

(No Model.)

J. SCHMITT.

FASTENING FOR WAGON END GATES.

No. 285,078.

Patented Sept. 18, 1883.

Fig. 1.

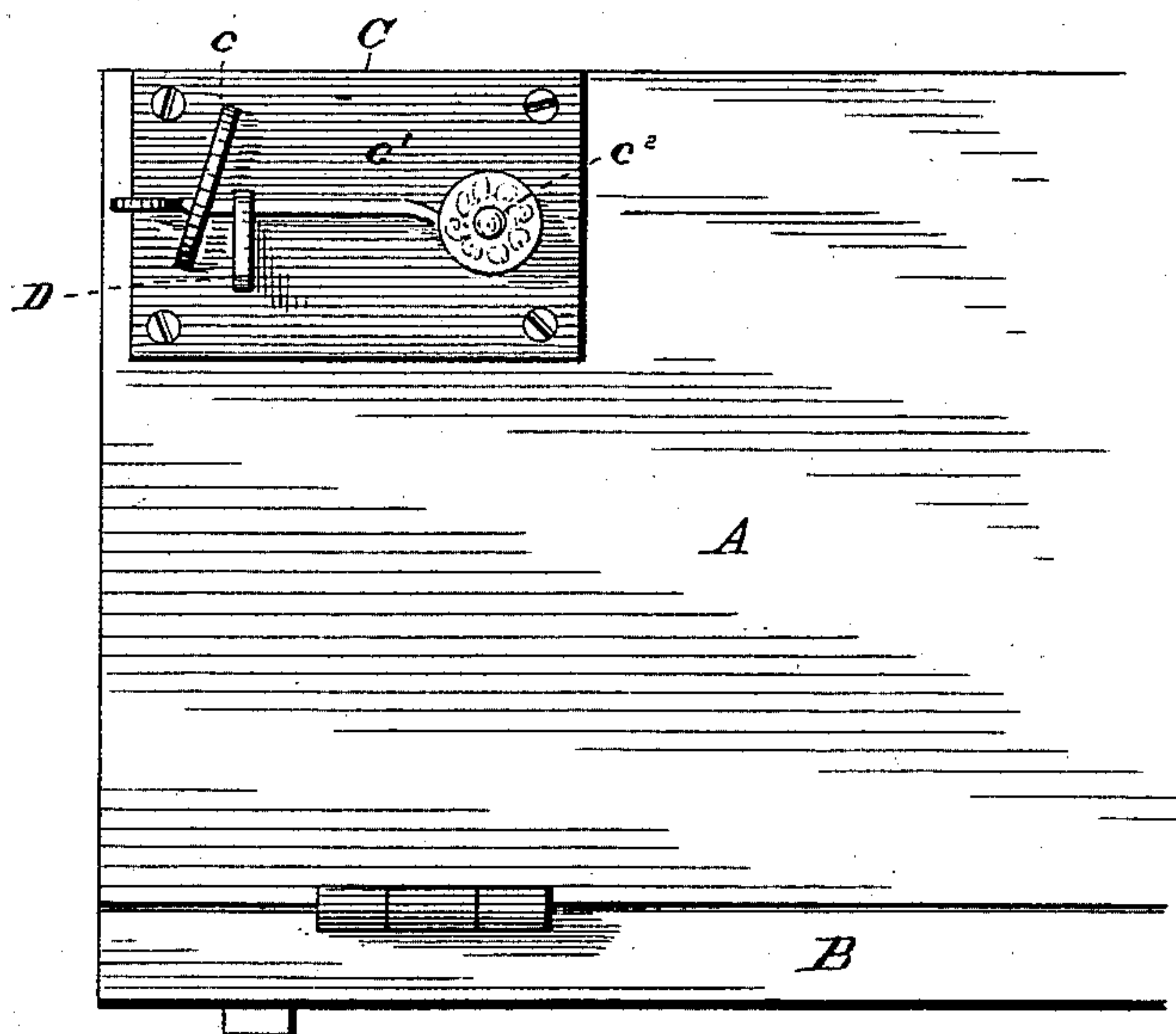


Fig. 2.

