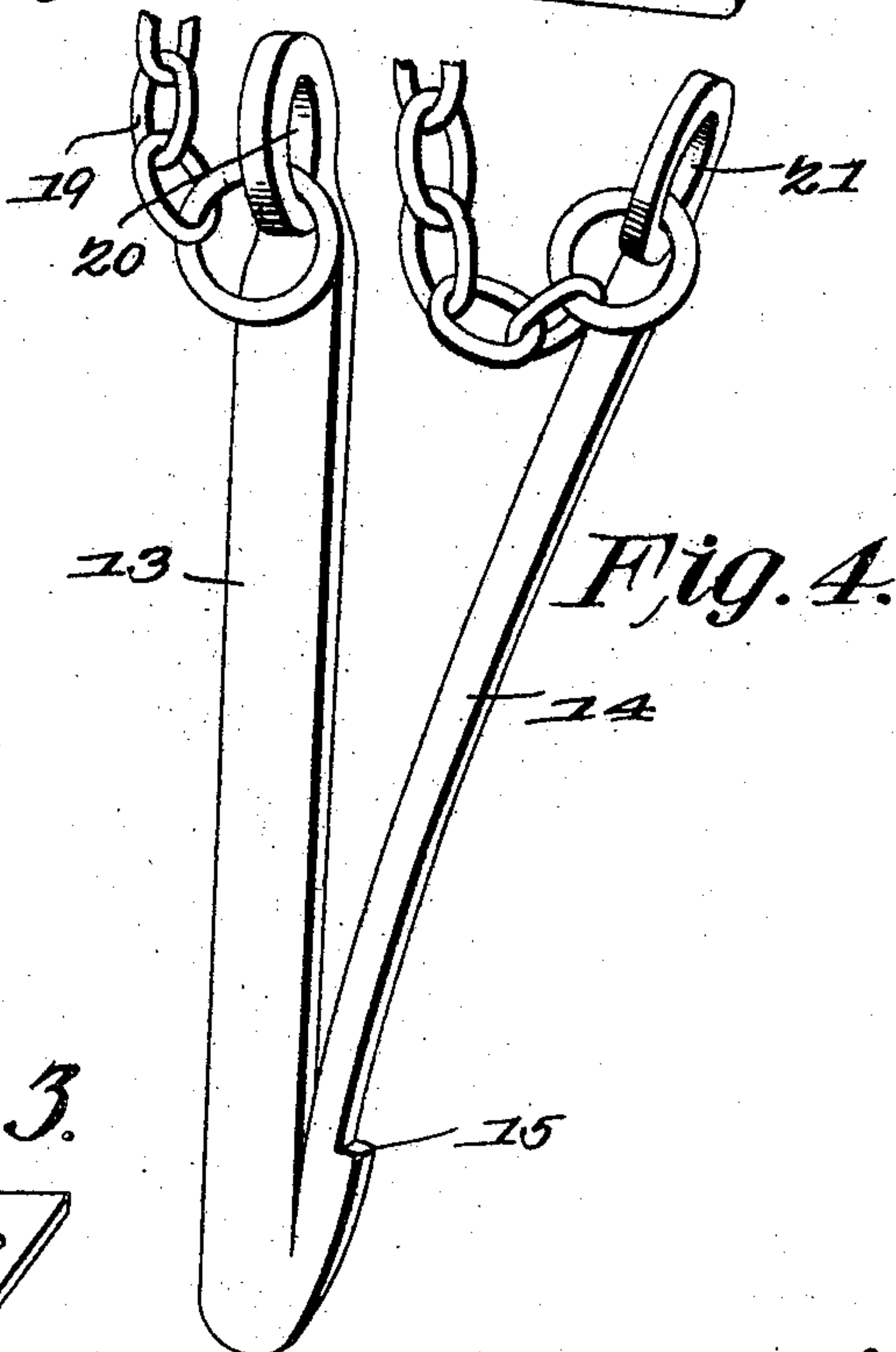
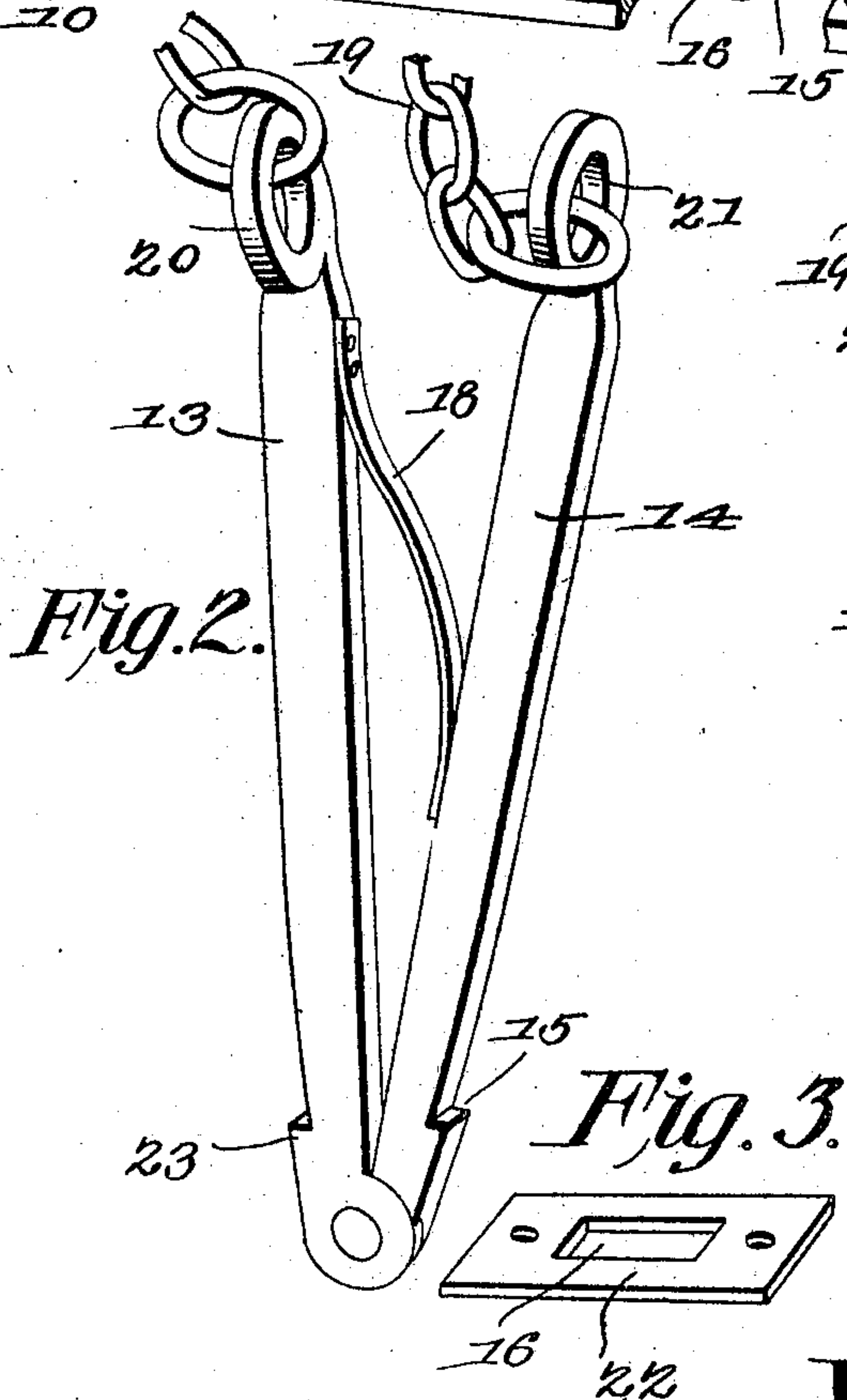
