

W. CULBERTSON.
End-Gate.

No. 225,803.

Patented Mar. 23, 1880.

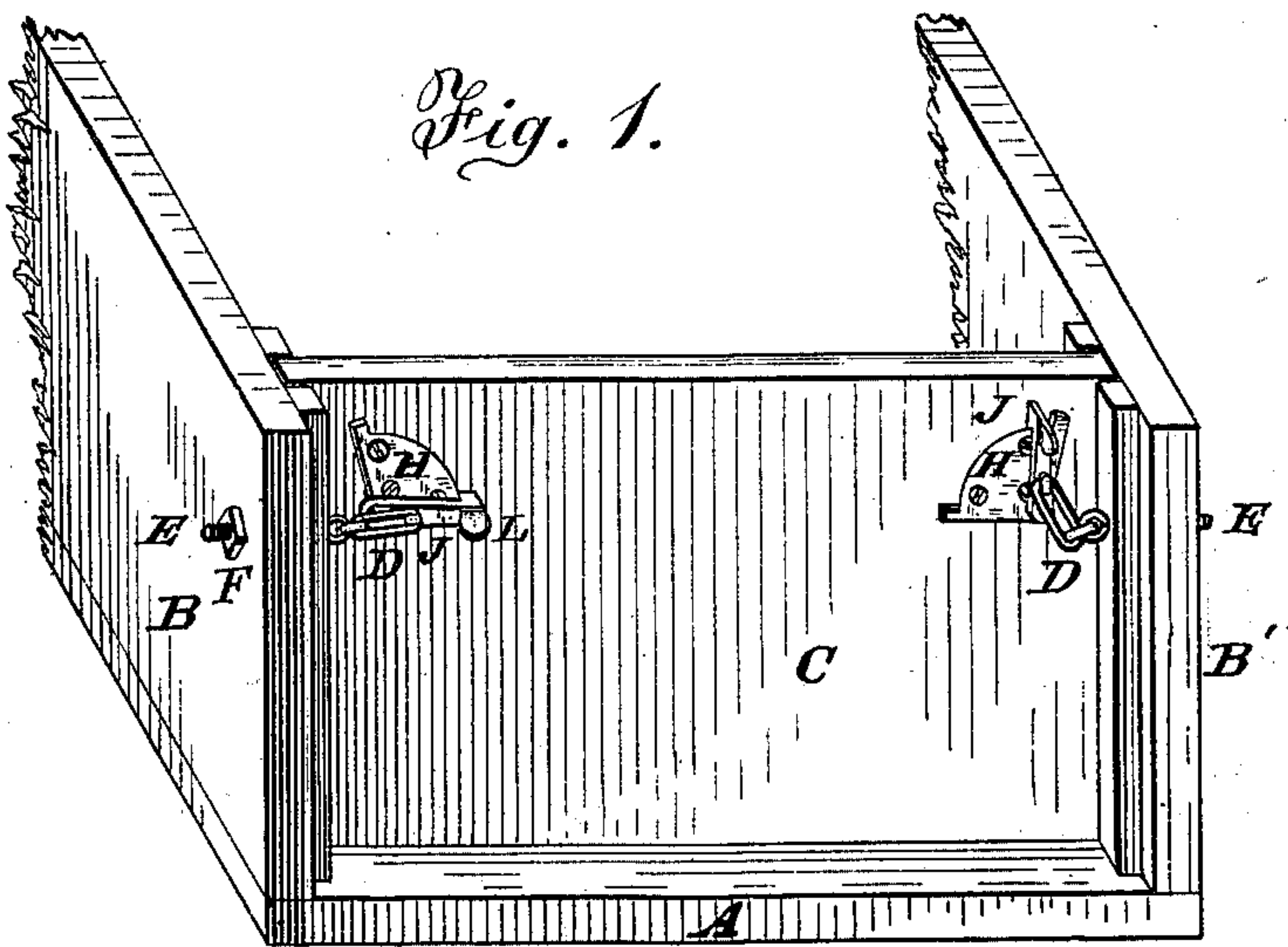
