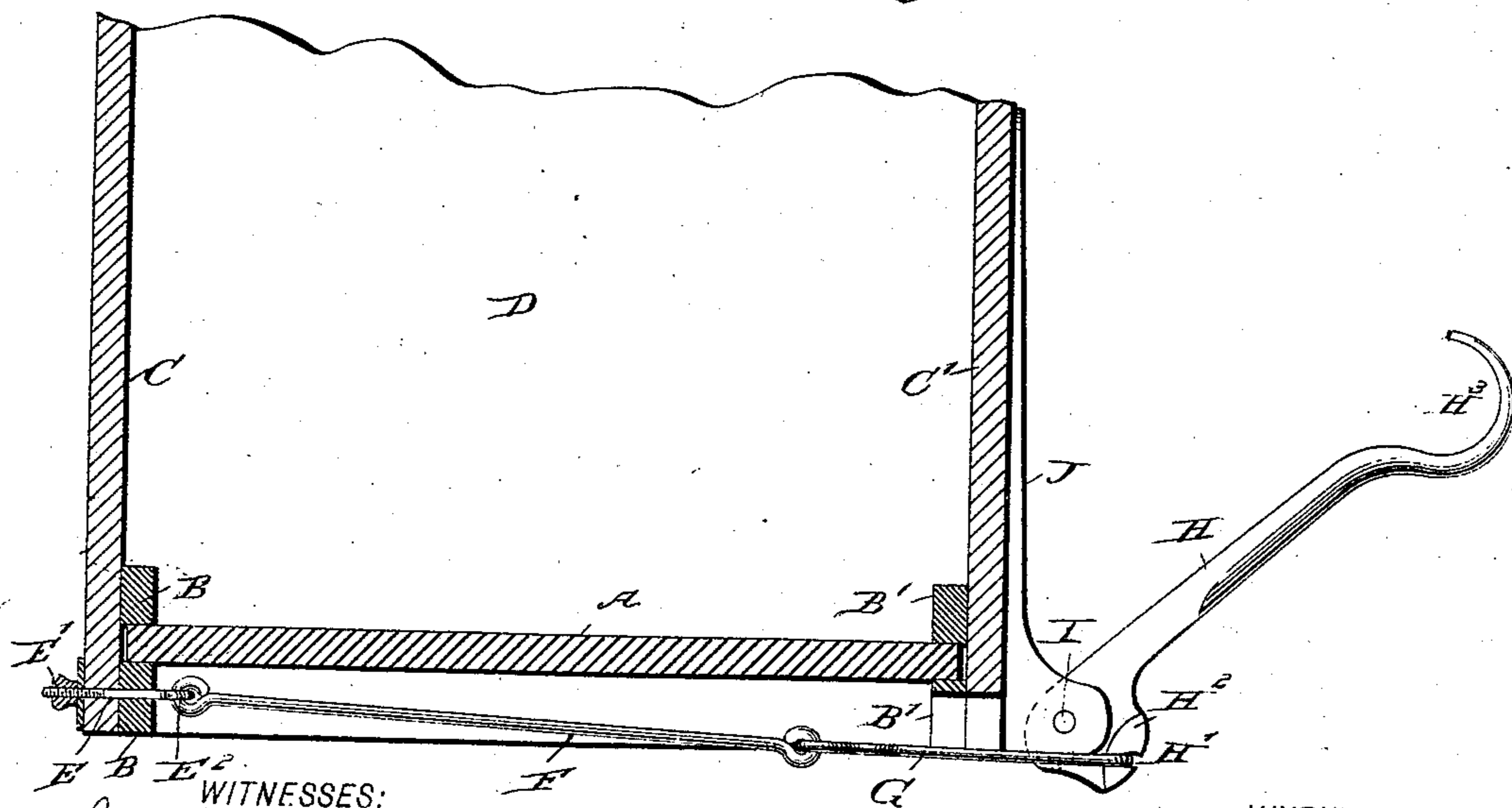