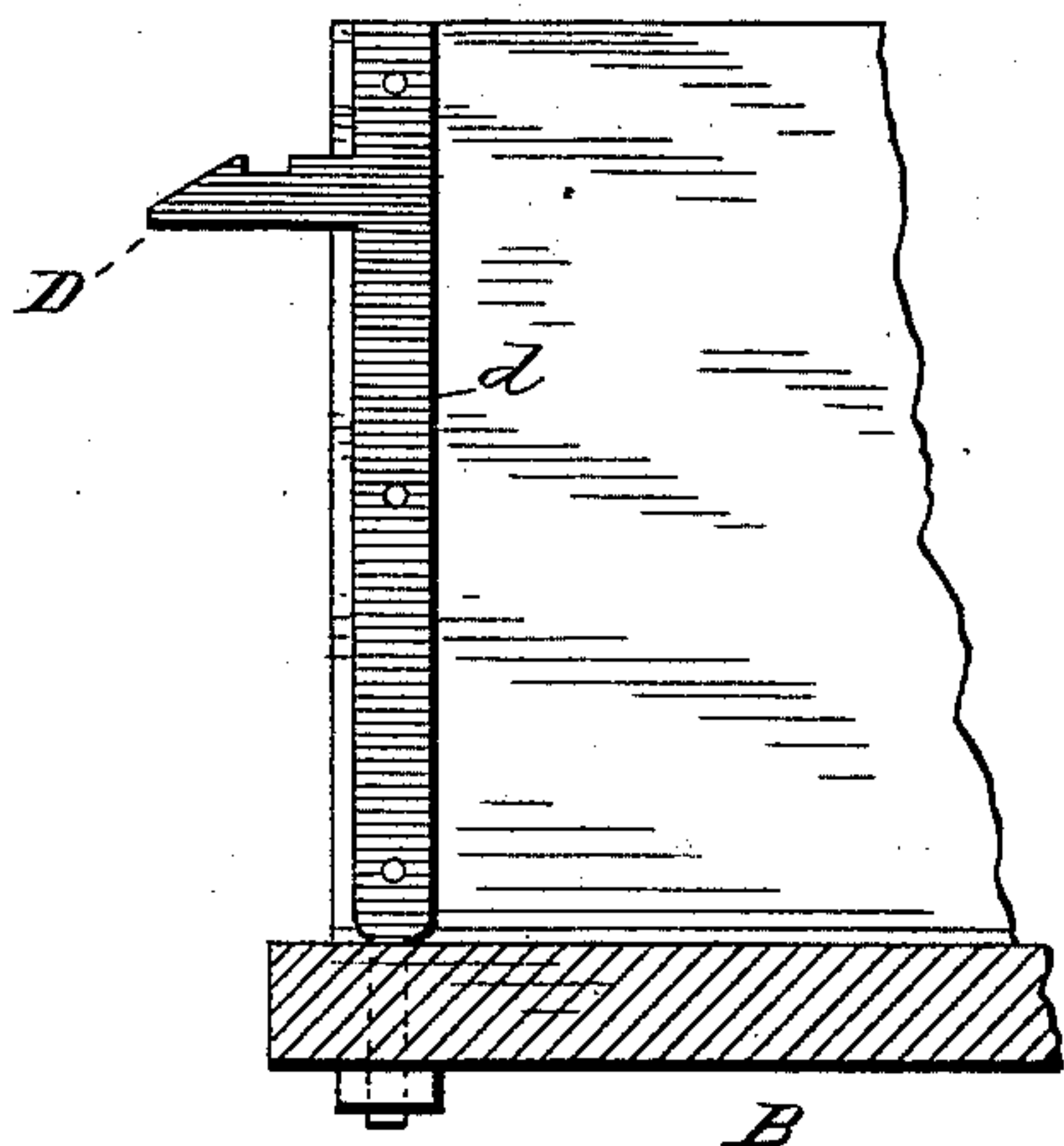
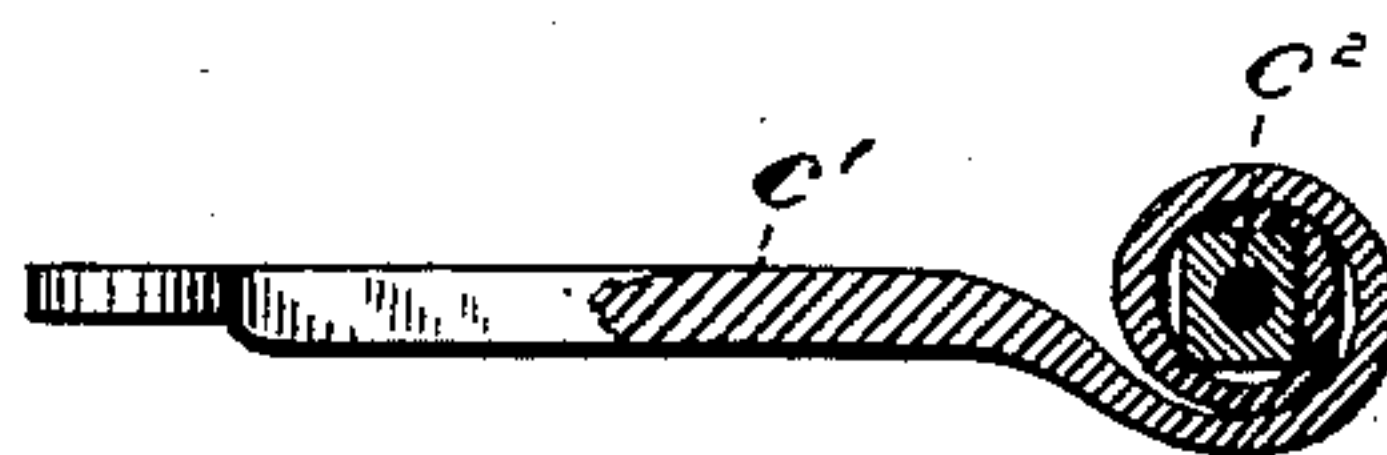


