

(No Model.)

P. O. GORMAN.
END GATE.

No. 584,347.

Patented June 15, 1897.

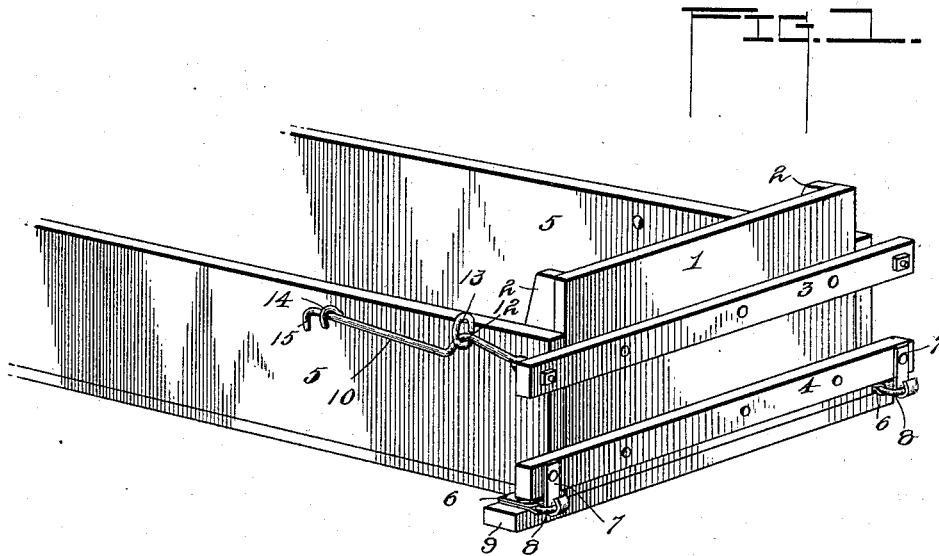


FIG. 1.

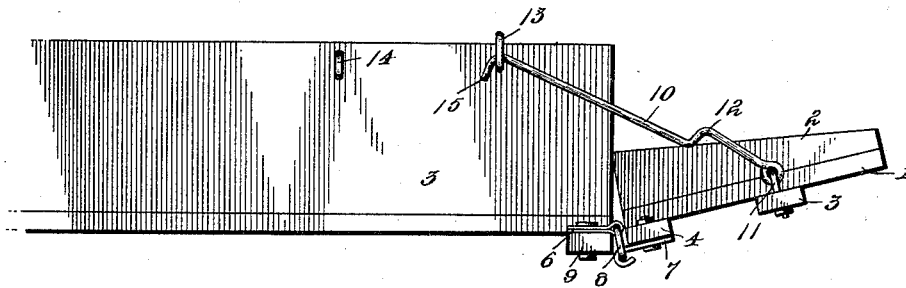
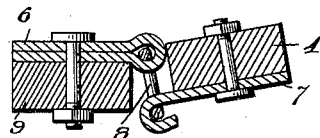


FIG. 2.



Inventor

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Witnesses

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UNITED STATES PATENT OFFICE.

PATRICK O. GORMAN, OF JERSEYVILLE, ILLINOIS.

END-GATE.

SPECIFICATION forming part of Letters Patent No. 584,347, dated June 15, 1897.

Application filed December 12, 1896. Serial No. 615,497. (No model.)

To all whom it may concern:

Be it known that I, PATRICK O. GORMAN, a citizen of the United States, residing at Jerseyville, in the county of Jersey 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 to provide a simple, inexpensive, and efficient one which may be readily attached to and detached from a wagon-body and which will be capable of being readily secured in a vertical or inclined position.

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 claim hereto appended.

In the drawings, Figure 1 is a perspective view of an end-gate constructed in accordance with this invention and shown closed. Fig. 2 is a side elevation, the end-gate being supported in an inclined position. Fig. 3 is a detail sectional view illustrating the construction of the hinges of the end-gate.

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

1 designates an end-gate provided with sides or wings and having upper and lower cleats 3 and 4, which project laterally from opposite sides of the end-gate and extend beyond the sides 5 of a wagon-body. The end-gate is hinged to the wagon-body and is adapted to swing upward and downward from a vertical to an inclined position, and the hinges consist of leaves 6 and 7 and a connecting-link 8. The leaf 6 is secured to the upper face of a cleat 9, which is provided at its rear end with an eye receiving the link 8, and the leaf 7 is secured to the outer face of the lower cleat 4 of the end-gate and is provided with a hook which engages the link. By this construction the end-gate can be readily attached to and removed from the wagon-body. The cleat 9 is secured to the lower face of the wagon-body at the rear end thereof and projects laterally from the same.

The end-gate is secured, when closed, and

supported, when open, by a pair of rods 10, located on the outer faces of the sides of the wagon-body and provided at their rear ends with eyes which are linked into eyes 11 of eyebolts or staples of the upper cleat 3 of the end-gate. Each rod is angularly bent between its ends to form a shoulder 12, which when the end-gate is in a vertical position and closed is adapted to engage and interlock with an eye 13 of the wagon-body. The inner portion of the rod is sprung downward to hold the shoulder 12 in engagement with the eye 13, and it is retained in such position by a depending hook 14. The inner end of the rod is provided with a hook 15, which is adapted to engage the eye 13, whereby the end-gate is supported in an inclined position for shoveling or the like.

When the end-gate is closed, the rod is arranged substantially horizontally and is disposed longitudinally of the wagon-body with the shoulder 12 substantially vertical. This arrangement disposes the strain exerted by the end-gate in a most advantageous position—that is, the strain on the rod is longitudinal or is a tensile strain, which a comparatively light rod can readily withstand.

It will be seen that the end-gate is exceedingly simple and inexpensive in construction, that it is adapted to be readily mounted on and removed from a wagon-body, and that simple and efficient means are provided for securing the end-gate when closed and for supporting it in an inclined position when open.

What I claim is—

The combination of a wagon-body provided with hooks 14, located on the outer faces of the sides near the upper edges thereof, the eyes 13 arranged on the outer faces of the sides of the wagon-body in substantially the same horizontal plane as the hooks 14, an end-gate hinged to the wagon-body, and rods 10 loosely connected at their outer ends to the end-gate and provided at their inner or front ends with hooks 15 and having intermediate angular bends forming transverse shoulders for engaging the eyes 13 of the wagon-body to lock the end-gate closed, the hooks 15 being adapted to be sprung under the hooks 14 of the wagon-body to hold said

shoulders firmly in engagement with the eyes
13 and also to engage the said eyes 13 when
the end-gate is swung open, said rods being
arranged in substantially a horizontal posi-
5 tion when the end-gate is closed, whereby the
strain exerted by the end-gate is converted
into a tensile strain on the rods, substan-
tially as and for the purpose described.

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

PATRICK O. GORMAN.

Witnesses:

OTIS D. LEACH,

JOHN A. SHEPHARD.