

No. 641,415.

Patented Jan. 16, 1900.

H. A. STEECK.
SAFETY END BOARD LOCK.

(Application filed Nov. 14, 1898.)

(No Model.)

Fig. 1.

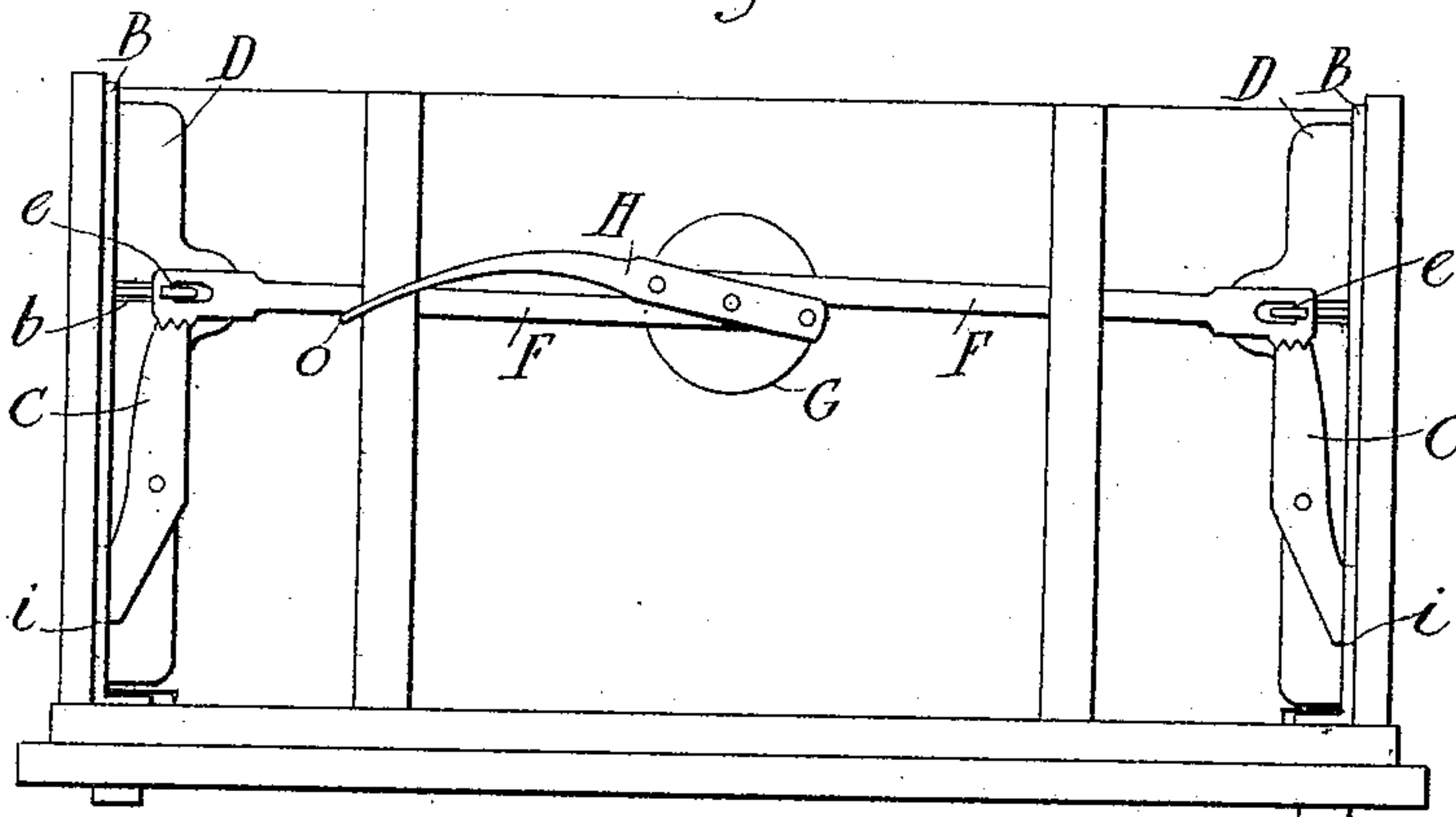


Fig. 3.

