

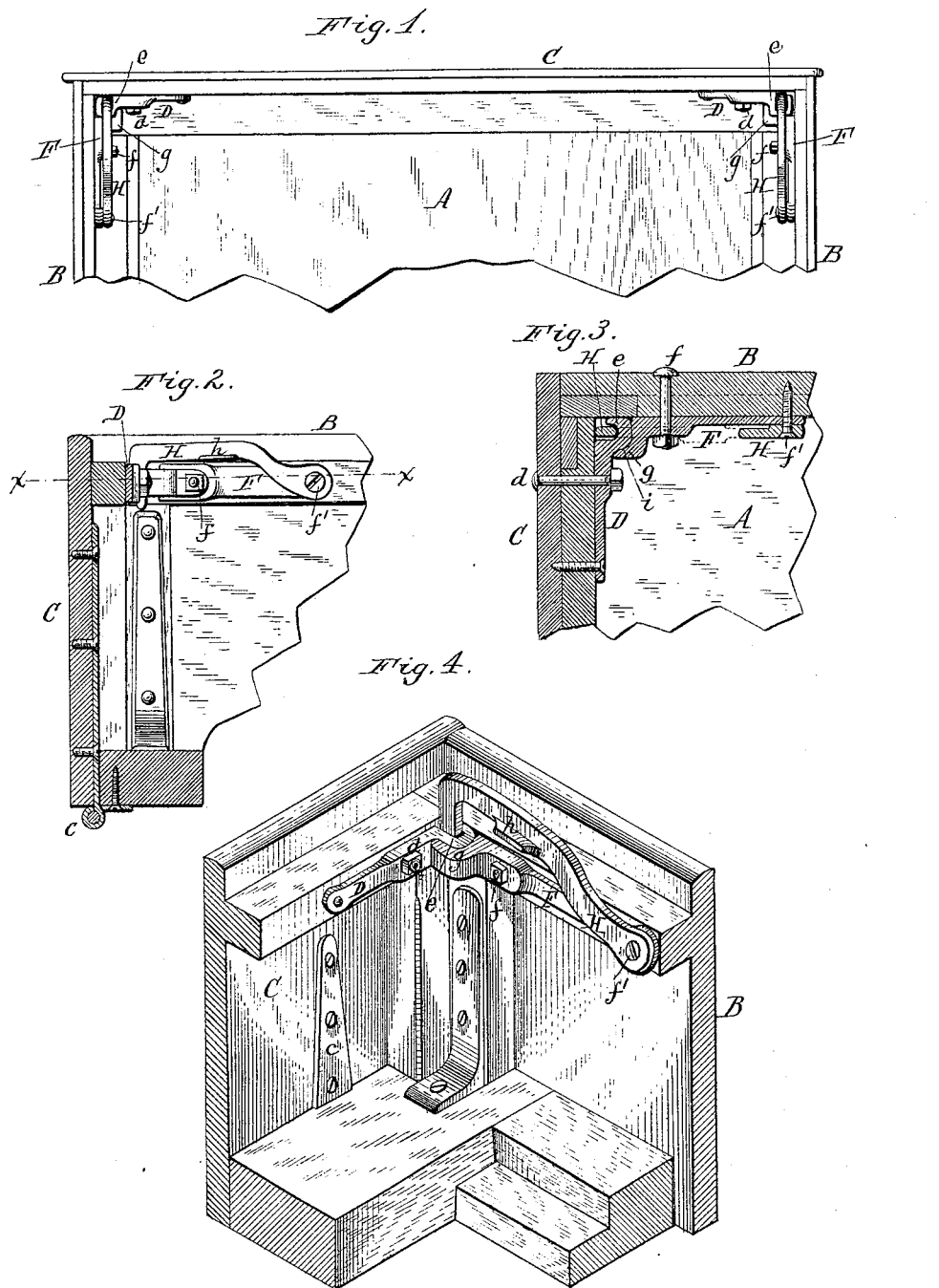
(No Model.)

T. FAULDER.

TAIL BOARD FASTENING FOR WAGONS.

No. 346,366.

Patented July 27, 1886.



Witnesses:

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UNITED STATES PATENT OFFICE.

