

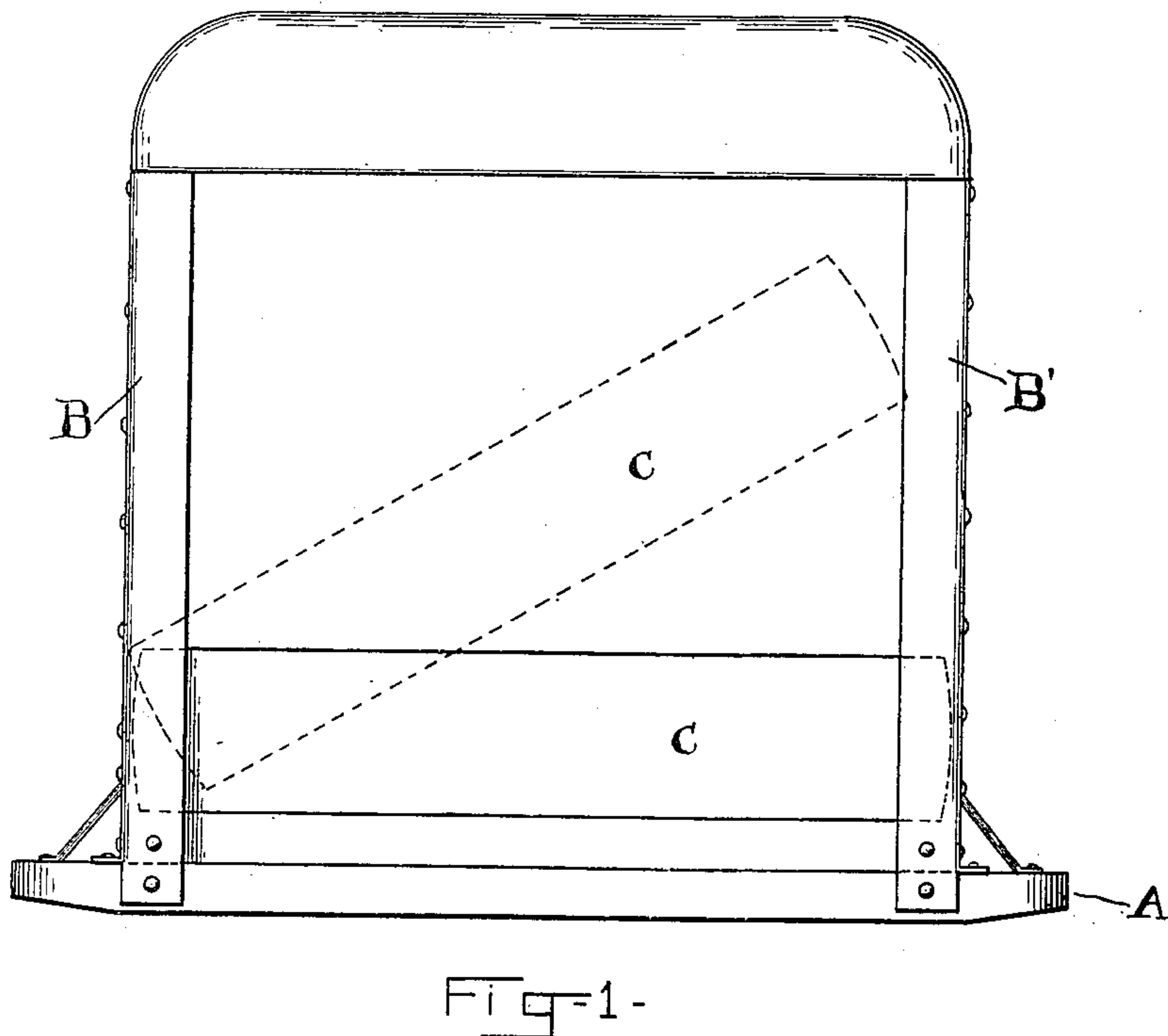
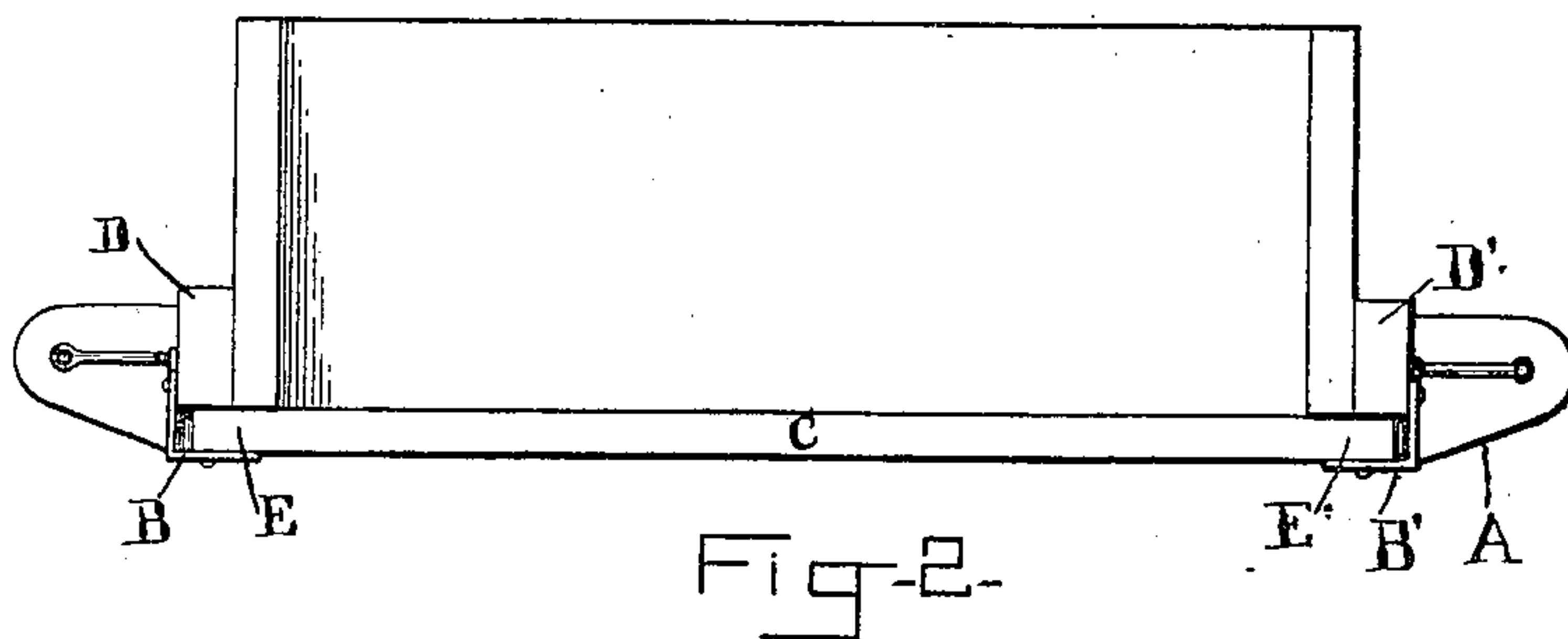
No. 659,585.

