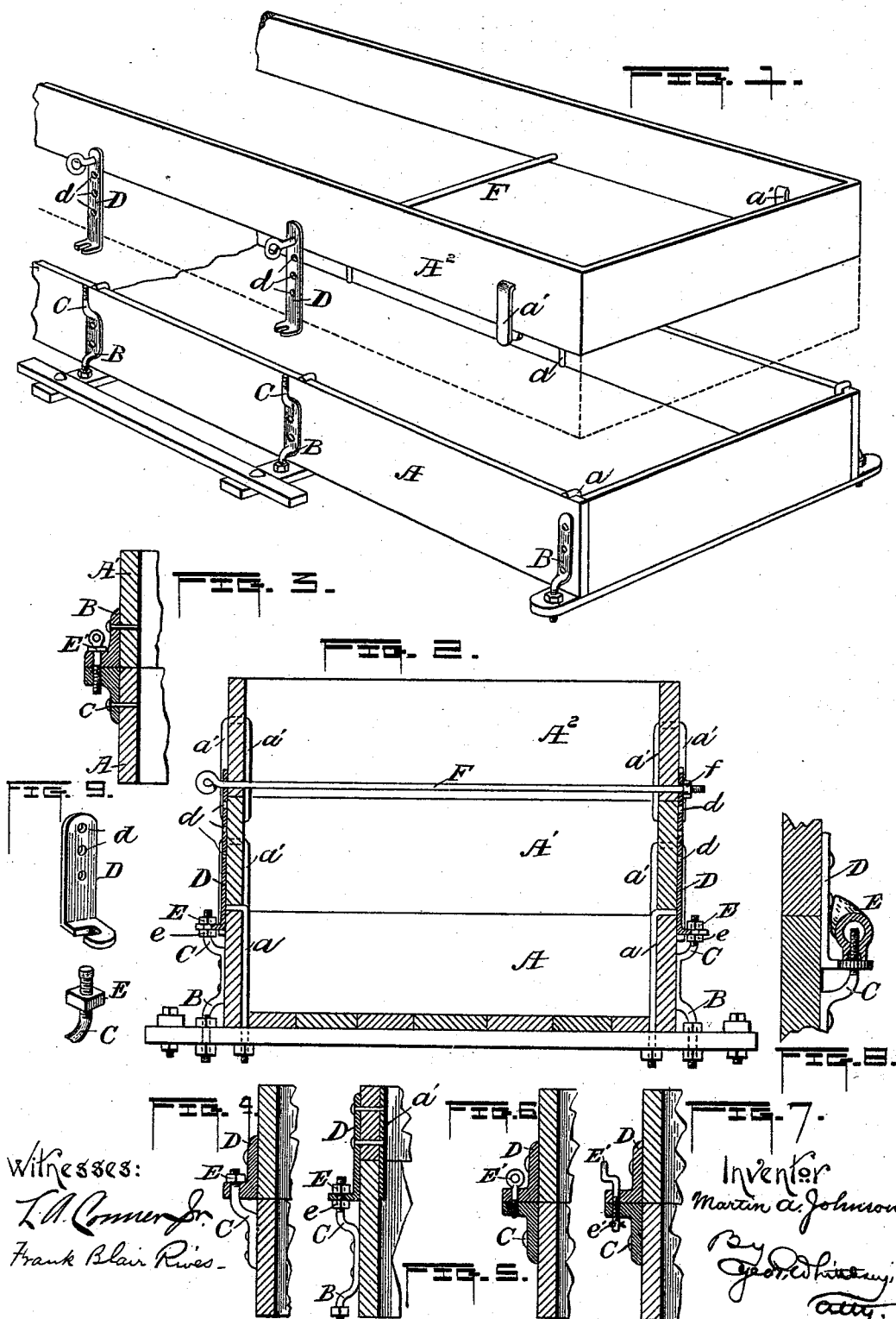


(No Model.)

M. A. JOHNSON.
WAGON BOX FASTENER.

No. 497,577.

Patented May 16, 1893.



UNITED STATES PATENT OFFICE.

MARTIN A. JOHNSON, OF STOUGHTON, WISCONSIN.

WAGON-BOX FASTENER.

SPECIFICATION forming part of Letters Patent No. 497,577, dated May 16, 1893.

Application filed June 14, 1892. Serial No. 436,681. (No model.)

To all whom it may concern:

Be it known that I, MARTIN A. JOHNSON, a citizen of the United States, residing at Stoughton, in the county of Dane and State of Wisconsin, have invented certain new and useful Improvements in Top-Box Fasteners for Wagons; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to vehicles, and especially to the devices employed to fasten upon a wagon body the top box or boxes used to give additional height to said body.

