

(No Model.)

W. HAHN.
FASTENER FOR END GATES.

No. 244,889.

Patented July 26, 1881.

Fig. 1.

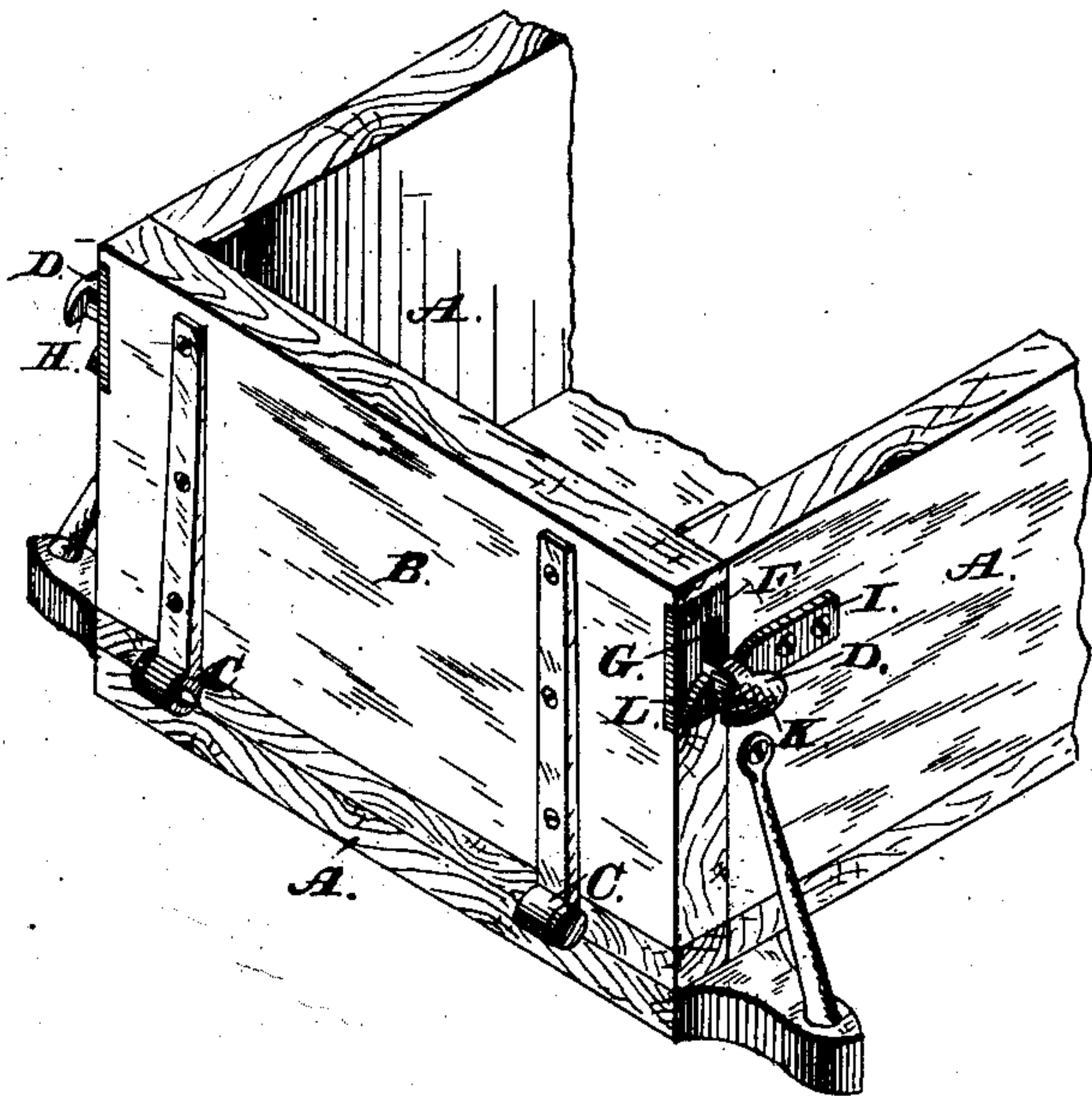


Fig. 2.