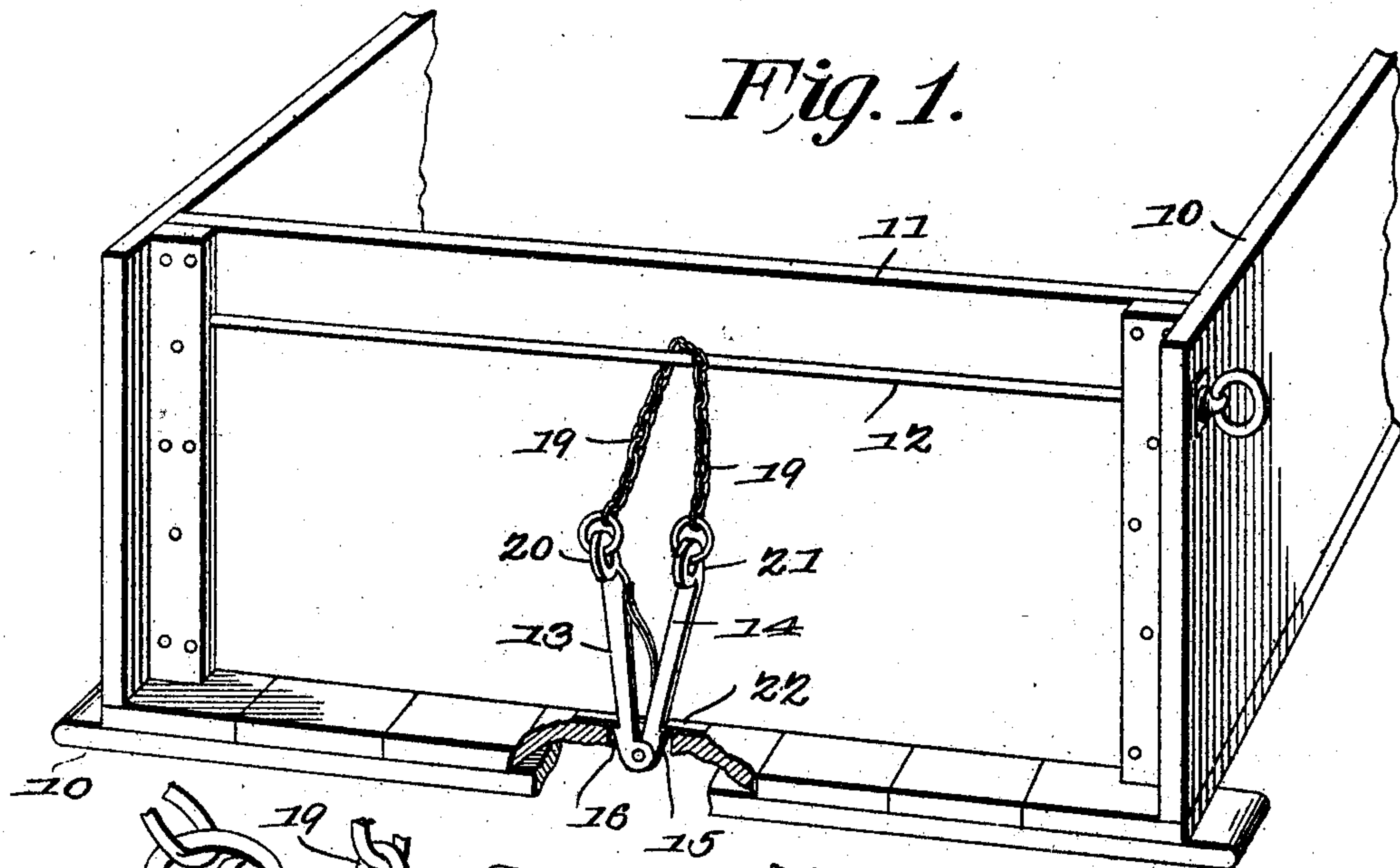


