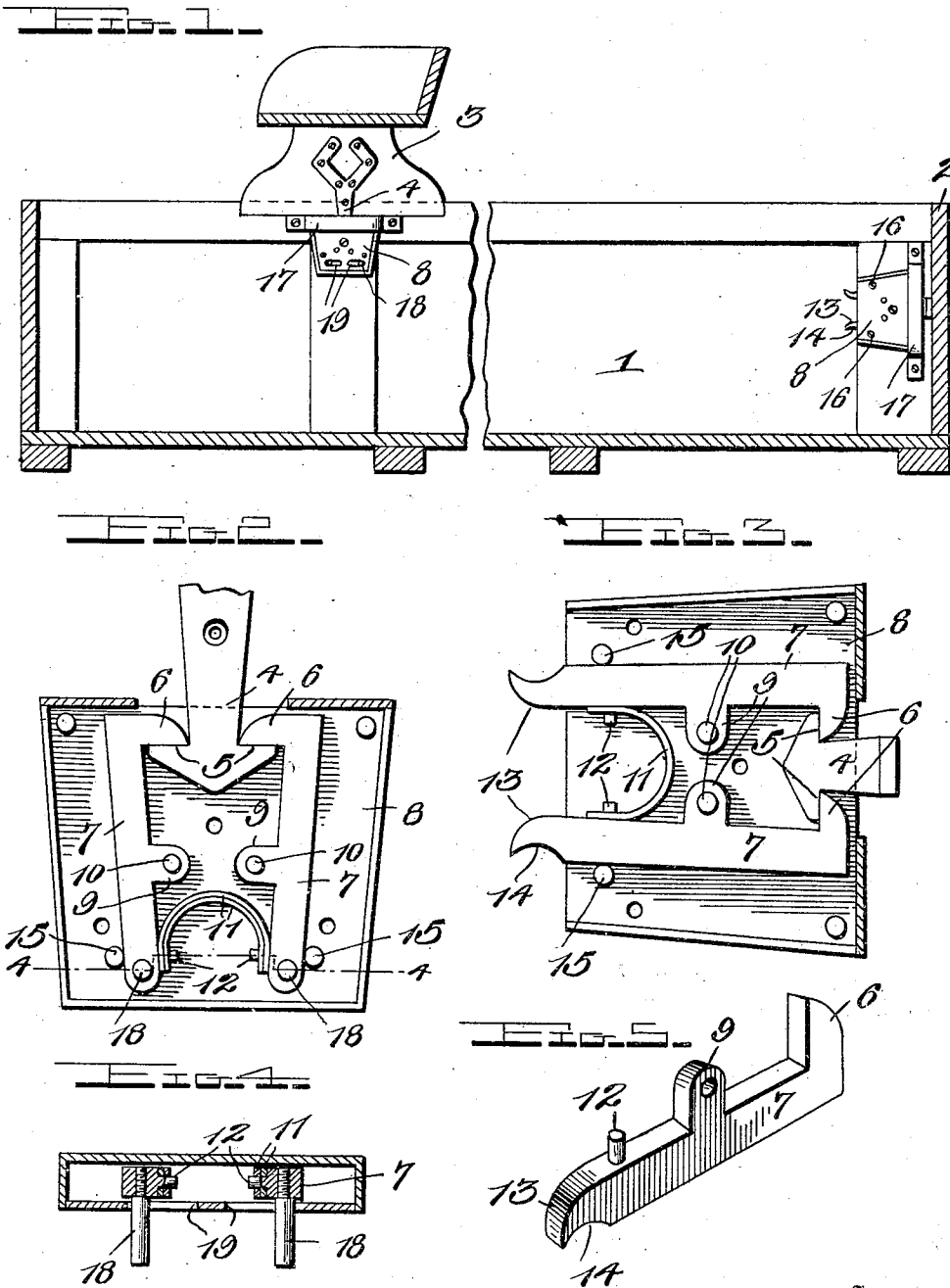


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VEHICLE END GATE FASTENER.
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1,052,150.

Patented Feb. 4, 1913.



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JOSEPH KINDL, OF GLEN ULLIN, NORTH DAKOTA.

VEHICLE END-GATE FASTENER.

1,052,150.

Specification of Letters Patent.

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Application filed July 29, 1912. Serial No. 712,215.

To all whom it may concern:

Be it known that I, JOSEPH KINDL, a citizen of the United States, residing at Glen Ullin, in the county of Morton and State of North Dakota, have invented certain new and useful Improvements in Vehicle End-Gate Fasteners, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to new and useful improvements in vehicle end gate fasteners and more particularly to a fastener of this character which not only is used as an end gate fastener, but can be used equally as well as a seat lock, the object of the invention being to provide a device of the above character whereby the end gate, when disposed in its normal position is securely locked against movement, and also to provide a fastener whereby the vehicle seat may be quickly detached or attached to the vehicle body and locked securely in place.