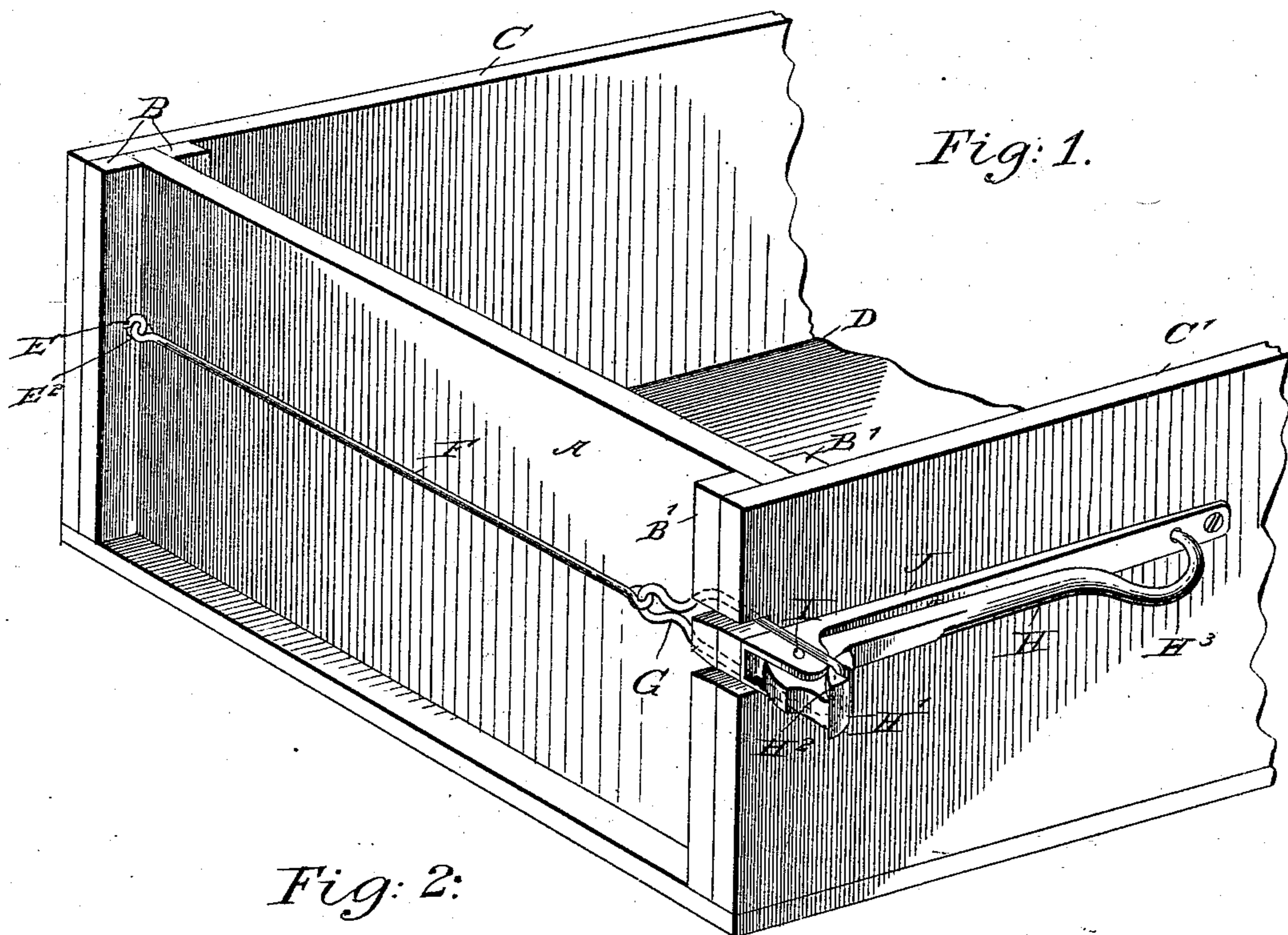


