(No Model.)

C. A. ANDERSON.

END GATE.

No. 490,333. Patented Jan. 24, 1893.

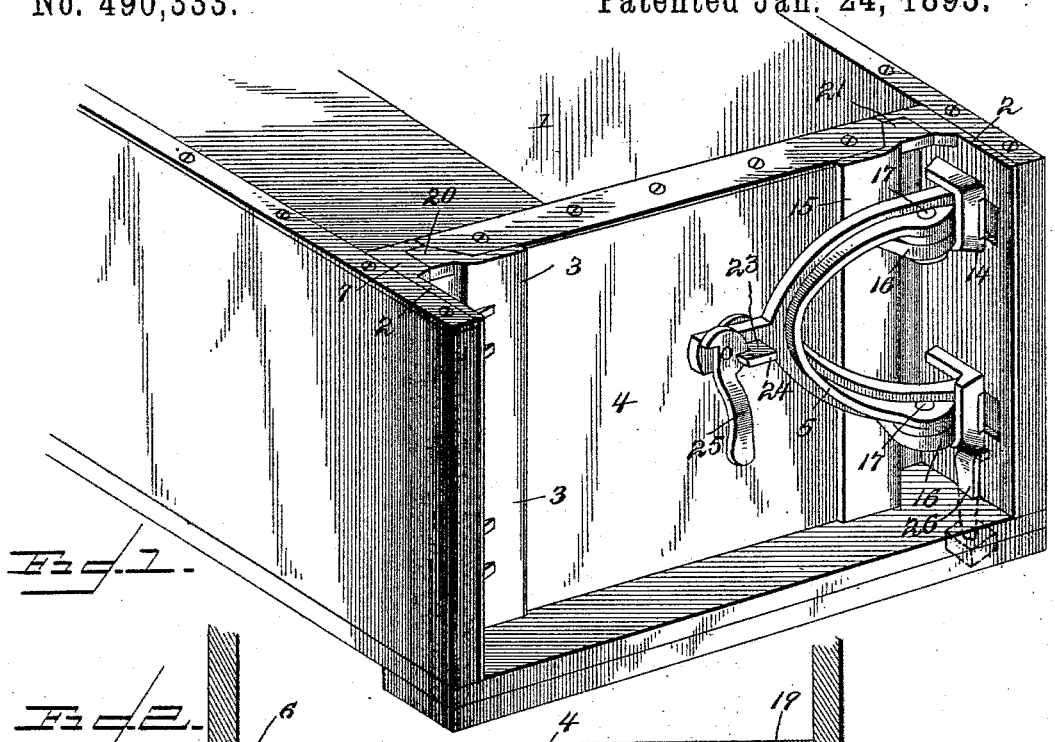

Fig. 1.

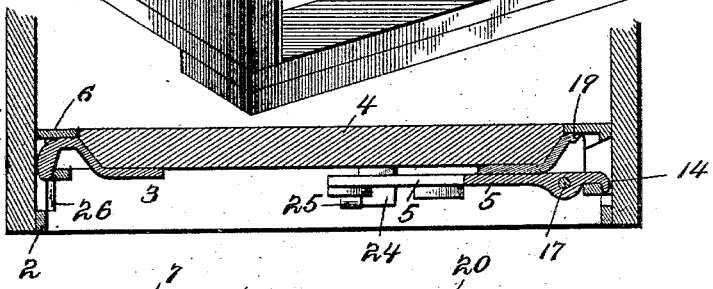

Fig. 2.

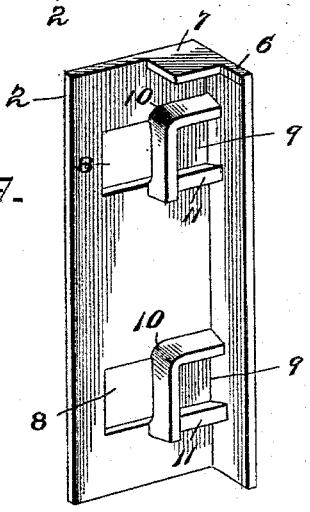

Fig. 3.

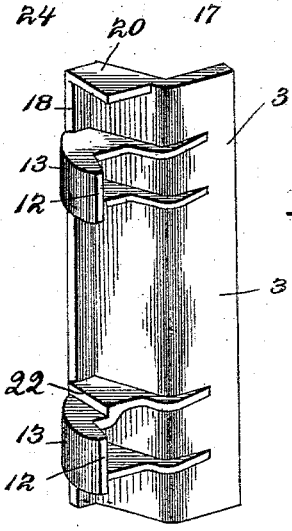

Fig. 4.

Witnesses
E. K. Stewart
N. J. Riley

Inventor
C. A. Anderson,

By his Attorneys,
C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

CARL. A. ANDERSON, OF LYNN CENTRE, ILLINOIS.

END-GATE.

SPECIFICATION forming part of Letters Patent No. 490,333, dated January 24, 1893.

Application filed October 31, 1892. Serial No. 450,543. (No model.)

To all whom it may concern:

Be it known that I, CARL. A. ANDERSON, a citizen of the United States, residing at Lynn Centre, in the county of Henry and State of Illinois, have invented a new and useful End-Gate, of which the following is a specification.

The invention relates to improvements in end gates.

The object of the present invention is to improve the construction of end gates and provide one which will be strong and durable and which may be readily removed from a vehicle body and quickly replaced therein and which will support and strengthen the body and prevent noise and rattling.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claims hereto appended.