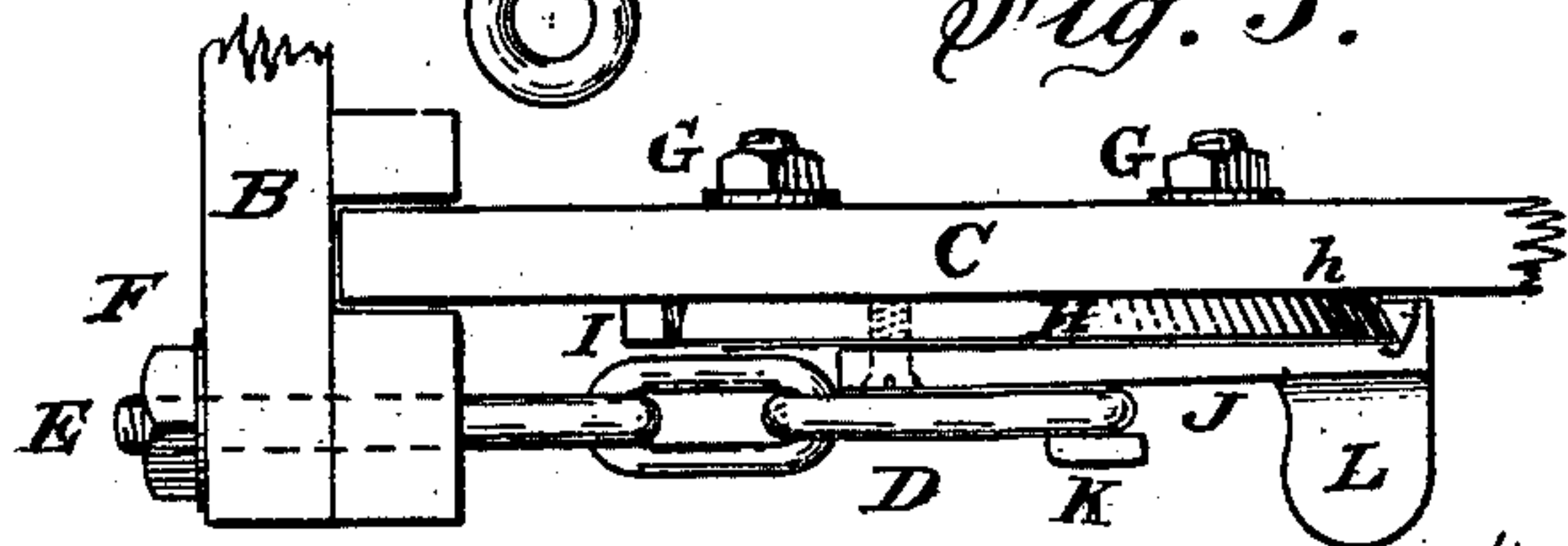
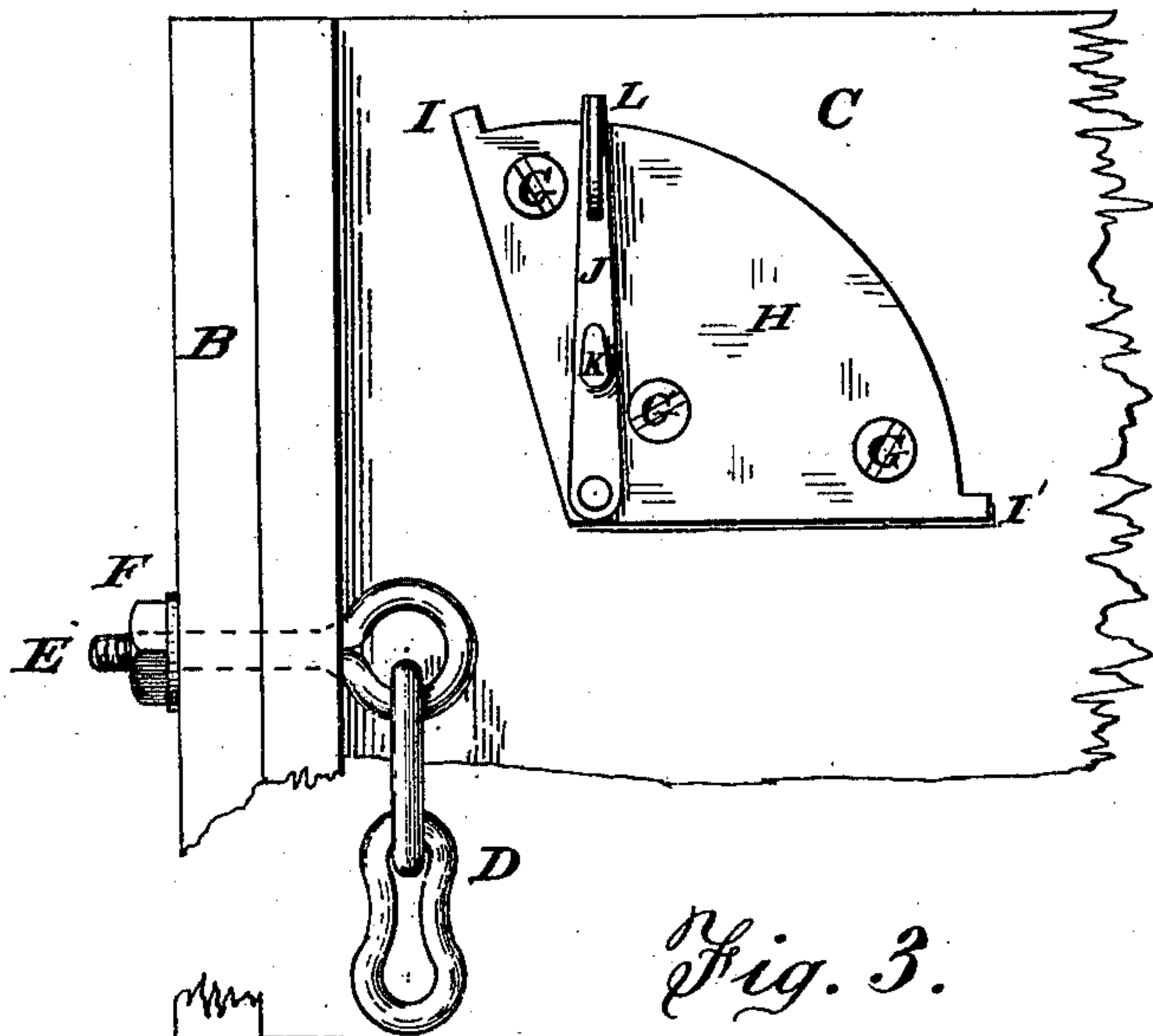