The invention consists in improvements in the construction and arrangement of the fasteners.

Heretofore, various devices have been proposed and used but certain practical objections to them have arisen, which I aim to obviate. I provide the wagon body with a stationary screw threaded iron with which engages a movable threaded piece, carried by the top box.

In the drawings, Figure 1 illustrates a wagon body and a top box provided with fasteners embodying my invention. Fig. 2 is a vertical transverse section on an enlarged scale. Figs. 3 to 9 inclusive, show modified forms of fasteners.

The body A is of any suitable construction, and is provided with the usual holding dogs *a*, and braces B. The top box A' rests upon the upper edge of the body A, and has straddlers or cleats *a'* fitting inside the body to prevent lateral displacement of the box. The second top box A² is similarly constructed. To fasten either one or both of these boxes in place, I provide the body with a piece C which has a cylindrical portion provided with a screw thread, preferably located in an off-set, as shown. This may be a male thread, as in Figs. 1, 2, 4, 5 and 8, or a female thread, as in Figs. 3, 6 and 7. The piece C may be an extension of the braces B, as in Figs. 1, 2 and 5, or a separate iron as in Figs. 3, 4, 6, 7, and 8. The top box is provided with an iron

D, having a flange containing an opening adapted to register with the threaded portion of the iron C when the top box is placed upon the body. The opening may be a notch, as in Figs. 1 and 2, or a hole as in Figs. 3, 4, 5, 6, 7 and 8. When the iron C has a male thread, it is arranged to pass up through the opening in the iron D, and receives a nut E, as in Figs. 1, 2, 4, and 8. When a female thread is cut in the piece C, a screw bolt E' is passed through the opening in the iron D, and engages the thread in the iron C as in Figs. 3, 6 and 7. The screw-bolt may have a head, thumb piece or handle, by which to turn it as shown. If desired the piece D may be extended below the edge of the top box, to serve as a straddler as shown in Figs. 1, 2, 5 and 8. The iron D shown in Figs. 1 and 2 is provided with several holes *d* to receive the box rod F, which passes through the irons and the box-sides, and is secured by a nut *f*. The series of holes *d*, permits the irons to lap over an intermediate top box A', as clearly shown in Fig. 2, or to be adjusted for a single box only, by passing the box rods through a lower hole in the irons. After placing the top box upon the body, it is preferable to tighten up the rods first, and then draw the irons, C, D, together by means of the screw-threaded connections.

By using the word "iron" I do not intend to limit myself to that metal only, the word being used in its broader sense, as applied to a metallic fitting.

Lock nuts *e* may be used when necessary, as shown in Figs. 2 and 5.

In Fig. 7, a split pin *e'* is shown driven through a transverse hole in the bolt E' to prevent it from working out.

The nut shown in Fig. 8 has a head provided with an oblique wing which abuts against the side of the wagon body.

The advantages of this construction are that it prevents a person's clothes from catching on the nut when getting into or out of the wagon, and also, that the iron C is not so liable to be bent when the boxes are piled on top of each other in shipping the wagons.

In Fig. 9, I have shown a fastener similar to that in Fig. 1 except that the slot or notch is turned toward the back of the wagon. The

upper end of the iron C is threaded, the nut E screwed on, and then the thread at the end of the iron above the nut is destroyed or mutilated, or the end of the iron is upset, so that the nut cannot be lost in use or removed. With this construction, the fastener D is slipped under the nut, the nut is constantly in place and ready for service the box rod is passed through the proper hole, and the nut is screwed down. This construction may also be used when the iron D is bolted to the wagon body, as it may be in some cases.

The advantage of using a fastener with a nut on an upwardly projecting bolt is, that the jar and shaking of the wagon cause the nut to settle downward on the bolt, and thereby tighten itself.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination with a wagon body and top box, of an iron rigidly secured to the wagon body and having at its upper end an outwardly projecting screwthreaded portion, a downwardly projecting fastener attached to the top box and having in its lower end an

opening to register with the iron on the body and a threaded piece adapted to engage with said iron and hold the fastener thereon, substantially as described.

2. The combination with a wagon body, of a piece C having a screw threaded portion, a top box, rods F, irons D having a series of holes *d* for said rods, and flanges containing holes to receive the threaded portions of the piece C, and nuts to hold said parts together, substantially as described.

3. The combination with a wagon body and top box, of an upwardly projecting threaded iron attached to said body, a fastener attached to the box and adapted to engage with said iron, and a nut to secure the fastener, said nut having an oblique wing adapted to rest against the side of the body, substantially as described.

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

M. A. JOHNSON.

Witnesses:

C. J. ROLLIS,
THEO. A. THOMPSON.