J. GENZLY.

WAGON END-GATE ROD.

No. 192,753. Patented July 3, 1877.

Fig. 1.

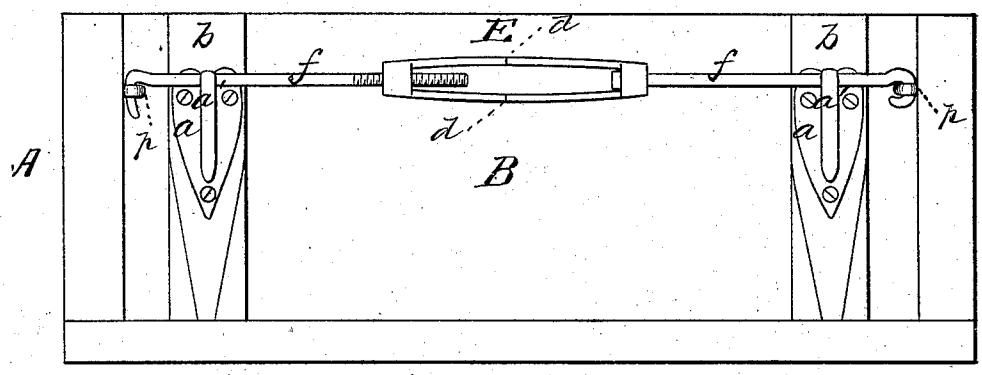


Fig. 2.

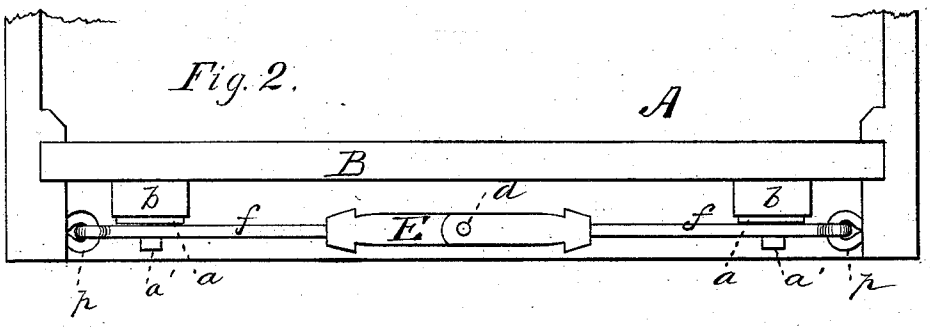
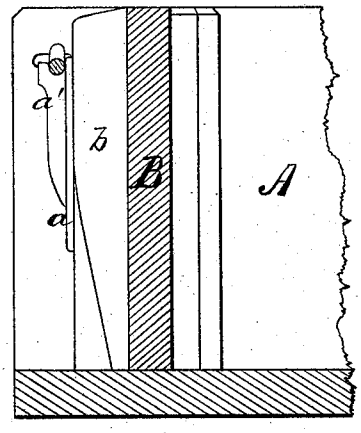


Fig. 3.



WITNESSES

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JACOB GENZLY, OF VICTOR, IOWA.

IMPROVEMENT IN WAGON-END-GATE RODS.

Specification forming part of Letters Patent No. **192,753**, dated July 3, 1877; application filed May 19, 1877.

To all whom it may concern:

Be it known that I, JACOB GENZLY, of Victor, in the county of Iowa and State of Iowa, have invented a new and valuable Improvement in End-Gate Rods for Wagons; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon

Figure 1 of the drawings is a representation of an end view of the wagon-body with my fastening applied. Fig. 2 is a top view thereof; and Fig. 3 is a vertical section of the same.

This invention has relation to improvements in means for fastening the end-gates of wagons; and it consists in combining, with an end-gate sashed into the sides of the wagon-box, a turn-buckle and hooked rods secured at one end to the sides of the box, and connected by screw-threads with the said buckle, whereby means are provided for tightening the said rods and preventing the sides of the box from being separated when filled with a load.

It also consists in the combination, with the sides of the wagon-box, of a gate sashed therein, a turn-buckle and rods, secured at one end to the sides of the box and secured at the other in the ends of the said buckle, of supporting-ledges secured to the gate and engaging the said rods, which will prevent the gate from being jolted out or rattling.

It also consists in a turn-buckle formed in two sections, hinged together, whereby the operation of detaching one of the hooked ends of the rods from the side of the box is greatly facilitated, as will be hereinafter more fully shown and described.

In the annexed drawings, the letter A designates an ordinary wagon-body, and B its end-gate, sashed in the sides. *b* designates strips of wood secured to end-gate B, to which are attached metallic plates *a*, having lugs *a'*, for a purpose hereinafter explained, both lugs and plates being preferably formed in one piece. E designates a turn-buckle, formed in two sections, which are hinged together at *d*. The ends of buckle E are perforated and screw-threaded oppositely for the purpose of receiving the oppositely screw-threaded ends of rods *f*, which have on their free ends each a hook adapted to engage the eyes *p*, arranged opposite each other upon the inside of the wagon-body in rear of the gate. The buckle E and its rods *f* are thus extended across the wagon-body behind the end-gate, in which position the said rods are supported by the lugs *a'* of strips *b*.

Having first inserted the sliding end-gate in its place, the hooked ends of rods *f* are inserted in their respective eyes, the turn-buckle E is then rotated by a lever which may be inserted between its side bars, and the rods drawn tight by the said buckle. When said ends are properly tightened all casual displacement of the end-gate is prevented, as the sides of the wagon-body are drawn forcibly against the ends of the gate, and the lugs *a'* are under the said rods. I thus prevent the end-gate from rattling or from jolting up, whereby the contents of the wagon would be allowed to escape.

To remove the end-gate, turn the buckle back a few revolutions, when, by pressing down upon the same, the hook on one of the rods will be forced out of its eye. The end-gate may then be readily removed from its place, the lugs *a'*, upon which said rods rest, serving as a fulcrum. The remaining hook I prefer to attach permanently to its eye, in order that when the end-gate is opened the fastening may hang so as not to be casually lost or mislaid.

In practice, I may sometimes construct one of the rods with a swivel-connection to the buckle.

My improved fastener will be found especially useful in cold weather, for the reason that the eyes *p*, being on the inside of the wagon-body, are not liable to be stopped up with mud, and by the freezing thereof prevent the hooks from being unfastened.

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

1. The combination, with a wagon-body and the end-gate sashed therein, of the rods *f*, and

hinged or jointed turn-buckle E, substantially as specified.

2. The combination, with the wagon-body, its end-gate, the hinged or jointed buckle, and end rods *f*, of the supporting-lugs *a* on the end-gate, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JACOB GENZLY.

Witnesses:
JOHN DOBBS,
E. P. HALL.