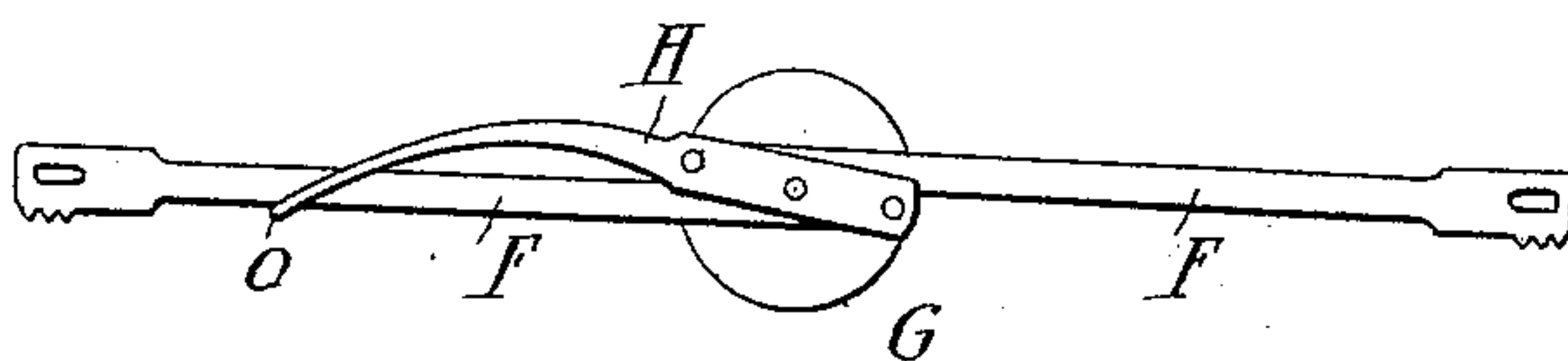


Fig. 2.

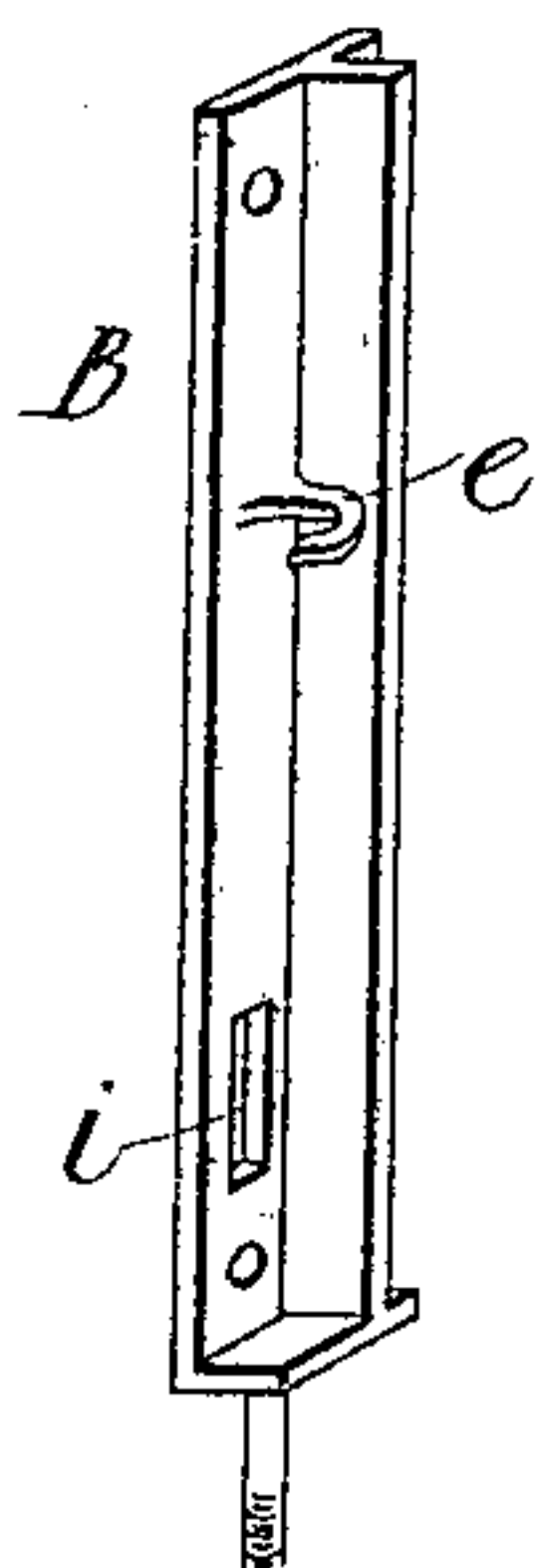


Fig. 4.

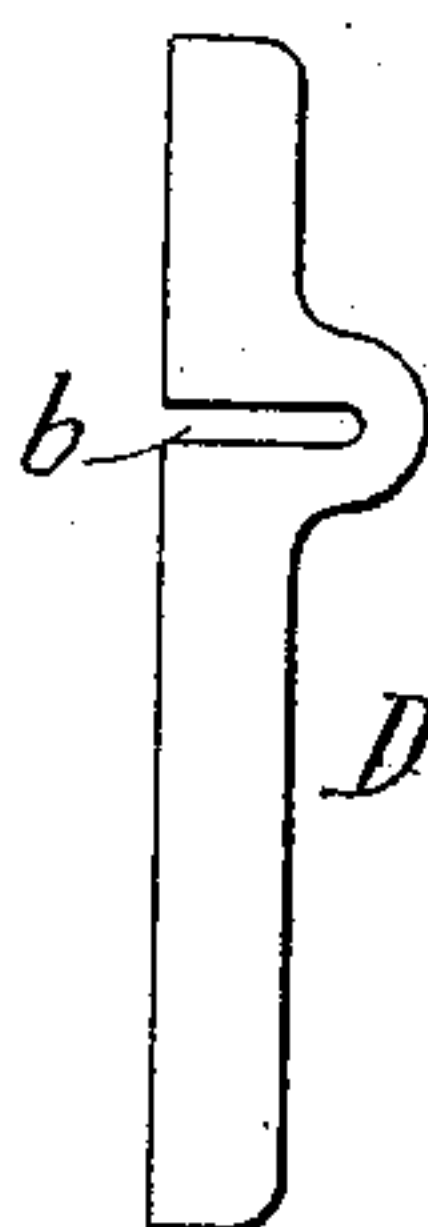
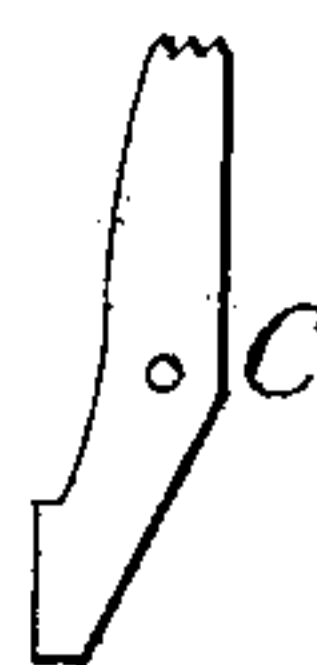