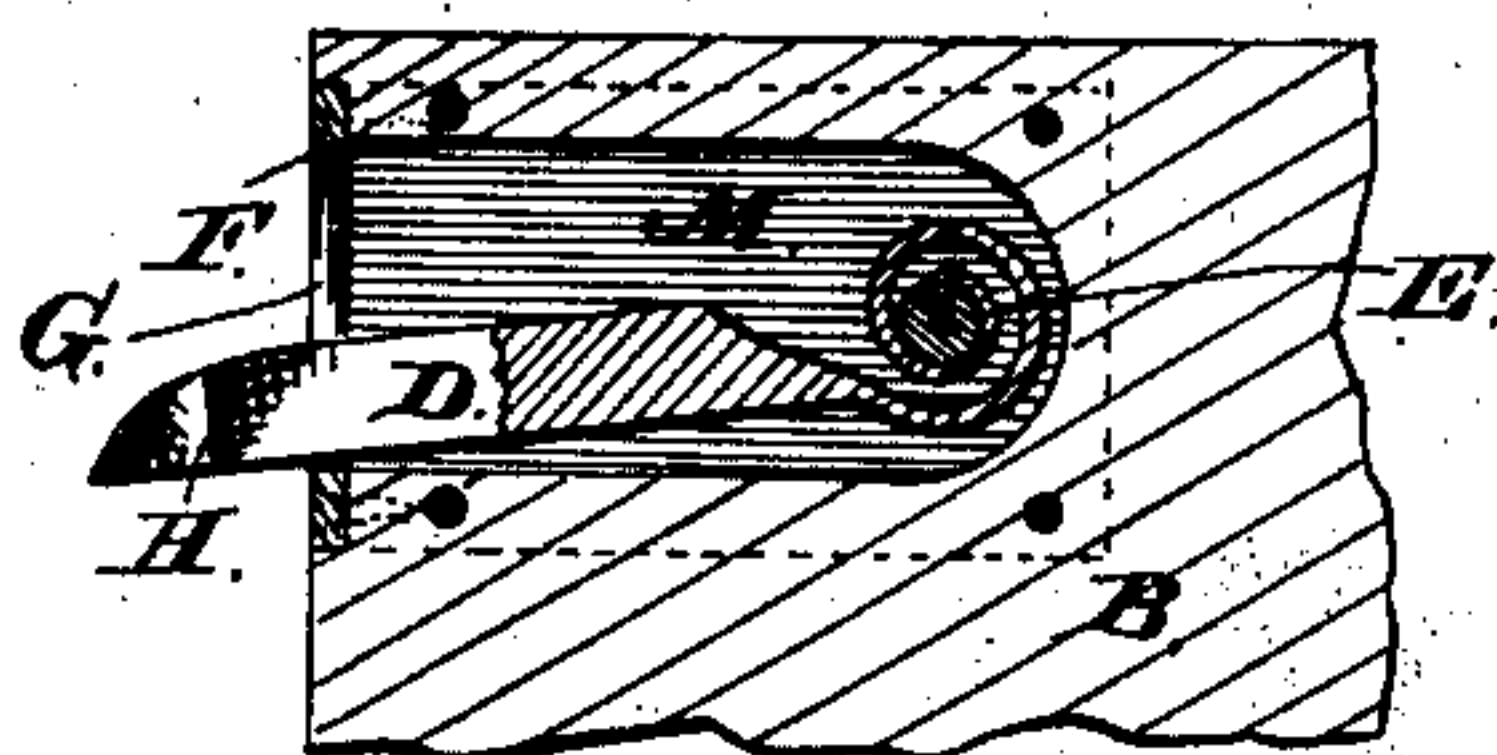
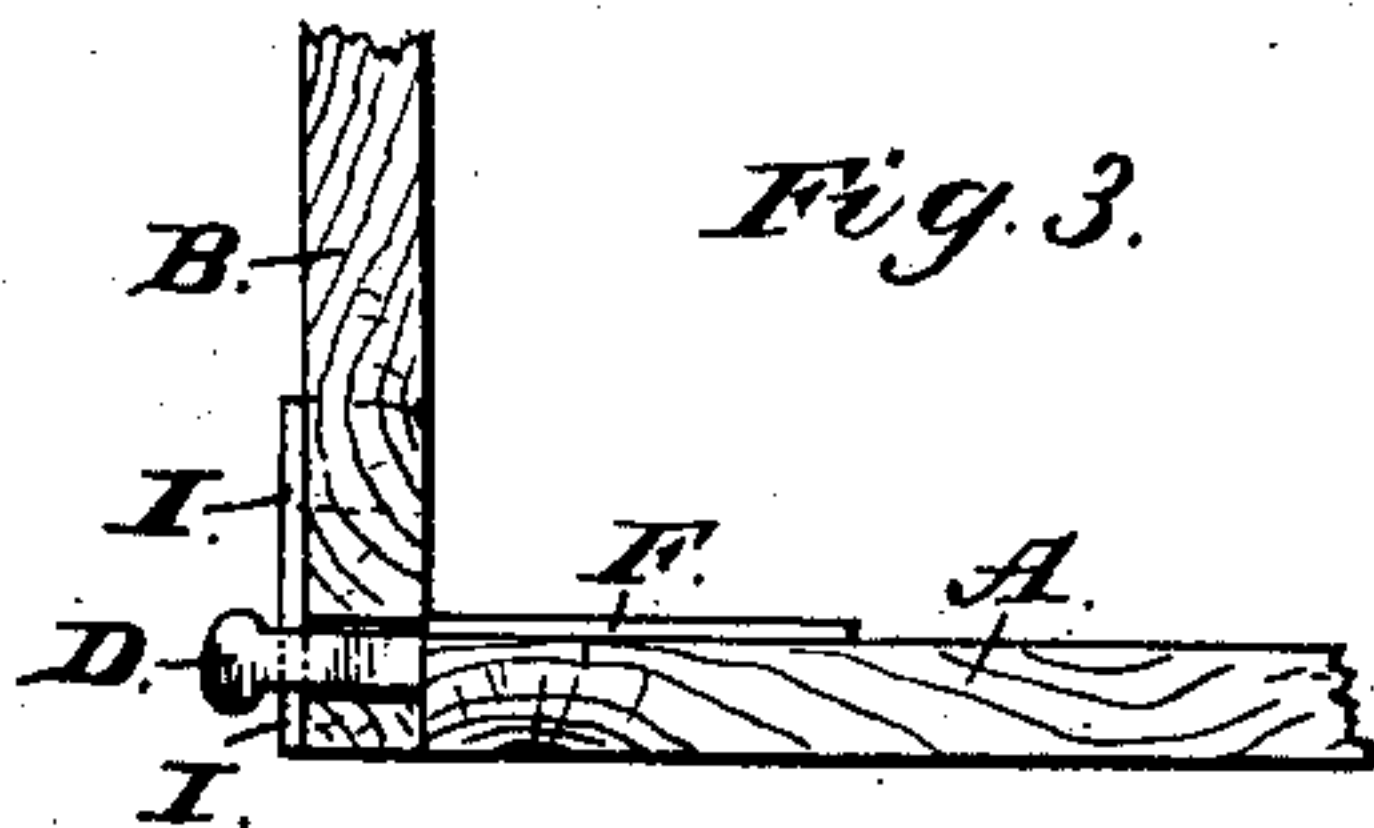
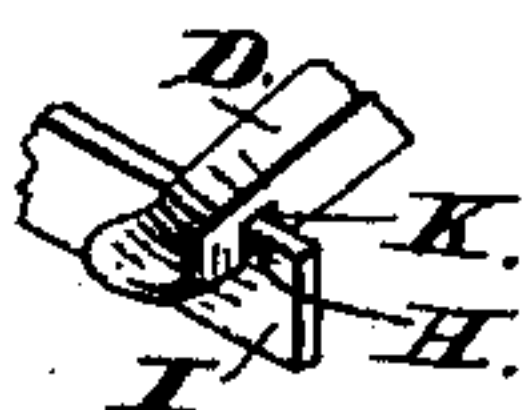


