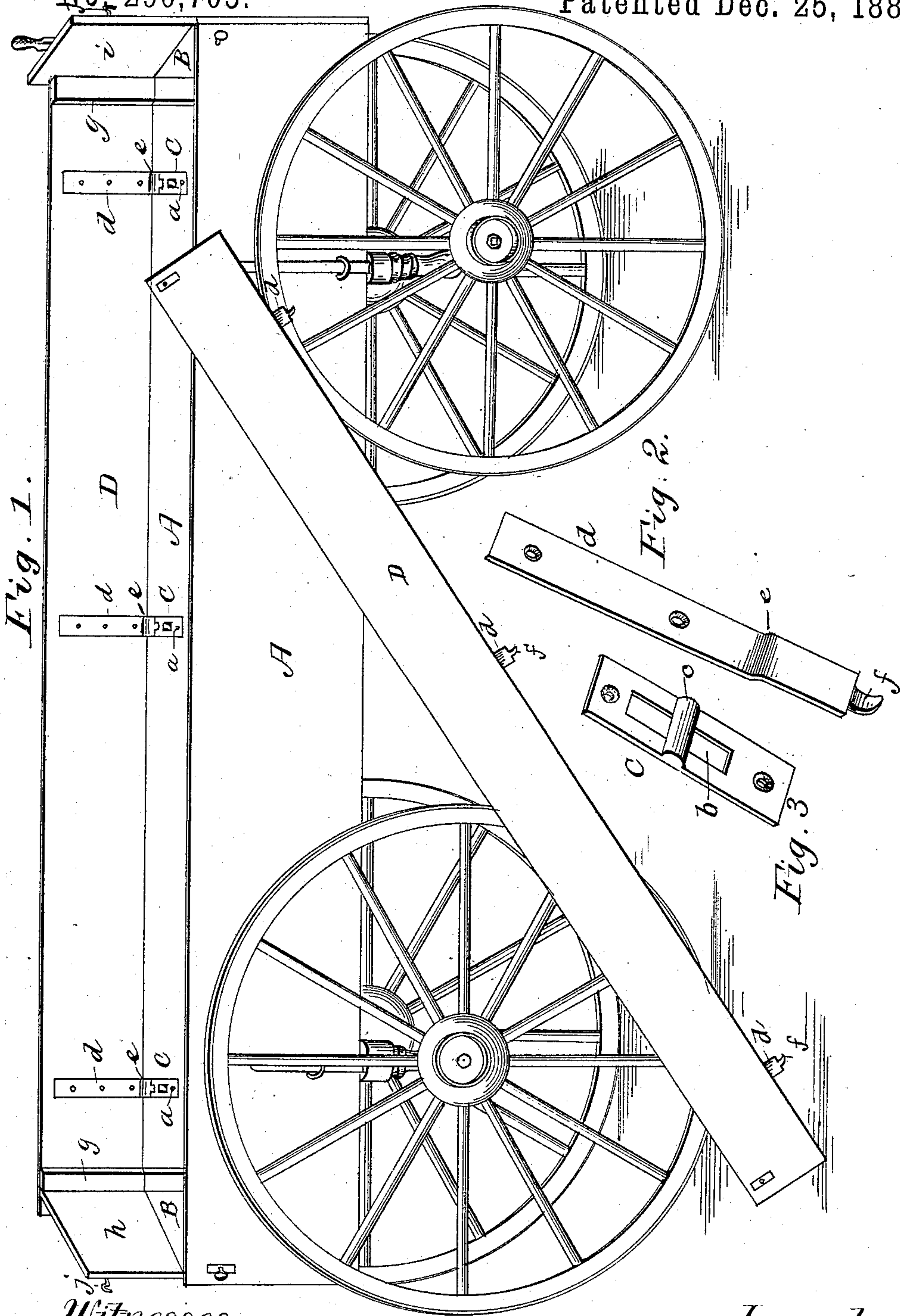


(No Model.)

J. M. PIPER.  
TOP WAGON BOX FASTENER.

No. 290,705.

Patented Dec. 25, 1883.



Witnesses  
F. L. Ourand  
E. G. Siggers.

Inventor.  
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# UNITED STATES PATENT OFFICE.

JACOB M. PIPER, OF ADELINE, ILLINOIS, ASSIGNOR TO ANSON M. RANK,  
OF SAME PLACE.

## TOP-WAGON-BOX FASTENER.

SPECIFICATION forming part of Letters Patent No. 290,705, dated December 25, 1883.

Application filed September 4, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, JACOB M. PIPER, a citizen of the United States, residing at Adeline, in the county of Ogle and State of Illinois, have  
5 invented a new and useful Top-Wagon-Box Fastener, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to certain improvements in connecting-irons for wagon-bodies of that class using side-boards.

Heretofore, prior to my invention, connecting-irons composed of two straps, one formed with a slot and the other with a hook, have  
15 been employed; but in practice they have all been found objectionable, on account of a projecting hook on one of the straps, which often came in contact with the grain-bags and ripped them in the careless removal, thereby wasting  
20 the contents.

The main object of my invention is to obviate this serious difficulty by constructing one of the straps with a raised curved projection, to guard the engaging-hook of the other straps  
25 from coming in contact with the grain-bags.

In the accompanying drawings, Figure 1 is a perspective view of a wagon-body having my improvements embodied therein, and Figs. 2 and 3 detail views.

30 A B represent, respectively, the side and end sections of the body proper of the vehicle.

Near each end, and in the middle of each side section A, preferably at the inner side thereof, is a metallic plate, C, secured in position by means of screws *a*, or by any other  
35 suitable means. Each plate C is provided with a vertically-elongated slot, *b*, which is centrally spanned by a raised curved lug, *c*. The side sections or boards D each carry, near their

ends and in the center thereof, a metallic bar, *d*, provided with a shoulder, *e*, near the lower edge of each section D, and with a curved head, *f*, on its end, which head, when the auxiliary sections are to be placed in position, is adapted to be passed into the elongated slot *b* of the  
40 plate C next adjacent, so as to rest behind the lug *c* thereof and be guarded thereby. Vertical cleats *g* at the end of each auxiliary section D form continuations of cleats at the end of the sections A of the body proper, and form bear-  
45 ings for additional end sections *h i*, which rest upon the end-gate and front of the said body proper, and are adapted to be retained in position by hooks and staples *j*, or by any other  
50 suitable fastening devices. When the auxiliary end sections are in position, they expand the side sections D, thus causing the heads *f* to bear rigidly against the inner sides of the lugs, the curved form of the heads *f* and the shoulders of the bars *d* contributing to such rigid  
60 bearing.

From the foregoing it will be obvious that the irons C *d* may be cast, so as to be inexpensive.

I claim—

65 The improved connecting-irons for a wagon-body, consisting of the strap *d*, formed with the shoulder *e* and hook *f*, and the strap C, provided with the elongated slot *b*, and transverse curved raised lug *c*, substantially as and for the pur-  
70 poses described.

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

JACOB M. PIPER.

Witnesses:

FRED MICHAEL,  
FRANK DAVIS.