

No. 647,555.

Patented Apr. 17, 1900.

G. C. CONSER.
END GATE ROD FOR WAGONS.

(Application filed Dec. 11, 1899.)

(No Model.)

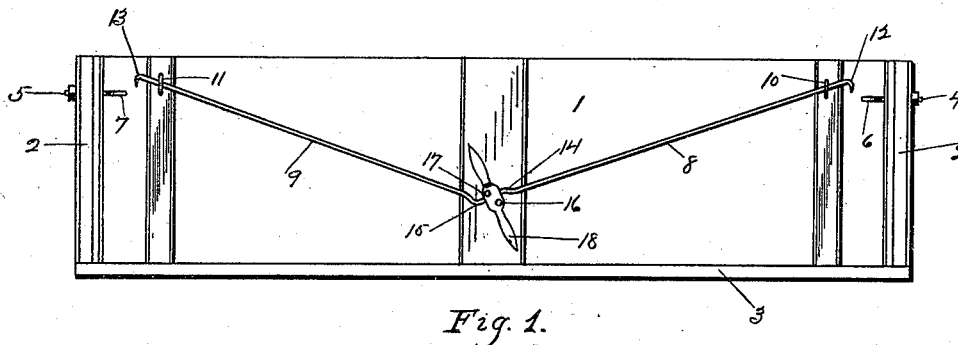


Fig. 1.

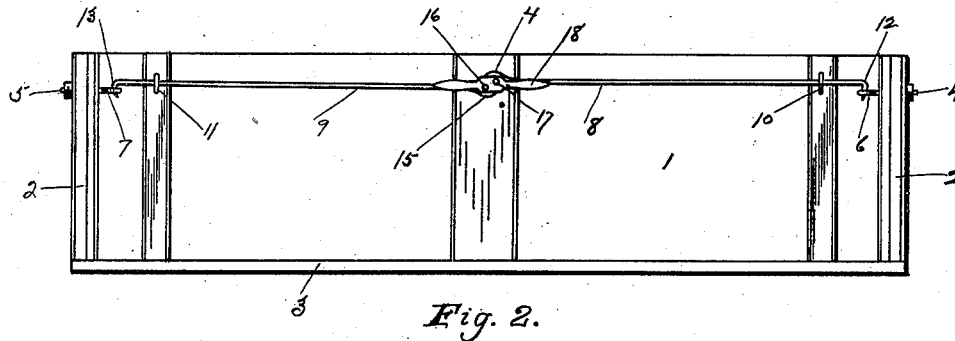


Fig. 2.

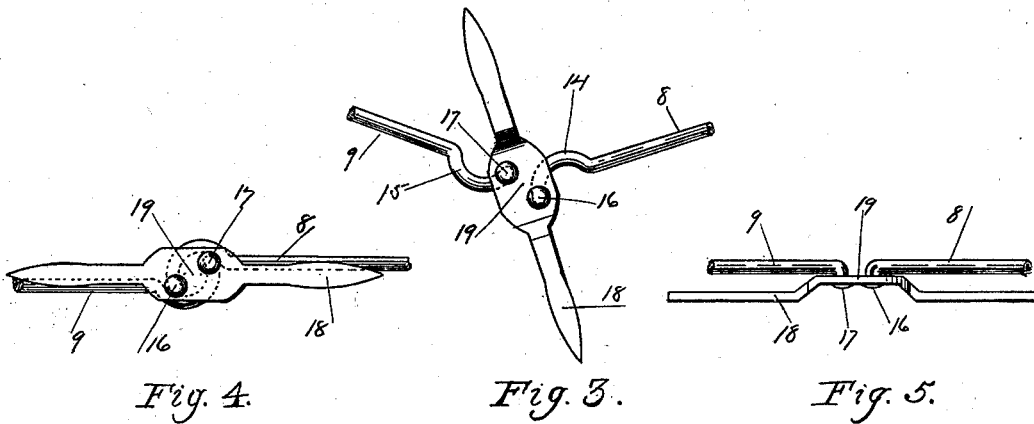


Fig. 4.

Fig. 3.

Fig. 5.

WITNESSES,

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END-GATE ROD FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 647,555, dated April 17, 1900.

Application filed December 11, 1899. Serial No. 739,879. (No model.)

To all whom it may concern:

Be it known that I, GRANT C. CONSER, of Merriam, Johnson county, Kansas, have invented certain new and useful Improvements in End-Gate Rods for Wagons, of which the following is a specification.

