

F. M. CARNEY.
ATTACHMENT FOR END GATES.
APPLICATION FILED MAY 28, 1909.

983,121.

Patented Jan. 31, 1911.

2 SHEETS—SHEET 1.

Fig. 1.

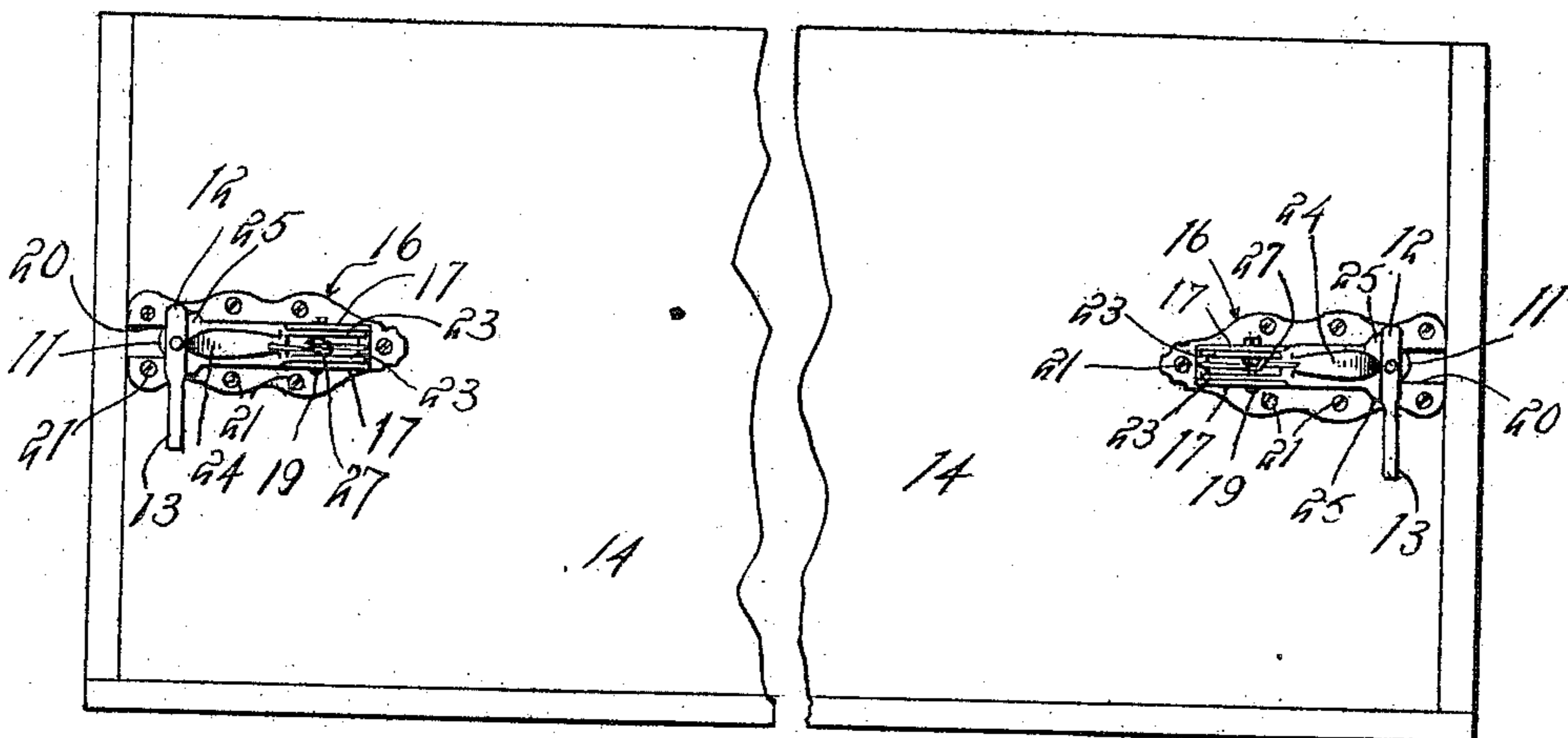


Fig. 2.