Fig. 2.



Attest.
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UNITED STATES PATENT OFFICE.

WILLIAM CULBERTSON, OF MOOREFIELD, ASSIGNOR OF ONE-HALF OF HIS
RIGHT TO WILBUR L. FISK, OF VEVAY, INDIANA.

END-GATE.

SPECIFICATION forming part of Letters Patent No. 225,803, dated March 23, 1880.

Application filed October 8, 1879.

To all whom it may concern:

Be it known that I, WILLIAM CULBERTSON, of Moorefield, Switzerland county, Indiana, have invented a new and useful Fastening for the End-Gates of Vehicles, of which the following is a specification.

My invention relates to a fastening device for the end-gates (head or tail board) of any wagon, cart, or other vehicle employing such members, said device being intended to secure the following advantages, to wit: ease and dispatch of fastening and unfastening, and that either by a person standing upon the ground or occupying the vehicle; capacity for taking up all slack and for drawing the sides of the wagon-bed firmly against the gate, so as to prevent spreading, and the bottom edge of the gate into close contact with the floor of the wagon-bed; durability and exemption from liability to be lost, all parts of the fastening remaining attached either to the bed or to the gate.

In the accompanying drawings, Figure 1 is a perspective view of an end-gate in position, one fastening being represented in the taut and the other in the slack condition. Fig. 2 shows the fastening in elevation, and with its parts disengaged. Fig. 3 is a top view of the same with its parts engaged and drawn taut. A may represent the floor, and BB' the sides, of a wagon bed, and C one of its end-gates. D is a chain, which terminates in an eyebolt, E, that is passed through an orifice in the right or left side, as the case may be, and is screw-threaded to take a nut, F, by means of which the chain may be virtually lengthened or shortened.

Screwed or bolted at G to the gate C is a

segment-plate, H, whose circular periphery terminates in stops I I', and is undercut, as shown at h.

To the plate H is pivoted a lever, J, whose lip j engages behind the undercut periphery h of the segment-plate H.

The lever J has a hook, K, over which the end link of the chain D, being engaged while the lever is in the erect position, hangs slack, as indicated on the right-hand side of Fig. 1, but is drawn taut by depression of the lever, as shown on the left-hand side of the same figure, the relations of the parts being such as to stretch the chain by such action. The maximum tension occurring a little before the lever reaches the lower stop, I', the fastening becomes securely locked, and cannot be jolted or shaken loose.

The lever J may have a handle, L, for its more convenient manipulation.

All members of the fastening being symmetrical may be employed indifferently for either right or left fastening.

The plate H and lever J may be of malleable iron.

I claim as new and of my invention—

An end-gate fastening for wagon-beds, consisting, essentially, of chain D, eyebolt E, and nut F upon the bed side, and of segment-plate H h I I' and lever J j K L upon the gate, substantially as set forth.

In testimony of which invention I hereunto set my hand.

WILLIAM CULBERTSON.

Attest:

WILBUR L. FISK,
ANDREW F. DARLING.