

(No Model.)

S. H. & D. J. BASS.  
WAGON END GATE.

No. 455,152.

Patented June 30, 1891.

Fig. 1.

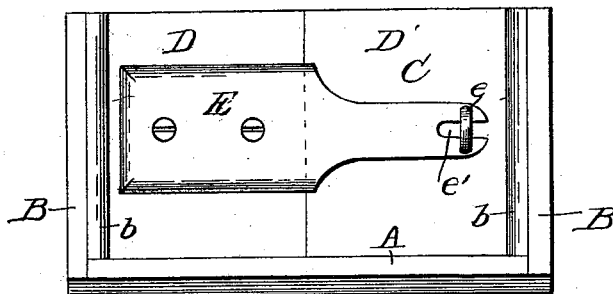


Fig. 2.

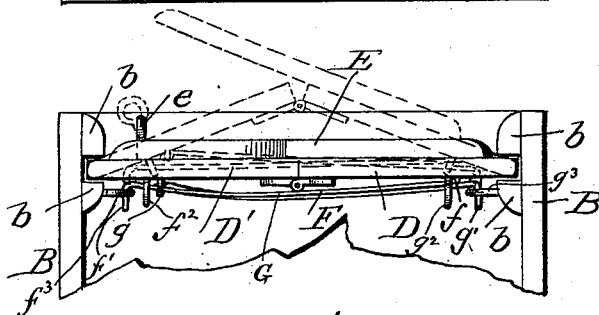
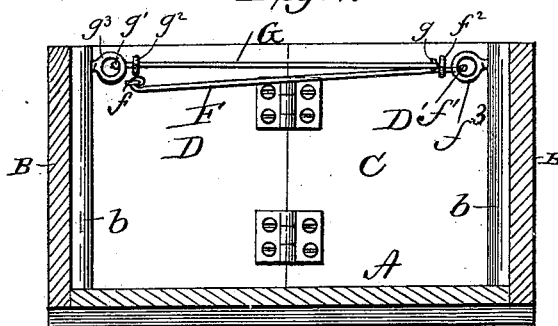


Fig. 3.

WITNESSES

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# UNITED STATES PATENT OFFICE.

SAMPSON H. BASS AND DAVID J. BASS, OF BOLIVAR, MISSOURI.

## WAGON END-GATE.

SPECIFICATION forming part of Letters Patent No. 455,152, dated June 30, 1891.

Application filed March 19, 1891. Serial No. 385,616. (No model.)

*To all whom it may concern:*

Be it known that we, SAMPSON H. BASS and DAVID J. BASS, citizens of the United States, residing at Bolivar, in the county of Polk and State of Missouri, have invented certain new and useful Improvements in End-Gates; and we 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 end-gates for vehicles, and aims to provide means for securing the gate to the sides of the vehicle-body and at the same time draw the said sides close against the end of the gate and prevent them spreading in the event of the load exerting an outward pressure thereon.

The improvement consists of the novel features, which will be hereinafter more fully described and claimed, and which are shown in the annexed drawings, in which—

Figure 1 is an end view of a vehicle-body embodying our invention. Fig. 2 is a view from the opposite direction, the vehicle-body being shown in section. Fig. 3 is a top view of the rear portion of the vehicle-body, showing the operation of the end-gate by dotted lines.

The vehicle-body is composed of bottom A and sides B B, the latter being provided near their rear end with parallel cleats *b b*, which are spaced apart to receive the ends of the end-gate C in the usual manner. The end-gate C is composed of two parts D and D', which are hinged together and operated and held in alignment by the lever E, which is fastened at one end to one part D, and overlaps the part D' at its other end, being held against the same by the turn-buckle *e*. The slot *e'* in the free end of the lever E permits the passage therethrough of the said turn-buckle. The rod F is connected at one end to part D by staple or similar fastening *f*, and its hooked end *f'* passes through staple *f''* near the end of part D', and is adapted to engage with the eye *f<sup>3</sup>* on the side B of the vehicle-body. The rod G is connected by

staple or fastening *g* to the part D', and its hooked end *g'* passes through staple *g''* on the part D, and is adapted to engage with eye *g<sup>3</sup>* on the side B. The rods F and G extend across the end-gate from one end to the other, as shown, and are approximately parallel. The staples *f''* and *g''* are sufficiently high to permit a free movement of the rods F and G when the joint between the parts D and D' is broken to permit the removal or insertion of the end-gate in proper position.

The operation of the invention is as follows: To remove the end-gate the turn-buckle *e* is turned to release the free end of the lever E, and outward pressure is brought to bear on the parts D and D' in line with the joint, when the said parts will open outward, as shown by dotted lines in Fig. 3, and disengage their ends from the cleats *b b*. The end-gate is now removed. To replace the end-gate the reverse of the operation just described is practiced, care being taken to engage the hooked ends of the rods F and G with the eyes *f<sup>3</sup>* and *g<sup>3</sup>* in the sides of the vehicle-body, so that when the free end of the lever E is pressed in to bring the parts D and D' into alignment the said rods F and G will draw the sides B B in against the ends of the end-gate.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

1. The combination, with the vehicle-body having eyes, as *f<sup>3</sup>* and *g<sup>3</sup>*, in its opposite sides, of the hinged end-gate operated by a lever, and rods extended across the end-gate from one side to the other thereof and having connection at their opposite ends with the parts of the end-gate, respectively, and having their free ends bent and adapted to engage with the said eyes *f<sup>3</sup>* and *g<sup>3</sup>*, substantially as and for the purpose described.

2. The combination, with the vehicle-body having vertical guides in its sides to receive the ends of the end-gate, and having eyes *f<sup>3</sup>* and *g<sup>3</sup>*, of the hinged two-part end-gate having operating-lever E and turn-buckle *e*, the staples *f''* and *g''* near the outer ends of the

parts D and D', the rods F and G, extended  
across the end-gate from one side to the  
other and connected at their opposite ends  
with the opposite ends of the parts D and D',  
5 respectively, and having their free ends pass-  
ing through the said staples  $f^2$  and  $g^2$ , bent  
and adapted to engage with the said eyes  $f^3$   
and  $g^3$ , substantially as and for the purpose  
set forth.

In testimony whereof we affix our signatures to  
in presence of witnesses.

SAMPSON H. BASS.  
DAVID J. BASS.

Witnesses:

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