

(No Model.)

T. F. BASHAW & B. P. SCOVILL.
LOCK FOR WAGONS.

No. 462,682.

Patented Nov. 10, 1891.

FIG. 1.

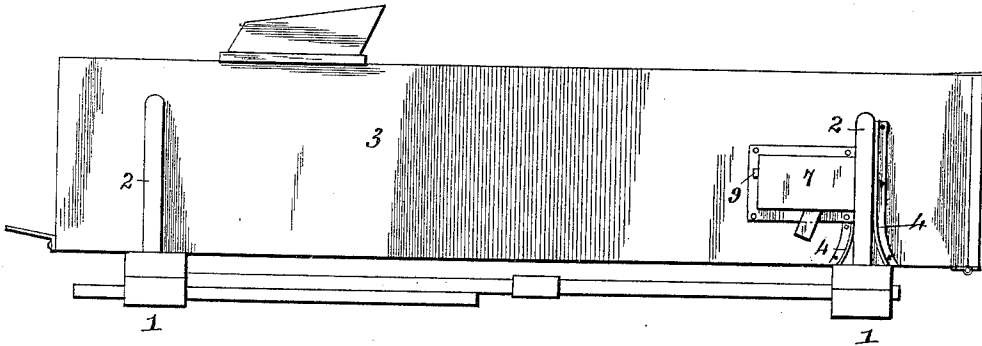


FIG. 2.

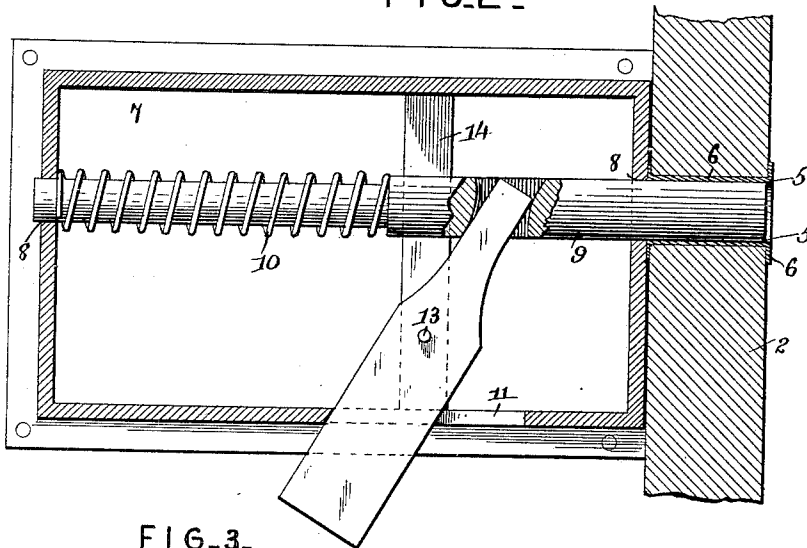
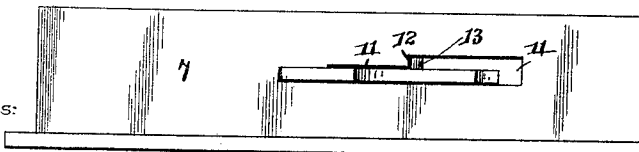


FIG. 3.



Witnesses:

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By their Attorneys,

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UNITED STATES PATENT OFFICE.

TRIFLEY F. BASHAW AND BENJAMIN P. SCOVILL, OF ST. LAWRENCE,
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LOCK FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 462,682, dated November 10, 1891.

Application filed June 12, 1891. Serial No. 396,025. (No model.)

To all whom it may concern:

Be it known that we, TRIFLEY F. BASHAW and BENJAMIN P. SCOVILL, citizens of the United States, residing at St. Lawrence, in the county of Hand and State of South Dakota, have invented a new and useful Lock for Wagons, of which the following is a specification.

This invention relates to improvements in wagons of that class employing a removable body and such as are usually constructed for carrying lumber.

The objects of our invention are to prevent the usual rattle of the body against the bolster and body, embracing stakes and to securely lock said body in position by a simple, cheap, and convenient device readily operated by the driver.

Other objects and advantages of the invention will appear in the following description, and the novel features thereof will be particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a side elevation of the body of a wagon and the supporting-bolster and stake and a lock constructed in accordance with our invention applied thereto. Fig. 2 is a vertical longitudinal section through the lock. Fig. 3 is a bottom plan of the lock.

Like numerals of reference indicate like parts in all the figures of the drawings.

1 designates the bolster of an ordinary wagon and composing a part of the usual running-gear, and from the end of the same rises the stake 2, which embraces the opposite sides 3 of the wagon-body. The exteriors of the sides 3 are provided with L-shaped guides 4 near their rear ends, which guides are flared or diverge toward their lower ends, as shown, and receive the stakes 2, the flaring of the guides serving to direct the stakes to position. Each of the stakes 2 is provided with a transverse perforation or opening 5, which opening has a metal lining or bushing 6, as shown.

7 designates an ordinary lock-case, the ends of which are provided with bearing-openings 8, in which there is mounted for reciprocation a bolt 9, having a shoulder near its inner end, in rear of which and the end of the case is coiled a spring 10. A bayonet-shaped slot or opening 11, having a shoulder 12, is formed

in the under side of the case, and a bolt-operating lever passes upwardly through the slot and has its upper end loosely pivoted in an opening in the bolt, while intermediate its ends said lever is fulcrumed upon a shaft 13, transversely disposed between a cross-bar 14 and the outer wall of the casing.

In operation in order to remove the wagon-body the lever is grasped at its lower end and swung to the front and then moved laterally, so as to rest against the shoulder 12 of the bayonet-slot 11. Such movement upon the part of the lever serves to withdraw the bolt from the metal-lined opening of the stake and compresses the spring encircling the bolt. The wagon-body to which the lock-case is attached being now disconnected from the stake, said body may be lifted from the bolster and the stake. By replacing the body and moving the lever laterally from the shoulder the spring 10 throws the bolt into the metal-lined opening of the stake, and thus locks the body firmly in position and against all rattle or chance of displacement. Furthermore, the body is prevented from cutting the bolster.

A lock of the above construction is located at each side of the wagon-body and connects with the rear stakes, and it will be obvious that the same may be supplied at a slight cost and will be found both convenient and useful for the purpose described.

Having described our invention, what we claim is—

1. The combination, with the bolster and the stake having a perforation, of the wagon-body seated in the bolster, and a lock secured to the body and comprising a bolt, the spring for throwing the bolt into the opening, and means for retracting the bolt from such engagement, substantially as specified.

2. The combination, with the bolster and the stake having the perforation, of the lock comprising a bolt, a spring for throwing the same normally into engagement with the perforation of the stake, and a lever for moving the bolt against the spring, substantially as specified.

3. The combination, with the bolster and the stake having the metal-lined perforation,

of the wagon-body having the opposite flared guides for the stake, the lock-case secured to the body, the bolt mounted for reciprocation in the lock-case, the spring for throwing the
5 bolt interposed between the end of the lock-case and the shoulder on the bolt, the transverse bearing-pin, a lever pivoted on the pin and connected at its inner end loosely with the bolt and at its outer end extending
10 through and beyond a bayonet-shaped slot

formed in the bottom of the case, substantially as specified.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

TRIFLEY F. BASHAW.

BENJAMIN P. SCOVILL.

Witnesses:

T. P. SUTPHEN,

HORACE J. WOOD.