

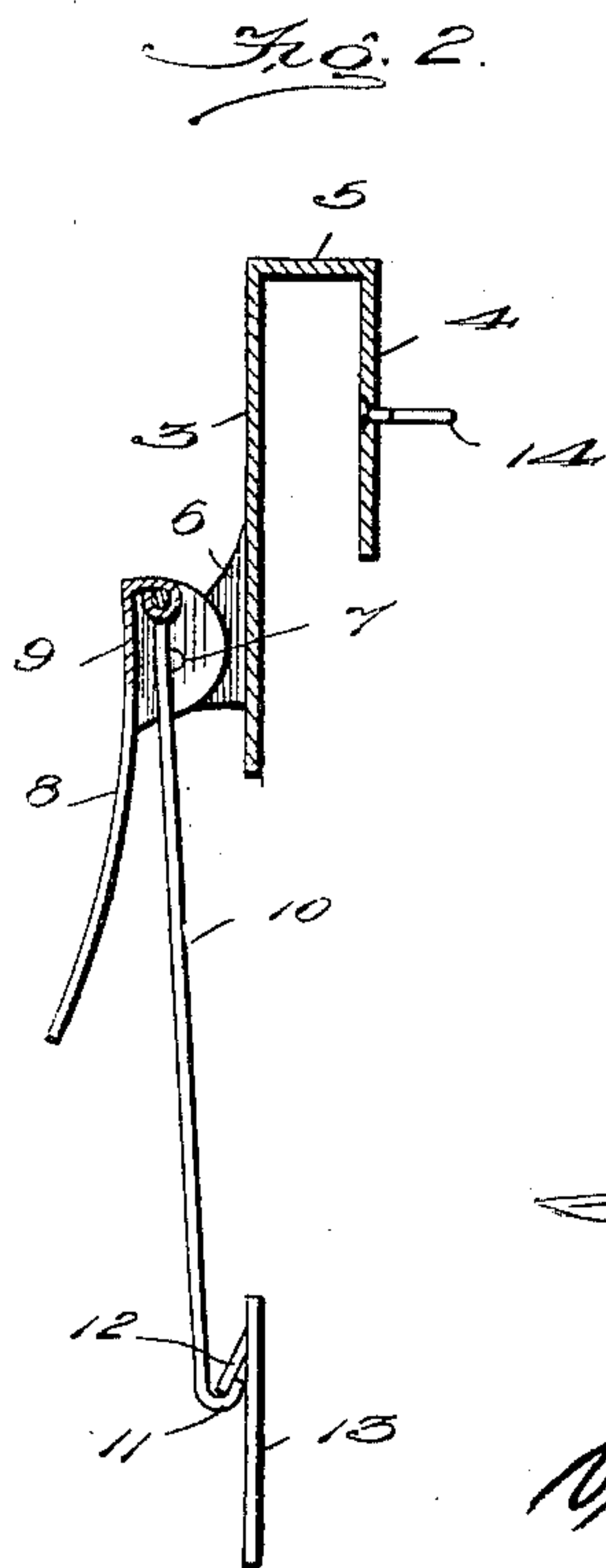
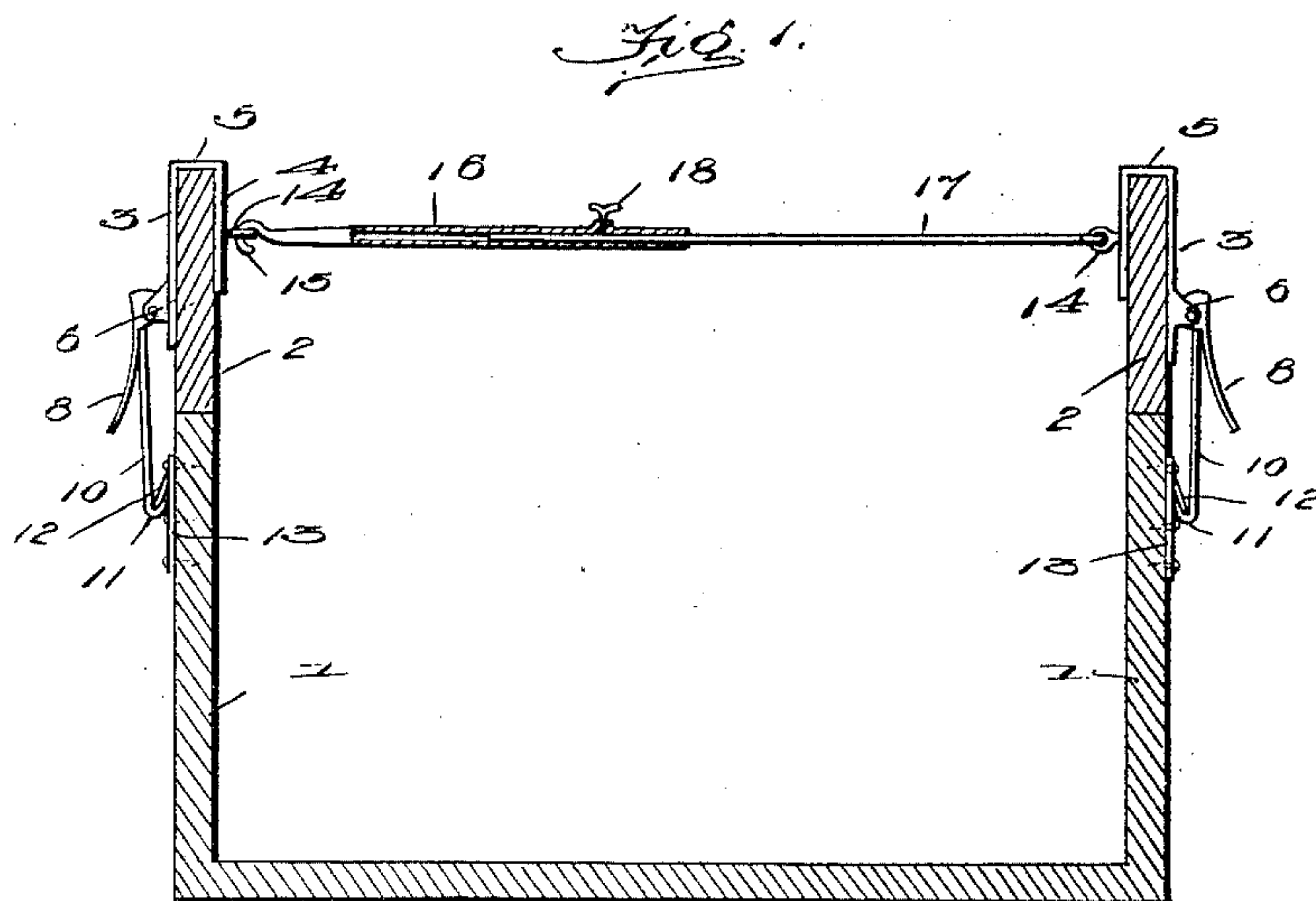
No. 679,539.