(No Model.)

S. W. BELL.
END GATE FASTENER.

No. 552,033.

Patented Dec. 24, 1895.



WITNESSES:

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UNITED STATES PATENT OFFICE.

SAMUEL W. BELL, OF WAYNESBOROUGH, VIRGINIA.

END-GATE FASTENER.

SPECIFICATION forming part of Letters Patent No. 552,033, dated December 24, 1895.

Application filed May 31, 1895. Serial No. 551,201. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL W. BELL, of Waynesborough, in the county of Augusta and State of Virginia, have invented a new and Improved End-Gate Fastener, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved end-gate fastener which is simple and durable in construction, arranged to securely hold the end-gate in place and to permit of quickly loosening it for convenient removal.

The invention consists principally of a link connected with one side of a wagon-body and extending beyond the other side, and a lever fulcrumed on the opposite side of the wagon-body and formed with a recessed projection adapted to be engaged by the said link.

The invention also consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both the figures.

Figure 1 is a perspective view of the improvement as applied, and Fig. 2 is a sectional plan view of the same.

The end-gate A is fitted to slide loosely in sets of cleats B and B', attached to the inside of the sides C and C', respectively, of the wagon-body D. In the outer end of the side C is arranged a screw-rod E, which extends through the outermost cleat B, and is provided with a nut E' for screwing up the said screw-rod to bring the several parts in proper relation to each other, as hereinafter more fully described.

The inner end of the screw-rod E is formed with an eye E² connected by a transverse rod F with a link G adapted to extend beyond the side C', to engage at its outer end a recess H', formed in a projection H² extending from the fulcrum end of a lever H, pivoted at I in a bracket J, bolted or otherwise fastened to the outer face of the side C'. The projection H² is of such a height as to be flush with the top and bottom surfaces of the bracket J, so that the link G can be passed over the bracket J at the fulcrum end of the lever, the said

link also passing through slots in the outer end of the side C' and the outermost cleat B', as is plainly shown in the drawings.

Now it will be seen that by the construction described the lever H, when in an open position, can be readily engaged at its recess H' by the outermost end of the link G after the end-gate A is inserted in the sets of cleats B and B'. The operator now swings the lever H inward into the position shown in Fig. 1—that is, until the lever H rests close to the bracket J. Now during this inward swinging motion of the lever H the projection H² pulls on the link G, so as to draw the two sides C and C' toward each other to bind the end-gate A in place between the sides C and C'. The end-gate is thus securely fastened in position.

When it is desired to remove the end-gate, the operator takes hold of the free curved end H³ of the lever H and pulls the same outward into the position shown in Fig. 2, so that the strain on the lever H and connecting-rod F is released, and the sides C and C' of the wagon-body are free to move out of their binding position relative to the gate A to permit of conveniently sliding the latter out of the cleats B and B'.

It will be seen that when it is desired the link G is readily disengaged or unhooked from the recess H' to permit the said link and connecting-rod F to hang downward from the eye E², so that the end of the wagon-body is completely unobstructed after the gate A is removed. It will further be seen that by having the clamping-lever H completely on the outside of the wagon-body it will not obstruct the loading or unloading of the wagon-body from the rear end.

It will be seen that by making the screw-rod E adjustable the rod F and link G can be adjusted relative to the recess H' of the lever H, so as to take up any slack in the said link and rod and permit of binding the sides C and C' on the end-gate upon closing the lever.

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

A wagon body having an end gate and having notches in the rear edge of one of its side portions, a bracket secured longitudinally along the outer side of the notched side por-

tion and having its rear extremity located
between the notches, said bracket being pro-
vided with two outwardly projecting lugs, a
cam lever fulcrumed between the lugs of the
5 bracket and having a notch in its cammed
portion, the lever also having a handle-piece
formed with a curve therein whereby it may
be grasped, a rod fixed to the side of the body
opposite the side having the bracket, and a

link positively pivoted to the rod and arranged 10
to pass into the notches in the body portion
and to be removably fitted in the cammed por-
tion of the lever, substantially as described.

SAMUEL W. BELL.

Witnesses:

W. H. PATTERSON,
J. FRANK WILLSON.