

(No Model.)

A. SCHLAPBACH.
END GATE FASTENER.

No. 551,653.

Patented Dec. 17, 1895.

Fig. 1.

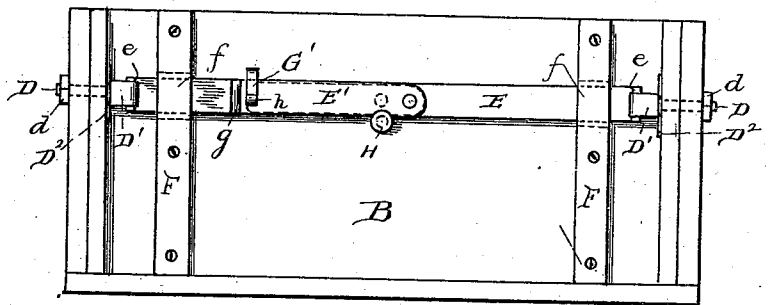


Fig. 2.

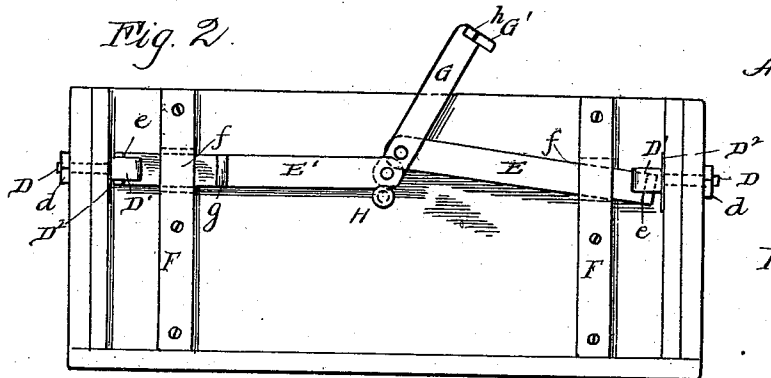
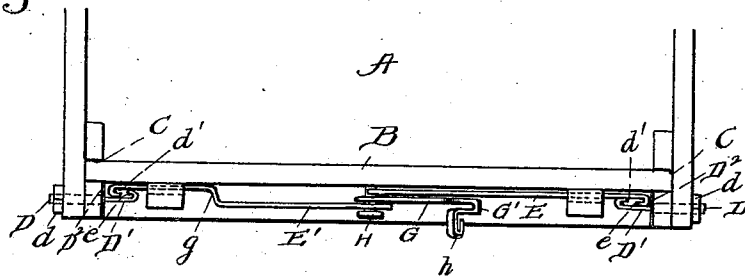


Fig. 4.



Fig. 3.



WITNESSES

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END-GATE FASTENER.

SPECIFICATION forming part of Letters Patent No. 551,653, dated December 17, 1895.

Application filed March 30, 1895. Serial No. 543,876. (No model.)

To all whom it may concern:

Be it known that I, ALBERT SCHLAPBACH, a citizen of the United States, residing at Scandia, in the county of Republic and State of Kansas, have invented certain new and useful Improvements in End-Gate Fasteners; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a rear view of the wagon-body, showing the application of the invention thereto, parts being locked. Fig. 2 is a similar view with parts unlocked. Fig. 3 is a plan view of same with parts in positions shown in Fig. 2. Fig. 4 is a detail perspective view of one of the guide-plates D.

The object of this invention is to provide a simple and effective device for securing the end-gates of wagons, and one which will also prevent the wagon body or box from spreading.

With this object in view the invention consists in the novel construction and combination of parts, all as hereinafter described and pointed out in the appended claim.

Referring to the accompanying drawings, the letter A designates a wagon body or box, and B the end-gate thereof, which works in vertical guideways or grooves C of said body or box. Extending through the rear portion of the body or box at each side and through cleats *a* thereof, which form one side of the said guideways or grooves, is a screw-bolt D, which is secured by a nut *d* at its outer end, and which at its inner end is formed with a broad portion D', having an open reverse bend or hook *d'*.

D² are slotted guide-plates which hold the bolts in proper vertical position.

E E' are two draw-bars upon the rear face of the end-gate, which are supported loosely in guides *f* of vertical cleats F. The inner end portions of these bars are pivotally connected at different points to a lever G, from which they extend in opposite directions. The outer end portion of each has a broad reverse bend

or hook *e*, which engages loosely with the broad hook *d'* of the adjacent screw-bolt D. The bar E is substantially straight, while the bar E' is offset rearwardly at *g*, as indicated, the two being connected to opposite faces of the lever G at different vertical points. When the lever is in unlocking position, as indicated in Fig. 2, the bends *e* are freed from engagement with the bends *d'* and the board may be seated or unseated. When, however, said lever is forced to the left and downward, the two draw-bars are drawn toward each other as the two pivots approach the same horizontal line and slightly past center, and the bends *e* grasp the bends *d'*, drawing the sides of the body or box together sufficiently to prevent the end-gate being moved in its guideways. At its upper end the lever G has a hook G', which is brought down over the bar E', as indicated in Fig. 1. Said hook has a finger projection *h*, by means of which the lever may be readily pushed up to release the lock. Said hook G' is bent in such shape that the lever may be forced downward slightly below the level of the draw-bars, while at the same time it limits the extent of the movement in this direction. This hook also keeps the draw-bar E' and the lever from spreading.

H is a pin or stud which projects from the end-gate and upon which the link E' takes a bearing.

It will be observed that the device not only locks the end-gate, but that it also prevents the body or box from spreading.

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

The herein described means for fastening the end gates of wagons, consisting in the combination with the vehicle body having vertical ways or guides for the end gate, and the bolts D having their inner ends formed with broad reverse bends or hooks, of the end gate having the vertical cleats F secured to its rear face, the two draw bars E, E', which work loosely through guides of said cleats, and whose outer end portions are formed each with a broad hook adapted to engage the hook of one of the bolts D, while their inner end portions overlap each other at the central portion of the gate, the straight lever G to oppo-

site faces of which the said bars E, E', are piv-
oted at different points, and which is formed
at its opposite end portion with a hook or
catch, said lever having no connection with
5 the end gate, and the abutment H for the
lower edge of one of said draw-bars, substan-
tially as specified.

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

ALBERT SCHILAPBACH.

Witnesses:

JOHN LARSON,
GEO. B. SMITH.