

C. G. CONKLING.
Wagon-Box Fastening.

No. 200,698.

Patented Feb. 26, 1878.

Fig. 1.

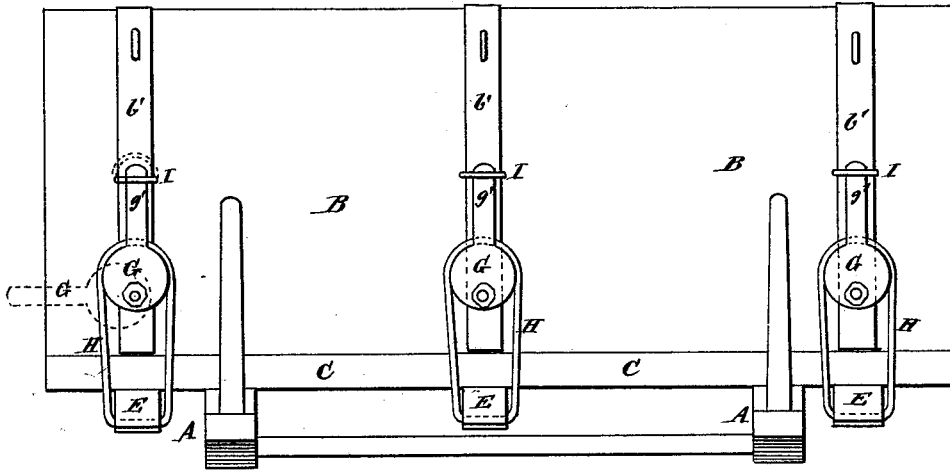
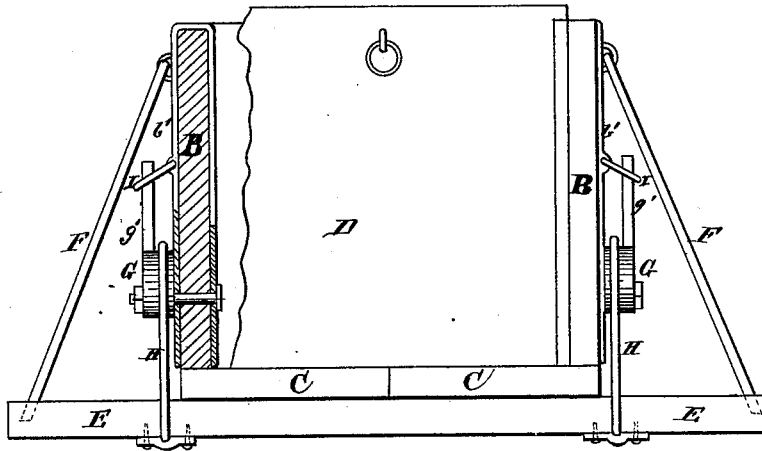


Fig. 2.



WITNESSES:

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CHARLES G. CONKLING, OF HOPEWELL, PENNSYLVANIA.

IMPROVEMENT IN WAGON-BOX FASTENINGS.

Specification forming part of Letters Patent No. 200,698, dated February 26, 1878; application filed November 20, 1877.

To all whom it may concern:

Be it known that I, CHARLES G. CONKLING, of Hopewell, in the county of Bedford and State of Pennsylvania, have invented a new and Improved Wagon-Box Adjuster, of which the following is a specification:

The object of my invention is to furnish a simple and easily-applicable device for quickly and tightly securing together the sides, bottom, and ends of the body or box of a wagon or other vehicle, so that a wagon-box, wagon-ladder, sleigh-box, or any other rigging or receptacle of any kind of vehicle may be made in separate pieces, and speedily put together when wanted for use, and which will make the receptacle to which it may be applied specially adapted for carrying lime, fine coal, or any other loose or granular substance, in bulk, without spilling.

The invention consists in the construction and combination of parts, which will be fully described hereinafter, and then specifically set forth in the claim.

In the accompanying drawings, Figure 1 represents a side view of a wagon-box with my improvement applied. Fig. 2 is an end view of the same, partly broken out.

Similar letters of reference indicate corresponding parts.

A A are the wagon-bolsters. B represents the side-boards. C is the bottom, and D the end-gate, of the wagon-box, each made separate for being put together and taken apart, as may be desired. E E are the bottom bars for the wagon-box. F F are the side braces, hinged or similarly attached with the upper ends to the side-boards B, and fitting with their lower ends into sockets in the bottom bars E. G G are the eccentrics, pivoted to the side-boards, preferably on the iron bands

b'. H H are the stirrups, fitted in a groove or bearing on the under side of the ends of the bottom bar, to prevent slipping, and in such a manner that they may be placed with their upper ends to act as bands or straps upon the eccentrics G; and by turning the latter by the handle *g'* in the position shown in Fig. 1, in which the long radius points upward, the bottom C will become tightly secured to the lower edges of the sides B. The eccentrics are secured in this position by a ring or loop, I, attached to the side B, and which may be slipped over the end of the handle I for that purpose.

In taking the box apart, the ring I is raised and the handle *g'* turned down with a shorter or the shortest radius pointing upward, thus separating the bottom C from the side B, and allowing the strap H to be thrown off the eccentric G.

It is evident that the stirrups may be attached directly to the bottom C, instead of to the bottom bar E.

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

The combination of the straps or stirrups H, the eccentric-levers G *g'*, and locking devices with the detachable parts of a wagon-body, said straps being hinged to the bottom bars, and thus adapted to lock with or be disengaged from the eccentrics when the arms of the latter are adjusted to lie between the side bars of the straps, substantially as shown and described.

CHARLES GURDON CONKLING.

Witnesses:

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