No. 795,959.

PATENTED AUG. 1, 1905.

W. K. CLARKE.
END GATE FASTENER.
APPLICATION FILED DEC. 19, 1904.



Witnesses
E. J. Stewart
L. H. Woodward

William K. Clarke,
Inventor
by *C. A. Snow & Co.*
Attorneys

UNITED STATES PATENT OFFICE.

WILLIAM K. CLARKE, OF WEATHERFORD, TEXAS.

END-GATE FASTENER.

No. 795,959.

Specification of Letters Patent.

Patented Aug. 1, 1905.

Application filed December 19, 1904. Serial No. 237,510.

To all whom it may concern:

Be it known that I, WILLIAM K. CLARKE, a citizen of the United States, residing at Weatherford, in the county of Parker and State of Texas, have invented a new and useful End-Gate Fastener, of which the following is a specification.

This invention relates to devices for securing the end-gates of wagons, and has for its object to simplify and improve the construction and increase the efficiency of devices of this character.

With these and other objects in view, which will appear as the nature of the invention is better understood, the same consists in certain novel features of construction, as hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which corresponding parts are denoted by like designating characters, is illustrated the preferred form of the embodiment of the invention capable of carrying the same into practical operation, it being understood that the invention is not necessarily limited thereto, as various changes in the shape, proportions, and general assemblage of the parts may be resorted to without departing from the principle of the invention or sacrificing any of its advantages.

In the drawings thus employed, Figure 1 is a perspective view of the rear or "tail" end of a wagon-box with the floor partially in section and with the improved end-gate fastening means applied. Fig. 2 is a perspective view, enlarged, of the fastening means detached. Fig. 3 is a detached perspective view, enlarged, of the stop-plate. Fig. 4 is a view similar to Fig. 2, showing a modified form of the device.