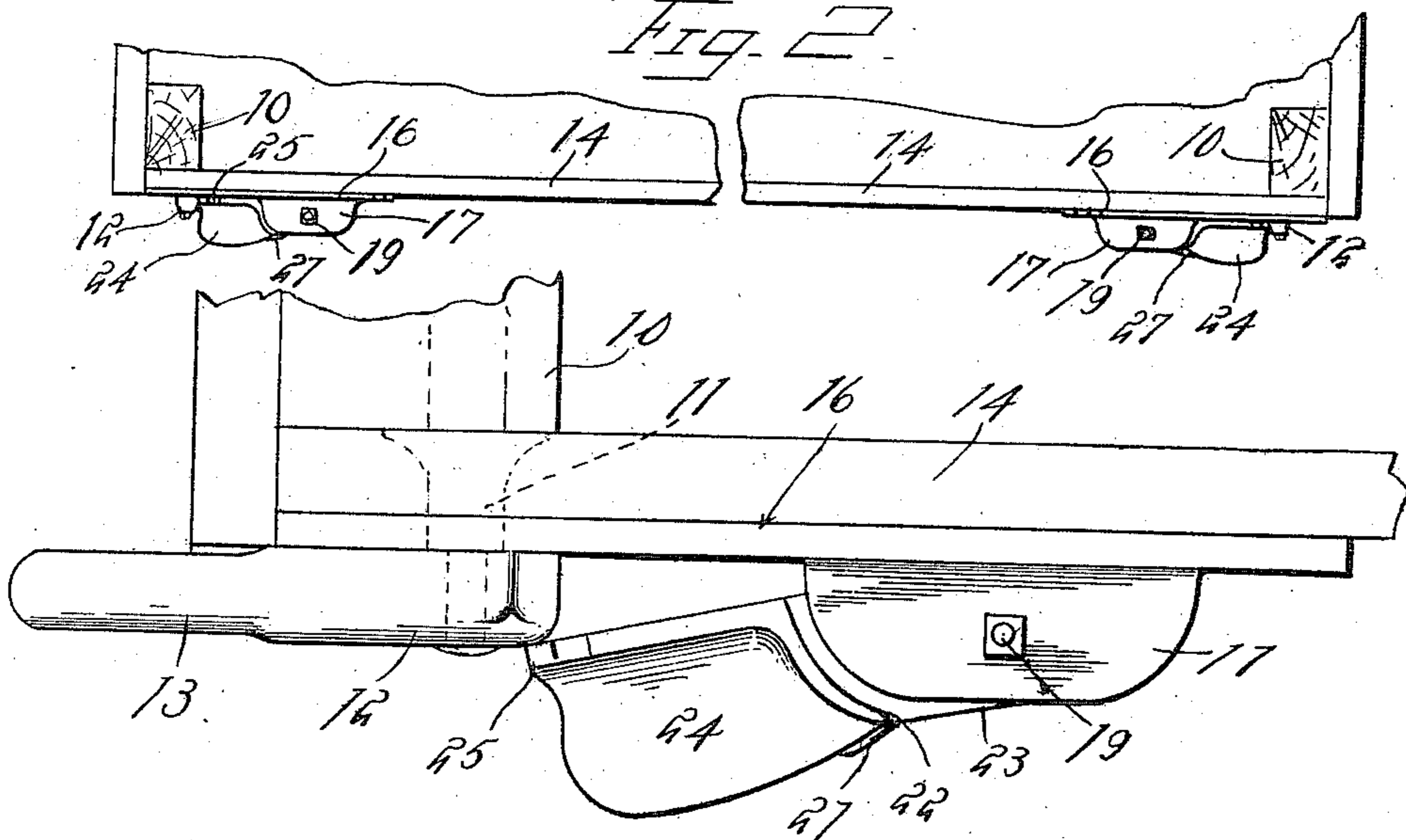


Fig. 3.