In the drawings—Figure 1 is a perspective view of an end gate constructed in accordance with this invention. Fig. 2 is a horizontal sectional view. Fig. 3 is a detail perspective view of one of the side plates. Fig. 4 is a similar view of the tongue plate of the end gate.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a wagon body having secured to the inner faces of its sides at the rear end thereof vertical plates 2 adapted to be engaged by a tongue plate 3 of an end gate 4 at one end of the latter and by a locking lever 5 at the other end thereof whereby the end gate is securely locked in position. Each plate 2 is provided at its rear edge with a vertical flange 6 forming a cleat for supporting the end gate and at its top with a horizontal rectangular flange 7 arranged at the inner edge of the plate and forming a stop. On the face of each of the side plates are recesses 8 and at the ends of each of the recesses 8 is a socket 9 which is formed by an upper L-shaped flange 10 and a lower horizontal flange 11. The L-shaped flange which forms the upper and front sides of the socket extends outward from the faces of the plate a greater distance than the lower flange 11 and the vertical front portion of the L-shaped flange spans the recess 8. The sockets of the plate 2 at one side of the body are engaged by hollow flanged tongues 12 which are formed integral with the tongue plate 3 and which have their rear faces 13 curved to facilitate their insertion in the sockets and their outer ends projecting beyond the connecting webs to engage under the front portions of the sockets 9. The other side plate has its sockets engaged by tongues or lugs 14 of the forked lever 5 which is fulcrumed on a plate 15 provided with horizontally disposed perforated ears 16 through which pass pivots 17 which fulcrum the forked lever on the plate 15.

The ends of the end gate are beveled and the plates 3 and 15 have angularly disposed portions which fit against the front face and the beveled edges of the end gate and are provided at their outer edges with vertical flanges 18 and 19 which fit against the vertical flanges 6 of the side plates; and the plates 3 and 15 are provided at their tops with horizontal lugs 20 and 21 which fit against the stop flanges 7 of the side plates whereby the end gate is made to fit tightly when closed and is prevented from lateral movement. The lower tongue of the plate 3 is provided at its top 6 with an offset 22 which engages the top of the corresponding socket 9 and serves to support and strengthen the end gate.

The forked lever has a slotted shank 23 and is adapted to receive in its slot a notched lug 24 and the notch of the latter is engaged by the head of a pivoted latch lever 25 which is mounted on the outer end of the shank of the locking lever and is turned down as illustrated in Fig. 1 of the accompanying drawings when the end gate is in position and the weight of the handle of the latch lever 25 will hold it in engagement with the lug to prevent the end gate being accidentally unfastened.

The side plates are secured to the side of the body and are engaged at their lower ends by hooks 26 which pass through the bottom of the body and support the same.

It will be seen that the end gate is simple and comparatively inexpensive in construction, that it is strong and durable and adapted to support the sides of the wagon body and that it is devoid of any noise or rattling.

What I claim is:

1. The combination with a wagon body, of

the vertical side plates provided at their rear edges with vertical flanges and having stop flanges at their tops and provided on their faces with sockets, an end gate having beveled ends, the plates 3 and 15 having angularly disposed portions fitting the ends of the end gate and provided with vertical flanges to engage those of the side plates and having at their tops lugs arranged to engage the stop flanges of the side plates, said plate 3 being provided with tongues to engage the sockets of one of the side plates, a forked locking lever fulcrumed on the plate 15 and provided with lugs to engage the sockets of the other side plate and a latch for securing the lever in operative position, substantially as described.

2. The combination with a wagon body, of the vertical side plates provided at their inner edges with vertical flanges and at their tops with stop flanges and having in their faces recesses and sockets composed of an L-shaped flange forming the top and the front of the socket and spanning its recesses and a horizontal flange forming the bottom of the socket, an end gate having beveled ends, the plates 3 and 15 having angularly disposed portions fitting the beveled ends of the end gate and provided with vertical flanges and having lugs at their tops, the hollow flanged tongues formed integral with the plate 3 and having projecting ends and adapted to engage the sockets of one of the side plates, a forked lever fulcrumed on the plate 15 and provided with projecting lugs adapted to engage the sockets of the other plate and a latch to secure the lever in operative position, substantially as described.

3. The combination with a wagon body, of the vertical side plates provided at their inner edges with vertical flanges and at their tops with stop flanges and having in their faces recesses and sockets composed of an L-shaped flange forming the top and the front of the socket and spanning its recesses and a horizontal flange forming the bottom of the socket, an end gate having beveled ends, the plates 3 and 15 having angularly disposed portions fitting the beveled ends of the end gate and provided with vertical flanges and having lugs at their tops, the hollow flanged tongues formed integral with the plate 3 and having projecting ends and adapted to engage the sockets of one of the side plates, the forked lever fulcrumed on the plate 15 and provided with lugs to engage the sockets of the other side plate and having a slotted shank, a notched lug mounted on the end gate and adapted to enter the shank and project through the same, and the latch lever pivotally mounted on the shank and having a circular head arranged to engage the notch of the lug, substantially as described.

4. The combination with a wagon body of vertical side plates secured to the sides of the body and having recesses and provided with sockets composed of the L-shaped flanges and the lower flanges 11, an end gate, the plates 3 and 15 secured to the end gate, the tongues formed integral with the plate 3 and adapted to engage the sockets of one of the side plates, the forked lever fulcrumed on the plate 15 and adapted to engage the sockets of the other side plate and a latch for locking the said lever in operative position, substantially as described.

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

CARL. A. ANDERSON.

Witnesses:
PETER A. SAMUELSON,
ALBERT ANDERSON.