Patented Oct. 9, 1900.

G. E. DANIELS.
TAIL BOARD FASTENING FOR WAGONS.

(Application filed Mar. 26, 1900.)

(No Model.)



WITNESSES
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UNITED STATES PATENT OFFICE.

GEORGE E. DANIELS, OF ROWLEY, MASSACHUSETTS.

TAIL-BOARD FASTENING FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 659,585, dated October 9, 1900.

Application filed March 26, 1900. Serial No. 10,136. (No model.)

To all whom it may concern:

Be it known that I, GEORGE E. DANIELS, of Rowley, in the county of Essex and State of Massachusetts, have invented certain new and useful Improvements in Tail-Board Fastenings for Wagons, of which the following is a specification.

Figure 1 is a view of my improved tail-board fastener, showing the method of placing and securing the boards, also the construction. Fig. 2 is a view of my improvement, showing the construction of it looked at from above.

Similar letters refer to similar parts in both views.

The object of my invention is to provide a method of securing a tail-board to a wagon, and it allows for the use of several boards, so that the tail-board may be made higher or lower, according to the size of the load. Heretofore it has been necessary to use a board made in one piece, or the separate pieces joined, and to secure it in place by means of chains, clamps and clutches, or other devices, while in my device, the tail-board being made of several small boards held in place by means of angle-irons, the board can be made higher or lower, as the load may require.

Another important feature of my invention is the construction of the angle-irons, which are constructed for the twofold purpose of holding the boards in position and strengthening the sides of the wagon and the standards, as these angle-irons, being constructed of heavy material and fastened to the shetlock, standards, and sides of the wagon by means of bolts or other devices, (which give stability to the angle-irons,) prevent the standards and sides of the wagon from curving and crowning.

Another improvement is the curved-end construction of the several boards which compose the tail-board, this construction allowing the placing of the boards from either side of the wagon and greatly facilitates the fastening of the tail-board.

My device is constructed in the following manner: The shetlock A, to which the angle-irons are fastened, I prefer to make of wood or other suitable material. The angle-irons B and B', I make of iron or other suitable material. The boards C of which the tail-board is made I prefer to make of wood, but do not limit myself to this material. The standards D and D' (shown in Fig. 2) are made of heavy wood. The standards do not show in Fig. 1, being covered or partly covered by the angle-irons B and B'. The angle-irons are constructed so that when fastened to the shetlock A and to the standards D and D' they project beyond the standards D and D' at the rear of the wagon, forming grooves E and E', (shown in Fig. 2,) into which the boards C, forming the tail-board, slide.

Whenever it becomes necessary to put in the tail-board, one of the separate boards is placed in the grooves E and E', made by the angle-irons B and B', and simply dropped, and it falls into place and is securely held by the angle-irons B and B' against the standards D and D', and the same process is gone through when it becomes necessary to put in other boards.

Having thus described my invention, what I claim as new, and desire to protect by Letters Patent, is—

In a tail-board fastener the angle-irons B and B' fastened to the shetlock A and to the standards D and D' and the separate boards C composing said tail-board, said separate boards C having rounded ends and fitting into, and held in place by the grooves E and E' formed by the angle-irons B and B' substantially as set forth.

In testimony whereof I have affixed my signature in presence of two witnesses.

GEORGE E. DANIELS.

Witnesses:

DANIEL O'BRIEN,
LOUISE H. CROSBY.