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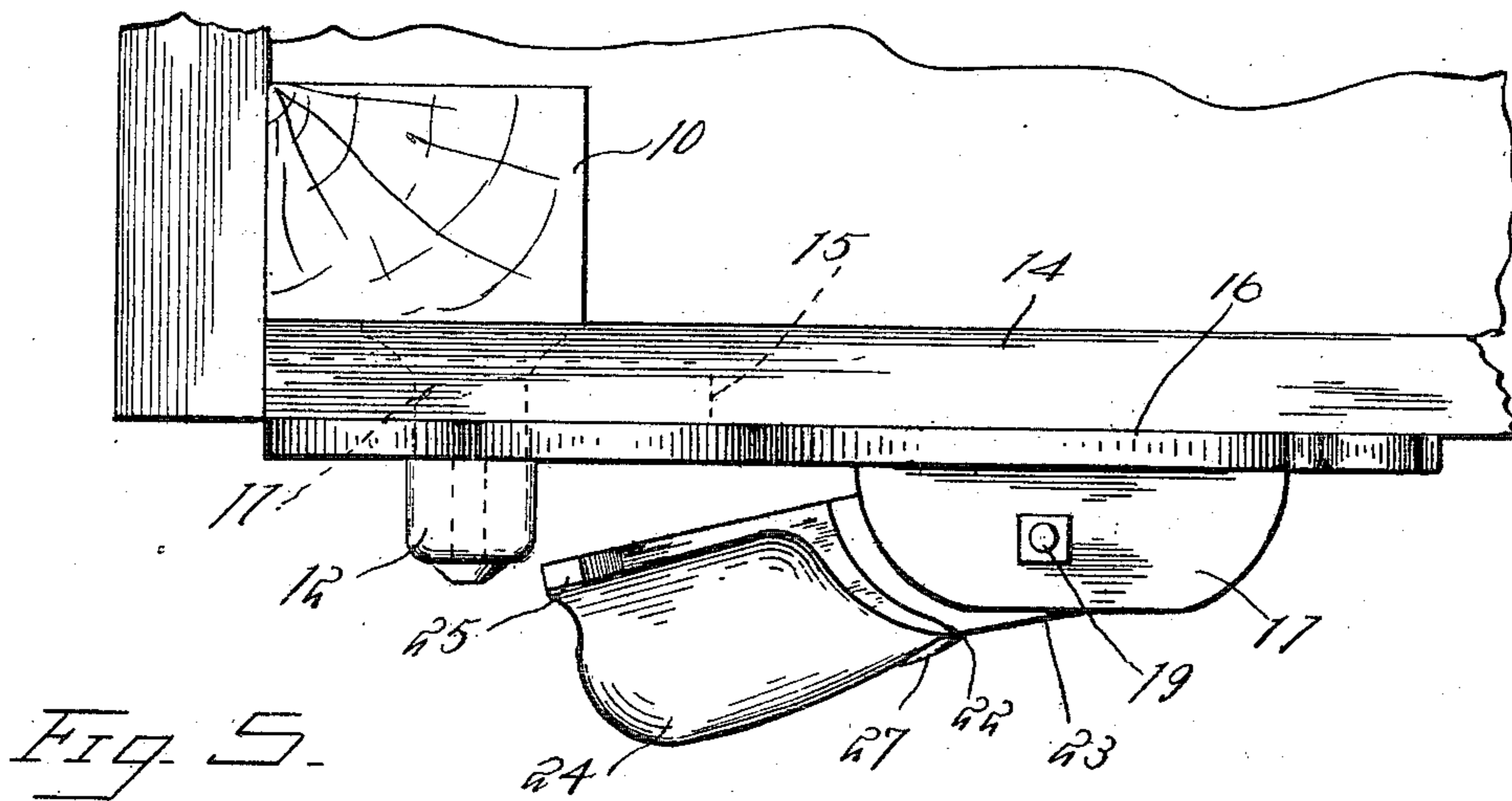
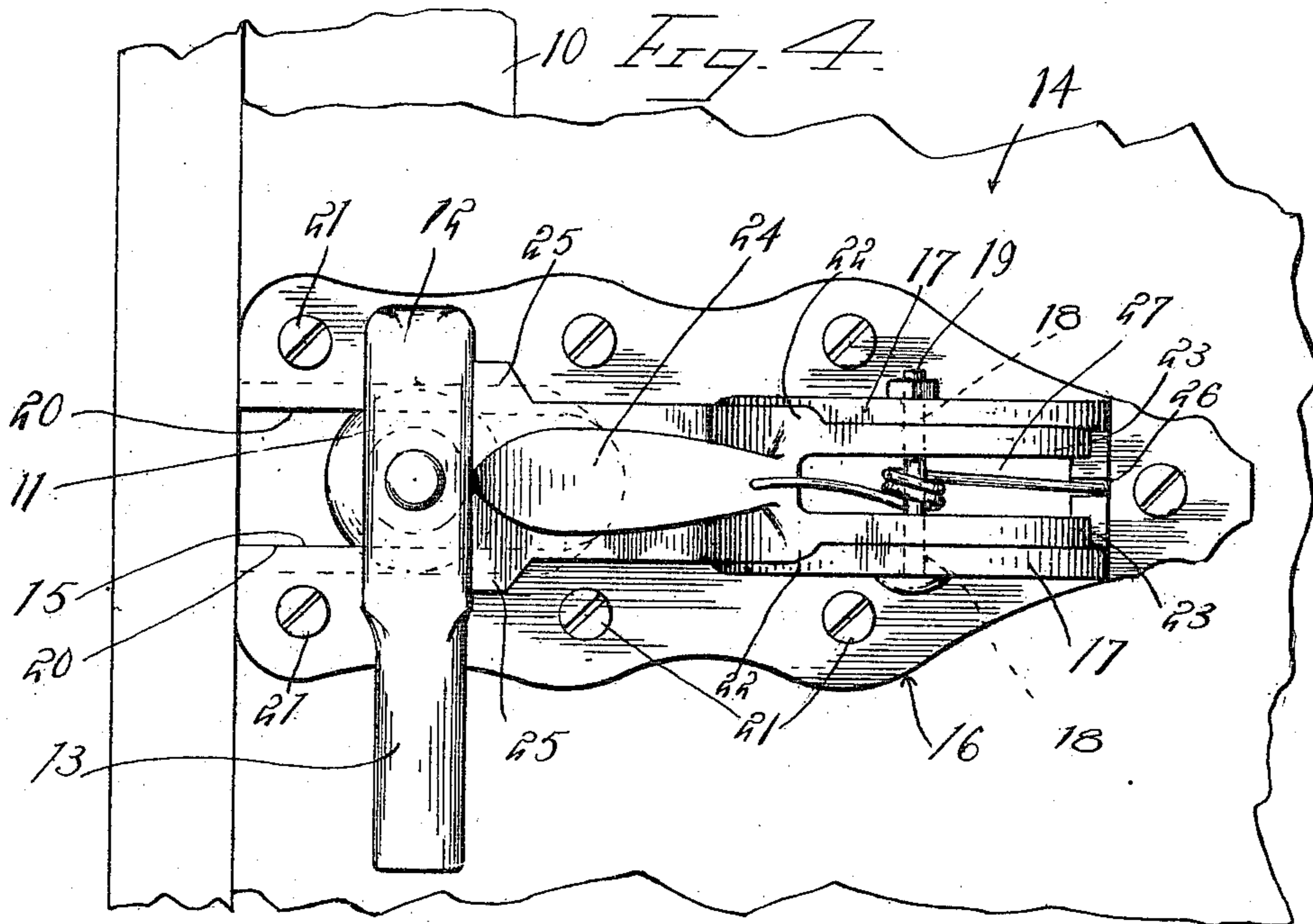
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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