My invention relates to improvements in end-gate rods for wagons and aims to provide a rod for securing the two rear corners of a wagon-box together which shall be capable of practically instantaneous adjustment into or out of working position without the use of the nut ordinarily employed. I accomplish this object by making the rod in two sections, each section having at its outer end a hook to engage an eye secured to a corner of the box and each being pivoted at its inner end to a common rotatable link, the rotation of which by the operator will draw said sections toward each other longitudinally and cause their curved ends to engage with each other and with said link in such a manner as to form a lock to hold the sections in a state of tension, which will only be released by the forcible rotation of the link in the opposite direction, thus disengaging the sections at the center and leaving the hooked ends free to be removed from the edges referred to.

In the drawings, Figure 1 is an elevation of the rear end of a wagon-box with my improved end-gate rod attached to the end-gate in disengaged position. Fig. 2 is a similar view with the rod adjusted in working position. Fig. 3 is an enlarged plan view of the locking device for securing the inner ends of the sections of the rod together. Fig. 4 is a similar view showing the inner ends of the sections of the rod and the locking-lever, all in locked position. Fig. 5 is a side view of the locking device in relaxed position.

In Fig. 1, 1 designates the end-board of a wagon-box, which is set in grooves on the inside of the vertical side-boards 2 in the usual manner. 3 designates the bottom-board. Near the upper edges of the side-boards eye-bolts 4 5, having eyes 6 7, are passed through said sides and secured at their outer ends by nuts.

The end-gate rod is made in two sections 8 9, the outer ends of which pass through staples 10 11 and are provided with hooks 12 13, which normally engage the eyes 6 7, re-

spectively. The inner ends of said sections are provided with reversely-curved offsets or bends 14 15 of approximately-semicircular form. The extremities of these bends are turned up at a right angle to form pins 16 17, which pass loosely through holes in a rotatable lever 18 and are riveted over the outer surface of said lever, so as to be permanently connected thereto and so that each of said pins or rivets forms a pivot about which the lever 18 is rotatable. Said pivotal points are so located that in one position of the parts, as seen in Figs. 1, 3, and 5, the curved ends 14 15 of the sections 8 9 are entirely separate and disconnected, and in another position, as shown in Figs. 2 and 4, they are held in engagement, so that if the sections 8 9 of the rod are kept in alinement and tension applied to each outwardly the pivoted ends will be held in locked position. The change from one of said positions to the other is effected by the rotation of lever 18, and in operation if the parts are in the position shown in Figs. 1 and 3 and hooks 12 13 are made to engage eyes 6 7 and lever 18 rotated the pivotal points 16 17 will be carried nearly around each other until the parts assume the position shown in Figs. 2 and 4, with pivot 16 lying in the concavity of offset 15 and pivot 17 lying in the concavity of offset 14. The length of the sections 8 9 is such that by this movement all the slack in the rod will be taken up and the corners of the wagon-box brought to and held at the proper distance from each other, and this rigid condition of the rod will be maintained continuously until the lever 18 is forcibly rotated in the opposite direction, for the reason that the line of tension between hook 13 and pivot 17 on the same section is above pivot 16 on section 8, and the line of tension between hook 12 and pivot 16 on the same section is below pivot 17 on section 9. While the locked position continues, the central portion 19 of lever 18 forms an abutment between the pivots to receive the strain. The reverse rotation of said lever changes the lines of tension and releases the parts.

When the parts are disengaged, the end-board is free to be removed from the box. The attachment of the sectional rod described to the end-board by means of the staples pro-

vides a suitable support for the rod when in use and a convenient carrier when the end-board is removed from the box.

I do not limit my invention to the particular method described of attaching the outer ends of the sections of the rod to the adjacent sides of the box, as any preferred method may be adopted.

I claim as my invention and desire to secure by Letters Patent—

A wagon end-gate rod consisting of two sections, means for removably attaching the outer ends of said sections to the adjacent sides of the box, reversely-curved offsets on

the inner ends of said sections, a rotatable lever pivoted to the terminals of both said offsets, the pivots being so located as to be carried partially around each other by the rotation of said lever, the pivot on each section being brought to bear against the concavity of the offset on the other section, locking the sections together, substantially as set forth.

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

GRANT C. CONSER.

Witnesses:

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M. L. LANGE.