Fig. 3.



Witnesses.

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FASTENER FOR END-GATES.

SPECIFICATION forming part of Letters Patent No. 244,889, dated July 26, 1881.

Application filed June 20, 1881. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HAHN, a citizen of the United States, residing at Fort Wayne, in the county of Allen and State of Indiana, have invented new and useful Improvements in Locks or Fastenings for the End-Gates of Vehicles, of which the following is a specification.

This invention relates to certain improvements in locks or fastenings for the end-gates of wagons or other vehicles, and it has for its object to provide a device that can be readily applied and adjusted, that will be thoroughly practicable in its operation, that will produce the utmost strength and durability, and that can be secured to either the outside or inside of the gate, as may be found convenient.

To this end my invention consists in a spring-bolt secured to a lock plate or casing located in a longitudinal recess in the end-gate or in the side-boards of the wagon or vehicle, in combination with a suitable catch, the catch being secured to the side-boards in case the bolt is applied to the end-gate, and the bolt or latch to the side-boards when the catch is applied to the end-gate, as fully hereinafter specified.

In the drawings, Figure 1 represents a perspective view of a portion of a wagon-body and end-gate, showing my invention applied thereto. Fig. 2 represents a longitudinal vertical section of a portion of the end-gate, showing the interior of the lock; and Fig. 3 represents a modification, showing the bolt applied to the side-board and the catch applied to the end-gate.

The letter A indicates the body of a wagon or other vehicle, which may be of the ordinary or any approved construction, and B the end-gate, which is hinged at its lower edge to the rear edge of the bottom of the body, as indicated by the letter C.

The letter D indicates the lock bolts or latches. The said bolts or latches at their inner ends are constructed in the form of springs, which may be either flat or coiled, and secured to suitable studs or projections E on the inside of the lock plate or casing F. The bolts or latches project at their outer ends through apertures G in the lock plates or casings, and near their outer extremities are shouldered, as indicated by the letter H. The said apertures

are in the form of rectangular slots, of such length as to allow the free ends of the bolts to play vertically therein, so as to permit the bolts or latches to be operated to engage or clear the catches for the purpose of fastening the end-gate.

The letter I indicates the catches. These consist of short metallic plates provided with notches K at their upper edges, near their free ends, the said ends being beveled, as indicated by the letter L, in such manner as to automatically engage the bolts or latches with the notches when the end-gate is closed.

In Figs. 1 and 2 of the drawings the lock plates or casings carrying the bolts or latches are represented as secured to the inner side of the end-gate, suitable recesses, M, being formed therein for their reception; but it is evident that they may be reversed and secured to the outer side without inconvenience, if so desired.

In the modification shown in Fig. 3 of the drawings, the lock plate or casing carrying the bolt or latch is represented as secured to the inner sides of the side-boards of the wagon or vehicle, at the rear thereof. In this case the notches K are formed near the ends of the bolts or latches, and the catches, instead of the bolts or latches, are provided with the shoulders H.

In the present instance the lock plates or casings are represented as secured by means of screws; but in practice it will be preferable to secure them by means of bolts passing through the part to which they are attached and through metallic plates secured to the opposite side to which the plates are secured, this construction serving not only to more securely fasten the lock plate or casing, but also to add strength to the parts to which the locks are applied.

The bolts or latches, as at present represented, are located above the catches, so as to spring down into the notches upon closing the end-gate; but it is evident that they could be located below and arranged to spring upward into the notches, which, in this instance, would be formed in the lower edges of the catches.

A most important advantage of my improved lock is that it will adjust itself to any possible change in the relative positions of the side-boards, which in all wagons and vehicles are liable to spring a greater or less extent, ren-

dering the ordinary lock utterly useless for fastening the end-gate. Another advantage is that the bolts cannot be displaced or jolted from their seats, rendering it impossible for the end-gate to fall accidentally.

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

1. The combination, with the body and end-gate of a wagon or other vehicle, of a spring-lock bolt or latch secured to a suitable lock plate or casing and a notched catch, one adapted to be secured to the end-gate and the other to the body, or vice versa, substantially as and for the purpose specified.

2. In combination with the end-gate of a wagon or other vehicle, the lock plate or casing provided with a longitudinal spring-bolt projecting at its free end and shouldered near the same, with a notched catch secured to the side-boards of the wagon, substantially as and for the purpose specified.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

WILLIAM HAHN.

Witnesses:

J. G. BAKER,

MATHIAS METTLA.