THOMAS FAULDER, OF SYRACUSE, NEW YORK, ASSIGNOR TO CHRISTOPHER C. BRADLEY, OF SAME PLACE.

TAIL-BOARD FASTENING FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 346,366, dated July 27, 1886.

Application filed April 24, 1886. Serial No. 200,029. (No model.)

To all whom it may concern:

Be it known that I, THOMAS FAULDER, of the city of Syracuse, in the county of Onondaga and State of New York, have invented new and useful Improvements in Tail-Board Fastenings for Wagons, of which the following is a specification.

This invention relates to an improvement in fastening devices for locking the tail-boards or end-gates of wagons, and has for its object to construct a simple, durable, and effective locking device, which can be readily applied, and which, when locked, will hold the sides of the wagon-body from spreading apart.

The invention consists of the improvements in the construction of the device, which will be hereinafter fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a fragmentary top plan view of the tail end of a wagon-body provided with my improved locking device. Fig. 2 is a sectional side elevation of the same. Fig. 3 is horizontal cross-section thereof in line *x x*, Fig. 2. Fig. 4 is a perspective view of one corner of the tail end of a wagon with my improved locking device applied thereto.

Like letters of reference refer to like parts in the several figures.

A represents the bottom board, B B the side-boards, and C the tail-board or end-gate, of a wagon-body. The tail-board C is hinged at its lower end to the bottom of the wagon-body by hinges *c*, in the usual manner.

D represents a metal strap or plate, secured to the inner side of the tail-board C, one at each end thereof, by bolts *d*. Each plate or strap D is provided at its outer end with a hook or U shaped catch, *e*.

F represents a similar strap or plate, secured to the inner side of each of the side-boards B, near their tail end, by bolts *f f'*. The straps F are each provided with a rearwardly-projecting tongue or lip, *g*, which engages against the inner side of the catch *e* of the plate D when the tail-board is closed.

H represents latches or hooks, pivoted at their front ends to the inner sides of the plates F, or to the side-boards B, and extending with

their outer hook-shaped rear ends over the rear ends of the plates F, and engaging in the catches *e* of the plates D, which are secured to the tail-board. The hooks H are preferably pivoted to the plates F and the side-boards of the wagon-body by the bolts *f'*, which also secure the inner ends of the plates F to the side-boards B. When the hooks H are engaged in the catches *e* of the plates D, the tail-board is firmly locked in a closed position, and the outer bent ends of the straps D, which form the catches *e*, are confined and held tightly against the projecting tongues *g* on the side straps, F. The catches *e* of the plates D form shoulders, which engage against the outer sides of the tongues *g* of the side plates, F, thus holding the rear ends of the side boards from spreading outward, and forming a perfectly secure fastening and a close joint between the ends of the side-boards and the tail-board of the wagon-body. The hooks H are each provided with an inwardly-projecting lip, *h*, whereby they can be readily seized and swung upon their pivots to disengage them from their catches *e* and unlock the tail-board.

The end plates, D, side plates, F, and latches H are readily cast of malleable iron, and can be produced at comparatively small expense, thus forming a cheap and durable fastening device.

I claim as my invention—

1. The combination, with the side-boards and the hinged tail-board, of interlocking side and end plates rigidly secured, respectively, to the side-boards and the tail-board, whereby the side-boards are prevented from spreading, and latches which are attached to the side-boards in front of the tail-board, and engage with said end plates, whereby the tail-board is held closed, substantially as set forth.

2. The combination, with the side-boards B, provided with plates F, having rearwardly-extending tongues *g*, of the hinged tail-board C, provided with plates D, having catches *e*, which engage against the outer sides of the tongues *g*, substantially as set forth.

3. A fastening for the tail-boards of wagons, composed of the end plates or straps, D, provided with hooks or catches *e*, side plates or

straps F, having tongues *g*, and pivoted hooks H, engaging in the catches *e* of the plates D, substantially as set forth.

4. The combination, with the side-boards B,
5 provided with the straps F, having rearwardly-extending tongues *g*, and pivoted latches H, of the hinged tail-board C, provided with straps D, having catches *e*, which engage

against the tongues *g* and receive the hooks H, substantially as set forth.
Witness my hand this 1st day of February, 1886.

THOMAS FAULDER.

Witnesses:

C. W. SMITH,
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