

(No Model.)

R. Y. KESSLER.  
WAGON END GATE.

No. 458,108.

Patented Aug. 18, 1891.

Fig. 1.

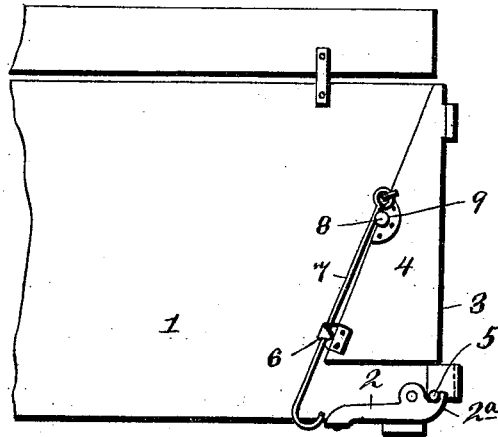


Fig. 2.

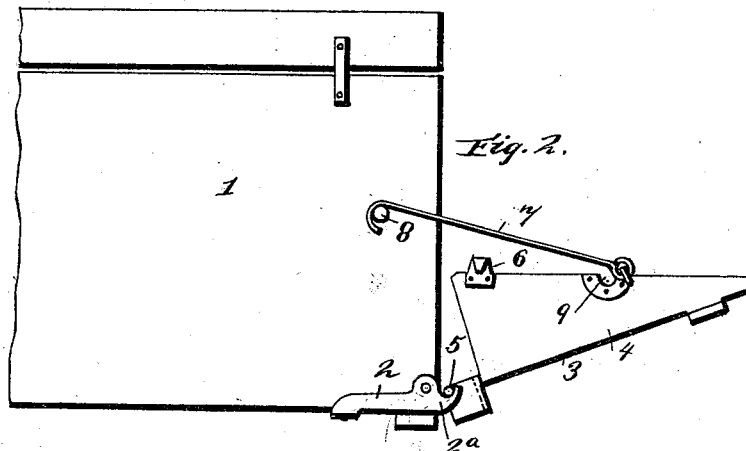
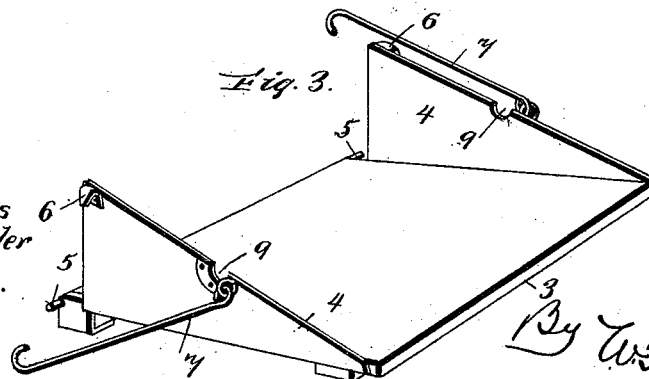


Fig. 3.



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# UNITED STATES PATENT OFFICE.

RICHARD YATES KESSLER, OF ZENOBIA, ILLINOIS.

## WAGON END-GATE.

SPECIFICATION forming part of Letters Patent No. 458,108, dated August 18, 1891.

Application filed March 17, 1891. Serial No. 385,391. (No model.)

*To all whom it may concern:*

Be it known that I, RICHARD YATES KESSLER, a citizen of the United States, residing at Zenobia, in the county of Sangamon and State of Illinois, have invented certain new and useful Improvements in 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.

My invention consists in a new and improved end-gate and scoop-board for wagons, which will be hereinafter fully described and claimed.

Referring to the accompanying drawings, Figure 1 is a side view of my invention, showing the end-gate locked in its closed position. Fig. 2 is a side view showing the gate swung down in its open position, and Fig. 3 is a perspective view showing the end-gate detached from the end of the wagon-body.

The same numerals of reference indicate corresponding parts in all the figures.

Referring to the several parts by their designating numerals, 1 indicates the body of a wagon, the rear end only of which is here shown, and which is provided with my invention. At the lower corners of the rear end of the body are secured the metal plates 2, recessed at their rear ends to form the projecting hooks 2<sup>a</sup>.

The end-gate 3 is provided with the side wings 4, preferably formed of metal, and has at its lower end the pivots 5, which when the gate is placed in position fit in the hooks 2<sup>a</sup> of the plates 2. The free lower corners of the metal side wings 4 have bolted to them the locking-hooks 6. To the free ends of the wings 4 are hinged the rods 7, formed with hooks at their free ends, and when the end-gate is swung down into its open position these hook ends engage stops 8, which are secured to and project from the sides of the rear end of the wagon body. When the end-gate is closed, the rounded stops 8 fit partially in curved recesses 9, which are formed in the free ends of the wings 4 below the pivotal point of the rods 7. As the gate is swung up into its closed position the rods slide in over the stops 8, and when the gate has been closed the free ends of the rods are swung down and pressed back to spring them into the hooks 6 on the lower ends of the wings 4. It will be seen that when the free ends of the rods 7, which pass around the

stops 8, are sprung into the locking-hooks 6, that by this simple operation the end-gate is firmly locked and securely held in its closed position, so that it is impossible for the weight of the coal or other article contained in the wagon-body to force the gate outward by pressing against it, while when it is desired to open the end-gate this can be instantly and readily done by freeing the outer ends of the rods 7 from the locking-hooks 6, thus allowing the gate to slide open; also, by forming the curved recesses 9 in the edges of the wings 4, in which the fixed stops 8 fit and are locked by the rods 7, as shown, I lock the end-gate against all upward movement, so that it will be impossible for it to be slid or moved upward by the pressure of the grain or other material with which the wagon is loaded. The end-gate is thus locked so that none of the grain, &c., can run out under its lower edge, which is held firmly down by the locking-recesses 9, which receive the fixed stops 8. It will be further seen that the gate can be readily removed or detached from the wagon-body by simply lifting its end pivots 5 out of the hooks 2<sup>a</sup>.

From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and advantages of my invention will be readily understood. It will be seen that my end-gate, with its supporting and locking device, is extremely simple in construction, while very effective in operation.

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

The combination, with a wagon-body having the bearing-hooks 2<sup>a</sup>, of the end-gate having the end pivots 5 and provided with the side wings having the locking-hooks 6 and formed with the locking-recesses 9 and fixed stops 8, secured to the wagon-body and adapted to enter the locking-recesses 9 for the purpose specified, and the combined supporting and locking rods 7, having the end hooks and arranged as specified, substantially as and for the purpose set forth.

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

RICHARD YATES KESSLER.

Witnesses:

F. A. McTAGGART,  
J. L. PERRINE.