FRANCIS M. CARNEY, OF NORTON, KANSAS.

ATTACHMENT FOR END-GATES.

983,121.

Specification of Letters Patent.

Patented Jan. 31, 1911.

Application filed May 28, 1909. Serial No. 498,918.

To all whom it may concern:

Be it known that I, FRANCIS M. CARNEY, a citizen of the United States, residing at Norton, in the county of Norton, State of Kansas, have invented certain new and useful Improvements in Attachments for End-Gates; 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 appertains to make and use the same.

This invention relates to vehicles and has special reference to a novel form of lock or end gate fastener for vehicles provided with end gates.

It is common in many vehicles to provide the end gates with fasteners which consist of a post having a member pivoted thereon, the post being securely attached to the vehicle body and the end gate being provided with slots at its ends each of which is arranged to permit the passage therethrough of the pivot member after which this member is turned across the slot to lock the gate in position. Vehicles thus equipped are apt to have the end gates detached by the accidental rotation of the pivot member to releasing position.

The principal object of the present invention is to provide a novel form of stop for this pivot member so arranged that when the gate is closed and locked in closed position the member cannot rotate to release said gate.

With the above and other objects in view the invention consists in general of an attachment adapted to be secured to this type of end gates, the attachment being of improved construction and arranged to prevent the accidental unlocking of the gate when in locked position.

The invention further consists in certain novel details of construction and combinations of parts hereinafter fully described, illustrated in the accompanying drawings, and specifically set forth in the claim.

In the accompanying drawings, like characters of reference indicate like parts in the several views, and:—Figure 1 is a rear elevation of a wagon body having this invention applied thereto. Fig. 2 is a top plan view thereof. Fig. 3 is an enlarged detail plan showing one of these stops as applied to the end gate with the gate about to be locked shut. Fig. 4 is a detail elevation showing the gate locked. Fig. 5 is a detail

plan showing the stop moved to permit the unlocking of the gate.

The numeral 10 indicates the rear stakes of a vehicle and upon these rear stakes are mounted posts 11 each of which has held thereon a pivotally mounted member 12 the member being pivoted intermediate its ends. This member is arranged to swing in a plane parallel to the plane of the end gate and each of these members is further provided with a finger grip 13 on one end thereof. At 14 is indicated the end gate, and this end gate is provided with the usual slots 15 through which are adapted to pass the members 12 when the handles or finger grips thereof are turned outward as indicated in Fig. 3.

Formed upon a base 16 are a pair of spaced ears 17 provided with suitable perforations 18 to receive a pivot pin 19. The base plate 16 is further provided with a slot 20 and this base plate is secured by means of screws or bolts 21 to the end gate 14 so that the slot 20 registers with one of the slots 15 of the end gate there being one of these base plates for each slot in the end gate.

Pivotally mounted upon the pin 19 is a stop 22 which is provided with a pair of spaced ears 23 which lie between the ears 17 and have suitable openings adapted to register with the openings 18 and receive the pin 19. This stop 22 is provided at its free end with a finger grip 24 so arranged as to be readily grasped by the thumb and fingers of one hand and beyond this finger grip is a stop shoulder or end 25 the parts being so proportioned that this stop shoulder lies against the side of the member 12 when that member extends across the slot 20.

Within the space between the ears 17 is formed a spring seat 26 and a spring 27 has one end held in this spring seat and is coiled around the pivot pin 19, the remaining end pressing against the top of the member 22 immediately behind the finger grip 24.

In the operation of this device when it is desired to close the gate the handles or finger grips 13 are turned outward and the gate pressed in over these handles which pass through the slots 15 and 20. This causes the parts to assume the position shown in Fig. 3. While the gate is held in this position the members 12 are rotated until they swing across the slot 20 when the member 22 will snap downward and the stop shoulder

25 will bear against the side of its respective member 12 thus preventing accidental rotation thereof. When it is desired to disengage the end gate the member 22 is grasped
5 by the finger grip 24 and pulled rearward of the wagon when the member 12 may be swung around to assume the releasing position.

10 There has thus been provided a simple and efficient device of the kind described and for the purpose specified.

It is obvious that minor changes may be made in the form and construction of this invention without departing from the material principles thereof. It is not therefore
15 desired to confine the invention to the exact form herein shown and described, but it is wished to include all such as properly come within the scope of the appended claim.

20 Having thus described the invention, what is claimed as new, is:—

In an end gate fastener, the combination with a wagon body provided with sides; of latch members each pivoted to the wagon
25 body adjacent one side thereof, said latch

members being pivoted intermediate their ends and in spaced relation to those portions of the wagon body to which they are attached, said latch members being further pivoted to swing transversely of the wagon
30 body in vertical planes, an end gate having slots therein adapted to permit the passage of the respective latch members when the latter are alined with said slots, keepers pivoted to said end gate to swing to and from
35 said gate, each of said keepers having its free end projecting over a respective slot to bring each of said free ends into engagement with a respective end of a respective latch during closing of the gate and against a side
40 of the respective latch when the latter is turned about its pivot, and springs each forcing the free end of a respective keeper toward said gate.

In testimony whereof, I affix my signature, 45 in presence of two witnesses.

FRANCIS M. CARNEY.

Witnesses:

MARK BRIDGES,

JOHN C. NEWELL.