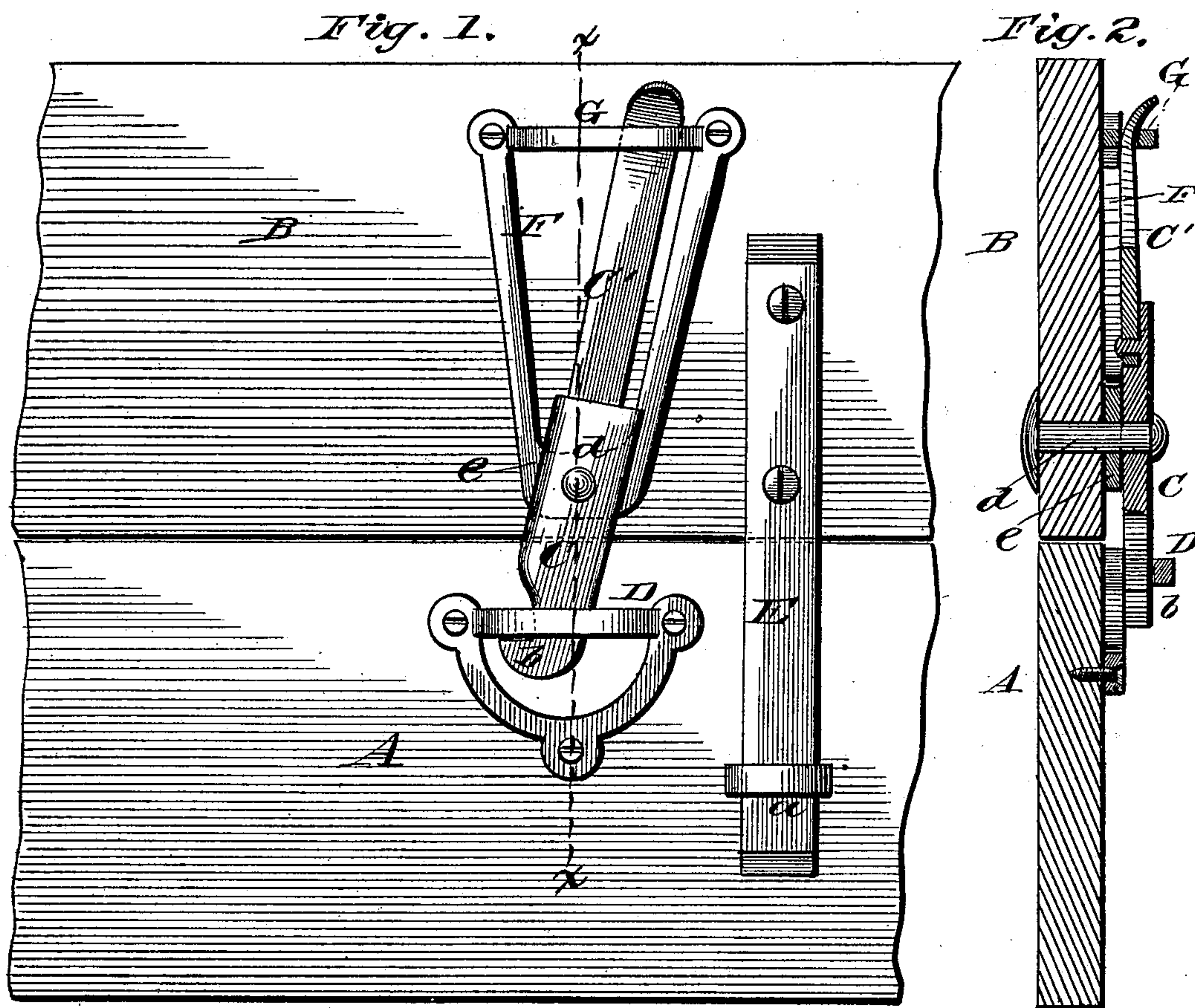


(No Model.)