Patented July 30, 1901.

M. NOSAL.  
TOP BOX FASTENER FOR WAGONS.

(Application filed Apr. 8, 1901.)

(No Model.)



Witnesses

*Geo. Worth*  
*Geo. Ackman*

Inventor

*Mark Nosal*

By

*Victor J. Evans*

Attorney

# UNITED STATES PATENT OFFICE.

MARK NOSAL, OF HUMPHREY, NEBRASKA.

## TOP-BOX FASTENER FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 679,539, dated July 30, 1901.

Application filed April 8, 1901. Serial No. 54,810. (No model.)

*To all whom it may concern:*

Be it known that I, MARK NOSAL, a citizen of the United States, residing at Humphrey, in the county of Platte and State of Nebraska, have invented new and useful Improvements in Top-Box Fasteners for Wagons, of which the following is a specification.

My invention relates to top-box fasteners for wagons, the object being to provide simple, inexpensive, and effective means for securing a top box upon a wagon-body in such manner as to permit the box to be readily removed when desired.

The construction of the improvement will be fully described hereinafter in connection with the accompanying drawings, which form a part of this specification, and its novel features will be defined in the appended claim.

In the drawings, Figure 1 is a vertical transverse section of a wagon-body and a top box secured thereon by my improved fasteners, the fastening devices being shown in elevation; and Fig. 2 is a vertical section of one of the fasteners on an enlarged scale.

The reference-numeral 1 designates a wagon-body, and 2 a top box resting thereon. It will be understood that any required number of fasteners may be employed, the number depending upon the size of the wagon and top box and other circumstances; but as said fastenings will be of the same construction a description of one will suffice to convey a clear understanding of the invention.

The upper member of the fastener consists of a clamp adapted to fit over the top edge of the box 2 and comprising parallel arms 3 and 4, connected by a cross-bar 5. The outer arm 3 is formed with a pair of perforated ears 6, between which is pivotally supported upon a cross-pin 7 a cam-lever 8. The upper portion of the head of this lever is bent to form a loop 9, which engages the upper looped end of a link 10, the lower end of which is formed with a hook 11, adapted to take under a lug 12, projecting from a metallic plate 13, constituting the lower member of the fastener.

The inner arm 4 of the upper member of the fastener is provided with a projecting eye 14, adapted to be engaged by a hook 15, formed

at one end of a sleeve 16. This sleeve is adapted to receive one end of a brace-rod 17, the opposite end of which is loosely connected to the eye 14 of a fastener located on the opposite side of the box 2. The rod 17 is held adjustably within the sleeve 16 by means of a thumb-screw 18 or like securing device.

As illustrated in Fig. 1, the fasteners are designed to be used in pairs located on opposite sides of the box 2, and the utility and mode of operation of the improvement will be readily understood.

After the box has been placed in position upon the wagon-body the upper members of the fasteners are fitted over the box, as shown, and the hooked ends of the links 10 are then engaged under the lugs or catches 12 of the plates 13, said plates being permanently attached to the other sides of the wagon-body. The levers 8 are then pressed inward, which throws the upper pivoted ears of the links beyond the vertical plane of the fulcrum-pins 7 of the levers, thus securing the links in firm engagement with the catch-lugs 12.

It will be apparent that by the means described the box is securely held in position upon the wagon-body and also that said box may be readily removed when not required for use by manipulating the levers 8 to disengage the links 10 from the catch-lugs of the plates 13.

I claim—

The combination with a top box of a wagon, of a pair of fasteners each comprising an upper member, fitting over the upper edge of the box; a lower member secured to the wagon-body; means for detachably connecting said upper and lower members; and adjustable brace connections between the upper members of the two fasteners consisting of a sleeve and a rod fitting within the sleeve, and a securing device for connecting the sleeve and rod adjustably.

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

MARK NOSAL.

Witnesses:

H. OSTERHOFF,  
A. J. BETHSCHEIDER.