Another object of the invention is to provide a fastener of the above character which will possess advantages in points of efficiency and durability, is inexpensive to manufacture and at the same time is simple in construction and operation.

With the above and other objects in view, the invention consists in the novel features of construction and the combination and arrangement of parts hereinafter more fully described, pointed out in the claim, and shown in the accompanying drawings in which,

Figure 1 is a longitudinal sectional view of a vehicle body showing my improved fastener applied thereto. Fig. 2 is a vertical sectional view through the fastener showing the form used as a seat lock. Fig. 3 is a longitudinal sectional view showing the form used as the end gate fastener. Fig. 4 is a sectional view on the line 4-4 of Fig. 2, and Fig. 5 is a detail perspective view of the latches used in the form shown in Fig. 3.

Referring more particularly to the drawings, 1 indicates the vehicle body which is provided with an end gate 2 and a seat 3. Secured to the end gate and extending at right angles thereto is a shackle member 4 which is of substantially spear shape to form the shoulders 5 which are adapted to be engaged by the hooked ends 6 of the latch members 7. The latch members 7 are arranged within the casing 8 and provided

with inwardly extending ears 9 which are formed inwardly at the intermediate portions thereof and pivotally mounted upon the pins 10 arranged upon opposite sides of the longitudinal center of the casing.

A spring member 11 is arranged between the ends of the latch members opposite the hooked ends 6, the intermediate portion of which is disposed adjacent the ears 9 and the ends thereof are mounted upon the inwardly extending lugs 12 formed integral with the latch members adjacent the outer ends thereof. The outer ends 13 of the latch members 7 which extend upwardly beyond the edge of the casing 8 are provided with cut away portions 14 to form suitable finger holds to permit easy manipulation of the latch members whereby the same may be quickly disengaged from the shoulders 5 of the shackle 4. Arranged within the casing and disposed upon the outer edges of the latch members 7 are the stop pins 15, against which the outer ends of the latch members abut to limit the movement thereof.

In Fig. 3, I have illustrated the shackle member securely locked in place and in releasing the same, the outer ends 13 of the latch members are grasped by the fingers and pressed inwardly toward each other, thus releasing the hooked ends 6 from the shoulders 5 to allow the shackle member to be withdrawn from the casing and when the ends 13 are released by the fingers, the spring 11 will tend to return the latch members to their normal position. In inserting the shackle within the casing, it is only necessary to push the same inwardly with enough force to overcome the tension of the spring 11 and force the hooked ends 6 apart so that they will pass beyond the ends of the shackle head and engage the shoulders 5, the tension of the spring 11 holding the same securely in place. The casing 8 is fastened securely to the vehicle body by means of the screws 16 and is further held against movement by means of the strap 17.

In Fig. 2, I have shown the form of fastener which is adapted for use in securely fastening the seat upon the vehicle body. The form of fastener shown in Fig. 2 is substantially the same as that shown in Fig. 3 with respect to the latch members, the shackle 4 and the spring member 11. It will be seen in Fig. 3 that the ends of

the members 7 opposite the hooked ends 6 are cut off and arranged within the casing. Detachably secured to the lower ends of the members 7 are the outwardly extending handle members 18 which are movably disposed in the slots 19 formed in the outer face of the casing 8. The handle members 18 extend at right angles to the casing so that the same may be readily grasped to disengage the hooked ends 6 from the shoulders 5 of the shackle 4.

It will be readily apparent that the operation of the slightly modified form as shown in Fig. 2 is substantially the same as that of the form shown in Fig. 3. It will also be apparent that I have provided a simple and durable fastener which not only can be used as an end gate fastener, but can be used equally as well for securely locking the seat upon the vehicle body.

While I have shown and described the preferred form of my invention it will be obvious that various changes in the details of construction and in the proportions may be resorted to for successfully carrying my invention into practice without sacrificing any of the novel features or departing from the scope thereof.

What I claim is:—

In a device of the character described, the combination of a casing, latch members arranged within said casing, inwardly extending ears formed integral with said latch

members at the intermediate portions thereof, pins arranged within said casing upon opposite sides of the longitudinal center upon which said ears are pivotally mounted, hooked ends formed upon said latch members, a shackle of substantially spear shape to form shoulders against which the hooked ends engage, inwardly extending lugs formed integral with said latch members adjacent the outer ends thereof, a spring member having its intermediate portion arranged between the latch members and its ends mounted upon said lugs, said casing being provided with elongated slots formed at one end thereof, handle members detachably secured to the ends of the latch members opposite the hooked ends, said handle members extending at right angles to the latch members and movably disposed within said slots whereby the hooked ends of the latch members may be quickly disengaged from the shackle, and stop pins arranged within the casing and disposed upon the outer sides of the latch members to limit the movement thereof when the handle members are released.

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

JOSEPH KINDL.

Witnesses:

MICHAEL TSCHIDA,
F. W. RUETER.