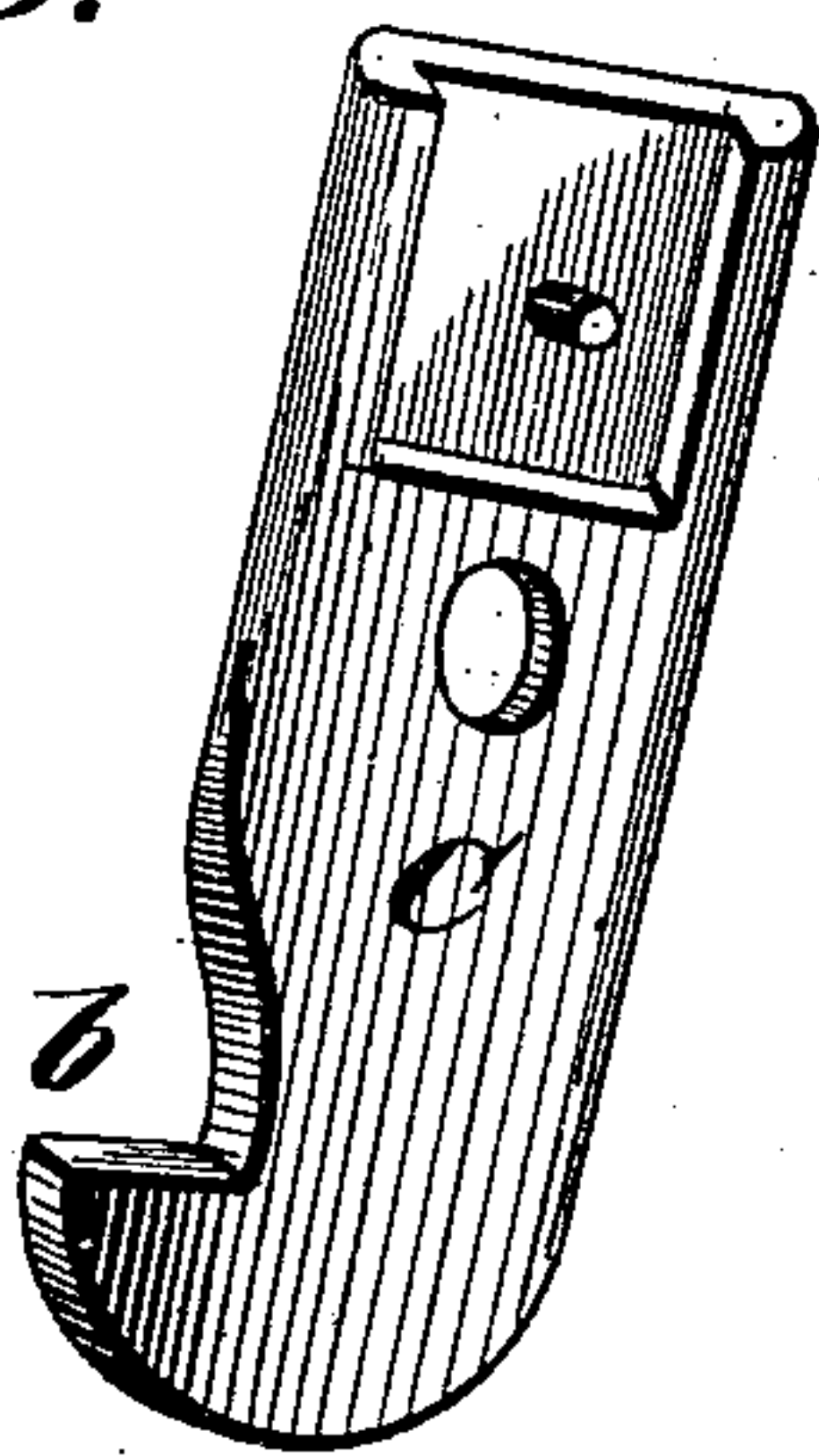
T. FLEMING.  
LOCK FOR TOP BOXES OF WAGONS.

No. 272,832.

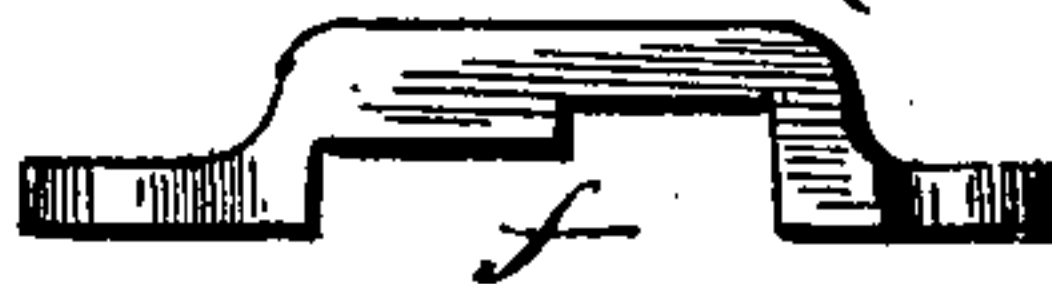
Patented Feb. 20, 1883.