Fig. 5.



Witnesses
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HERMAN A. STEECK, OF WINONA, MINNESOTA.

SAFETY END-BOARD LOCK.

SPECIFICATION forming part of Letters Patent No. 641,415, dated January 16, 1900.

Application filed November 14, 1898. Serial No. 696,476. (No model.)

To all whom it may concern:

Be it known that I, HERMAN A. STEECK, of Winona, county of Winona, and State of Minnesota, have invented certain new and useful
5 Improvements in Safety End-Board Locks, of which the following, when taken in connection with the drawings accompanying and forming a part of the same, is a complete description, sufficient to enable those skilled in
10 the art to which it pertains to understand, make, and use the same.

My invention relates to certain improvements in end-board locks for vehicles.

It has for its object to secure the end-board
15 effectively in place, readily movable, and against rattling and accidental displacement.

It therefore consists of a locking device of peculiar construction, substantially as hereinafter more fully disclosed, and specifically
20 pointed out in the claims.

In the accompanying drawings, embodying the preferred form of my invention, Figure 1 is a view in rear elevation thereof applied to a vehicle for use. Fig. 2 is a detached view
25 of one of the castings or plates having the hook passing through the end-board. Fig. 3 is a detached view of the locking device in part, and Figs. 4 and 5 are detail views of certain other parts, more fully described farther on.

30 Latitude is allowed herein as to details, as they may be changed without departing from the spirit of my invention and the same yet remain intact and be protected.

In carrying out my invention I employ end
35 castings B, suitably adapted to be secured or bolted to the inside of the vehicle-body at its rear end and each having its right-angled rib portion provided with a hook *e*, the two hooks thus provided being oppositely bent or
40 adapted to be engaged in opposite directions.

To the end-board of usual construction are suitably bolted or secured upon its outside reinforcing-plates D, arranged near or at its
45 ends and having slots *b* therein coinciding with slots in the end-board to receive the hooks *e*, and upon these plates D are pivoted ratchet or tooth-ended retaining-levers C, with their lower end portions adapted to engage slots or apertures *i* in the castings B.

50 F F are sliding bars or links suitably held in keepers on the end-board, cleats or strips on the latter serving as such keepers, said links or bars having near their free ends

ratchets or teeth adapted to intermesh or gear with the ratchets or teeth of the levers C for
55 actuating said levers to throw their lower end portions into the slots *i* of the castings B to aid the securing of said end-board in place. The opposite ends of the links or bars F are connected or pivoted to a lever H at points
60 upon opposite sides of its pivot, said lever being pivoted to said end-board or, it may be, to a plate or disk G, secured to said end-board, an eccentric or cam like action thus being produced between said lever and links as they
65 are actuated to effectively lock the same in position. The lever H has a bent-down handle portion provided with a hook *o*, adapted to take under or engage one of said sliding bars or links F to provide for locking it in
70 place when the end-board is in position as against accidental displacement, and thus aid the effectual locking thereof.

The foregoing thus provides for securely locking the end-board in place, holding it
75 against play, consequently rattling when thus locked, and ready removal and replacement as desired.

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

1. The end-board lock for vehicles, comprising sliding ratchet or tooth-ended links or bars, a lever having eccentric or cam like connection with said links or bars, hooks on castings on the vehicle-body, and ratchet or tooth-ended levers adapted to engage the ratchet or tooth-ended portions of said links and slots or apertures in said castings substantially as specified.
90

2. The end-board lock for vehicles, comprising sliding ratchet or tooth-ended links or bars, a lever having a cam or eccentric like connection with said links or bars and having a bent-down handle portion provided with a
95 hook adapted to take under, or engage, one of said links, hooks on castings on said vehicle-body, adapted to pass through slots in said links, and ratchet or tooth-ended levers adapted to intermesh or gear with the ratchets
100 or teeth of said links, and engage slots in said castings, substantially as specified.

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Witnesses:

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