Fig. 3.



WITNESSES

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JACOB SCHMITT, OF EAST CLEVELAND, OHIO.

FASTENING FOR WAGON END-GATES.

SPECIFICATION forming part of Letters Patent No. 285,072, dated September 18, 1883.

Application filed June 22, 1883. (No model.)

To all whom it may concern:

Be it known that I, JACOB SCHMITT, of East Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Fastenings for Tail-Boards for Vehicles; and I do hereby 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 pertains to make and use the same.

My invention relates to improvements in tail boards and their fastenings for vehicles; and it consists in certain features of construction and in combination of parts, hereinafter described, and pointed out in the claim.

In the drawings, Figure 1 is an elevation view of one end of a tail-board and its fastenings. Fig. 2 is an elevation view of an end of one of the side boards, with part of the fastenings for the tail-board attached. Fig. 3 is a detail view of a spring-latch, such as is shown in Fig. 1.

A represents the left-hand portion of a tail-board, and B a portion of the cross-bar to which the tail-board is hinged. At each upper corner the tail-board is secured in the same manner as is shown in Fig. 1.

C is a plate secured to the tail-board, and to which is attached the staple *c* and the spring-latch *c'*. In making, the latch is drawn out thin at one end, and is coiled around the square rivet *c''*. This rivet is then driven into a square hole in the plate C, and riveted fast on the back side of the plate previous to securing the plate to the tail-board.

D is a catch that, when the tail-board is closed, protrudes through a slot in the tail-board and plate C, and is provided with a

notch that engages the latch *c'*, as shown in Fig. 1. This catch is integral with the brace *d*, that is secured to the side board and terminates in a bolt end at the bottom, that extends through the cross-bar B, and is held by a nut underneath. This arrangement of parts, adding great strength and durability to the structure, secures the catch, so that it is not liable to be loosened or broken.

It will be seen that the latch lies flat against the plate C and does not extend beyond the tail-board, and would generally escape random blows from above, or from the side, such as are liable to be had from loading and unloading heavy articles, and is well constructed for receiving, uninjured, heavy blows from behind, such as are had now and then from backing the vehicle against something solid.

It will be seen, also, that the catch D engages the latch near the staple *c* and between the staple and the rivet or bolt *c''*, so that the latch is supported in the best possible manner, and if a great pressure is had against the tail-board from the inside it will only press the latch against the plate C by means of the engagement of the catch D.

What I claim is—

The combination, with the brace *d*, having the catch D, formed integral therewith, of the plate C, secured to the tail-board, spring-latch *c'*, and staple *c*, substantially as set forth.

In testimony whereof I sign this specification, in the presence of two witnesses, this 15th day of June, 1883.

JACOB SCHMITT.

Witnesses:

CHAS. H. DORER,
GEO. W. KING.