*Fig. 3.*



*Fig. 4.*



*Fig. 5.*



Witnesses:

Phil. C. Dietrich.  
W. R. Keyworth.

Inventor:

Thos. Fleming  
by W. Alexander  
Attorney.



# UNITED STATES PATENT OFFICE.

THOMAS FLEMING, OF SOUTH BEND, INDIANA.

## LOCK FOR TOP BOXES OF WAGONS.

SPECIFICATION forming part of Letters Patent No. 272,832, dated February 20, 1883.

Application filed November 29, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS FLEMING, a resident of the city of South Bend, in the county of St. Joseph and State of Indiana, have invented certain new and useful Improvements in Locks for Top Boxes of Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a side view of part of a top-box side-board secured in place on the side-board of a wagon-body, showing my improved locking device applied. Fig. 2 is a section through Fig. 1, taken in the vertical plane indicated by dotted line *xx* thereon. Fig. 3 is a perspective view of the catch, showing the recess for the spring-latch and the stud which is cast on the catch. Figs. 4 and 5 are top views of the two staples employed.

Heretofore top boxes of wagons were held upon the top edges of the side-boards thereof simply by means of cleats and staples. This will prevent lateral displacement of the top boxes, but does not prevent vertical motion. For ordinary loads of bulky articles the said cleats and staples will suffice; but for grain—such as wheat, oats, and shelled corn—loaded in bulk directly into the wagon-box the said fastenings will not do. As soon as the wagon passes over a rough piece of road the jar will jump the top box up and allow a constant leakage of the grain, for the reason that when a few grains get between the edges of the boards of the top box and wagon-bed a permanent opening is maintained through which the grain leaks.

To overcome the above-mentioned objection the nature of my invention consists in adapting a catch of novel construction to the side-boards of a top box and wagon-bed, which catch will securely hold the parts together, as will be fully understood from the following description, when taken in connection with the annexed drawings.

A designates part of the side-board of a wagon-bed, and B is part of the side-board of a top box adjusted on the board A.

E designates a cleat which is rigidly secured to the outside of the top-box side-board B, and which is received through a staple, *a*, rigidly

secured to the side-board A. These cleats are used to prevent lateral displacement of the top box; but they do not prevent vertical motion thereof.

I will now describe one of my locking-down devices, which will hold the top box firmly in place on the side-boards of the wagon-bed.

C designates a cast-metal hooking-catch, having an engaging-nose, *b*, and constructed with a recess in its shank, in which one end of a spring latching-tongue, *C'*, is secured by a rivet cast on the said shank.

D designates a staple, which is rigidly secured to the side-board A of the wagon-bed, and adapted by its shoulder *c* to receive and engage with the hooked end *b* of the catch C. This catch C is pivoted, by a rivet-pin, *d*, to the side-board B of the top box, which pin passes through board B and through the lower solid part, *e*, of an angular frame, E, which is securely fastened to board B and serves as a batten for strengthening the same against splitting. The frame E being made of metal, its lower part, *e*, serves as a solid washer for the catch C.

G designates a staple having an internal shoulder, *f*, and rigidly secured to the side-board B, at the upper extremity of the frame F. If desired, the staple G and frame F may be cast entire, and through this staple G passes the spring part *C'* of the vibrating catch C, and is adapted to latch behind the shoulder *f* and to lock the nose of catch C under the shouldered part *c* of the staple D. By simply pressing the upper end of the spring-latch *C'* inward it can be released from the shoulder *f* of staple G, and the nose of catch C disengaged from the shoulder *c* of the staple D, thus allowing the top box to be lifted from the wagon-bed.

I shall of course employ for each wagon a number of the locking or holding-down devices.

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

1. The combination of a locking-catch and its spring-latch with the shouldered staples D G, constructed and adapted to operate substantially in the manner and for the purposes described.

2. The combination of the pivoted locking-catch, its spring-latch, the shouldered staple G, the bracing-frame F, and the shouldered

staple D, all constructed and adapted to operate substantially in the manner and for the purposes described.

3. The combination of the pivoted locking-  
5 hook, the spring-latch rigidly secured to the shank thereof, the staple, and the frame applied to the top box, with a shouldered staple applied to the side-board of the wagon-bed, substantially in the manner and for the purposes described.  
10

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

THOMAS FLEMING.

Witnesses:

SAM. N. DU SHANE,  
GEO. W. MATTHEWS.