The wagon-box 10 and "end-gate" or "tail-board" 11 are of the usual form, the end-gate mounted to swing upon a rod 12, extending transversely through the sides of the wagon-box, as indicated in Fig. 1.

The improved device comprises a bar 13, having a resilient arm 14, provided with an intermediate lateral shoulder 15 and adapted for insertion through a comparatively contracted aperture 16 through the floor of the wagon-box 10 and expansible therein to cause the shoulder 15 to bear against the under edge of the aperture. The aperture is preferably provided with a metal wear-plate 22, and the shoulder 15 bears beneath the under surface of this plate, the wood of the wagon-floor be-

ing cut away to provide a recess for the shoulder, as clearly shown in Fig. 1. By this means when the end-gate 11 is in closed position the lower end of the bar 13 is forced into the contracted aperture 16, carrying the arm 14 with it and compressing the same toward the bar until the shoulder 15 passes through the aperture when the expanding of the arm causes the shoulder to bear beneath the adjacent edge of the aperture and firmly locks the device to the floor of the wagon just outside the end-gate and effectually prevents the swinging open of the gate. The arm 14 may be mounted to swing from the bar and rendered automatically expansible, as by a spring 18, as in Figs. 1 and 2, or the arm may be formed integral with the bar, as in Fig. 4, as may be preferred. When the fastening is to be removed, it is obvious that a simple compression of the free ends of the arm and bar will release it. The resiliency of the bar and arm is sufficient to retain the device in position and prevent accidental displacement under the severe jarring or vibrations to which the wagon will be subjected while in use, and the device may be suspended loosely from the rod 12 by a chain 19, passing over the rod and connected by its ends in eyes 20 21 in the free ends of the bar 13 and arm 14. By this means the device will not become detached and lost when the end-gate is open.

A shoulder 23 may be formed on the bar 13 to coact with the shoulder 15 on the arm 14 if required to increase the holding force.

It will thus be observed that a very simple, effective, and inexpensive device is produced which may be readily applied to the wagon-box and quickly connected and disconnected when required.

Having thus described the invention, what is claimed is—

1. As a new article, a fastener for wagon end-gates comprising a bar having a resilient arm provided with an intermediate lateral shoulder and adapted for insertion into an aperture in the wagon-body adjacent to the end-gate and expansible therein, to cause said shoulder to bear beneath the edge of the aperture.

2. As a new article, a fastener for wagon end-gates comprising a bar having a resilient arm provided with an intermediate lateral shoulder and a chain connecting the free ends of said bar and its resilient arm.

3. As a new article, a fastener for wagon end-gates consisting of a bar having an arm

swinging therefrom at one end and provided with an intermediate lateral shoulder, and a spring interposed between said bar and arm.

4. As a new article, a fastener for wagon end-gates consisting of a bar having an intermediate lateral shoulder, an arm swinging by one end from said bar and provided with an intermediate lateral shoulder, and a spring operating between said bar and arm.

5. As a new article, a fastener for wagon end-gates consisting of a bar having an intermediate lateral shoulder, an arm swinging by one end from said bar and provided with an intermediate lateral shoulder, a spring operating between said bar and arm and a chain connecting said bar and arm at their free ends.

6. In a wagon end-gate fastening the combination with the wagon-body having an aperture in its floor and a rod disposed transversely through its sides, the end-gate being mounted to swing upon said rod, of a bar having a resilient arm provided with an intermediate lateral shoulder and adapted for insertion through said aperture and expansible therein with said shoulder bearing beneath the edge of said aperture.

7. In a wagon end-gate fastening the combination with the wagon-body having an aperture in its floor and a rod disposed trans-

versely through its sides, the end-gate being mounted to swing upon said rod, of a bar having a resilient arm provided with an intermediate lateral shoulder and adapted for insertion through said aperture and expansible therein with said shoulder bearing beneath the edge of said aperture and a chain connected terminally to the free ends of said bar and arm and leading over said rod.

8. In a wagon end-gate fastening the combination with the wagon-body having an aperture in its floor, and with a wear-plate provided with an aperture smaller than the wagon-body aperture and disposed thereover, a rod disposed transversely through the sides of the wagon-body, and an end-gate mounted to swing upon said rod, of a bar having a resilient arm provided with an intermediate lateral shoulder for insertion through said aperture and expansible therein to cause said shoulder to bear beneath the edge of the same.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

WILLIAM K. CLARKE.

Witnesses:

CHAS. WALKER,

JOHN L. POULTER.