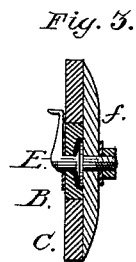
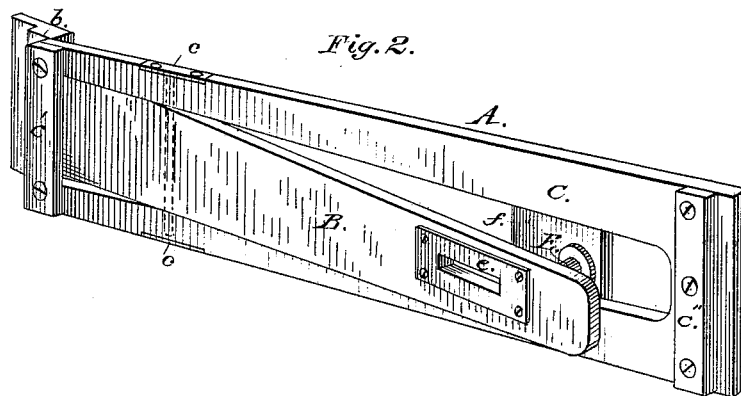
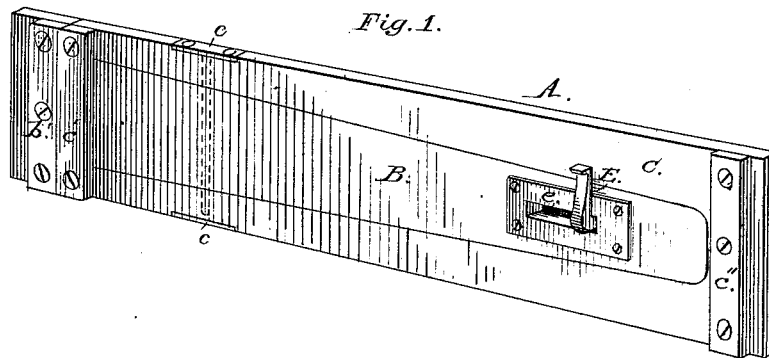


J. A. HORRIE.
End-Gate for Wagons.

No. 218,176.

Patented Aug. 5, 1879.



Attest:

R. F. Barnes.
Edw. W. Down

Inventor:

James A. Horrie,
per J. N. Karpolev,
attys

UNITED STATES PATENT OFFICE.

JAMES A. HORRIE, OF MORRIS, ILLINOIS.

IMPROVEMENT IN END-GATES FOR WAGONS.

Specification forming part of Letters Patent No. **218,176**, dated August 5, 1879; application filed April 9, 1879.

To all whom it may concern:

Be it known that I, JAMES A. HORRIE, of Morris, in the county of Grundy and State of Illinois, have invented certain new and useful Improvements in End-Gates for Wagon-Beds; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to end-gates for wagon and other vehicle beds, and has for its object the ready and easy removal and replacement of the gate.

Figure 1 is a perspective view, showing the gate closed. Fig. 2 is a perspective view, showing the gate open. Fig. 3 is a vertical section, showing the turn-button and cleat which bears it.

Referring to the drawings, A is the gate formed of the pieces or boards B and C, so formed as to fit into each other. They are pivoted together at *c* by means of a pin passing through them, which pin is secured at the top and bottom of the gate by aid of metal plates, and is held securely in place by means of the plates, as shown.

The pin passes entirely through both boards, and while it acts as a pivot it also stiffens the gate.

Near the solid end of the board C is the cleat *f*, through which passes the shank of the turn-button E. The swinging end of the board B is provided with the slot *e*, metal faced, through which passes the turn-button E.

The board C at its hinge end bears the cleat *c'*, which strengthens the open board at this point. At the opposite end it bears the cleat *c''*, leaving a free end for insertion into the wagon-bed.

The board B bears the cleat *b*, which fits against the cleat *c'* when the gate is closed. This end of the board B is also free for insertion into the wagon-bed.

It will be seen that the two boards turn upon the pivot at *c*, and a joint is formed which gives efficacy to the gate.

The operation of my device is easily under-

stood. The gate may be inserted in the bed in the usual way, or, if the load will not permit this, the board B may be released by turning the button and pressed into position from the rear of the bed, then closed and the button turned into position to secure it.

When it is desired to remove the gate the board B is freed by turning the button, and the pressure of the load will force the gate out, or the board B may be used as a lever and drawn out, if the pressure of the load is not sufficient to remove it.

I am aware that gates similar to mine have been used, consisting of three boards or pieces, two of which are hinged together, and the third rigidly attached to one of the two. I do not claim such as my invention, for, besides being heavier and more expensive, because more material is used, they require hinges which are liable to get out of order and cause additional expense, whereas mine has only a simple iron pin passing through the two boards.

It will be noticed that the construction of my gate is such that it requires no third board to stiffen and protect it, which very materially increases its efficacy and cheapness.

I am also aware that end-gates have been made of two boards, held together by pivot-pins and provided with end cleats and a stop-cleat behind, and fastened with a turn-button, and to such I lay no claim, broadly.

What I do claim is—

The end-gate A, consisting of the boards B and C, sawed from the same plank, fitted into each other as shown, and pivoted together by means of a pin passing entirely through the two at *c*, the board B being provided with the cleat *b*, and metal-faced slot *e*, and the board C being provided with the cleats *c'*, *c''*, and *f*, and turn-button E passing through the cleat *f*, as shown, and for the purpose set forth.

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

JAMES A. HORRIE.

Witnesses:

S. HEERMANS, Jr.,
GEO. WILKINSON.