

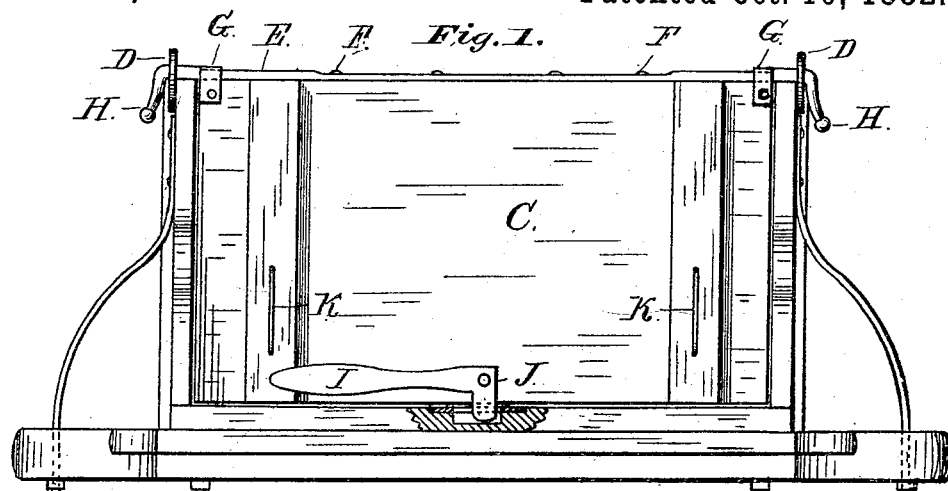
(No Model.)

J. W. ANDERSON.

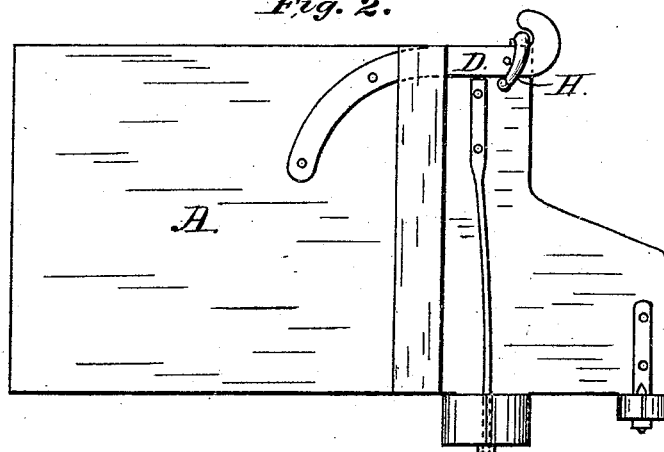
WAGON END GATE.

No. 265,554.

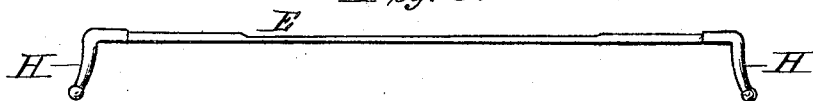
Patented Oct. 10, 1882.



*Fig. 2.*



*Fig. 3.*



WITNESSES

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# UNITED STATES PATENT OFFICE.

JOHN W. ANDERSON, OF SOUTH BEND, INDIANA.

## WAGON END-GATE.

SPECIFICATION forming part of Letters Patent No. 265,554, dated October 10, 1882.

Application filed July 1, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN W. ANDERSON, a citizen of the United States, residing at South Bend, St. Joseph county, Indiana, have invented new and useful Improvements in End-Gates for Wagons, of which the following is a specification.

My invention relates to certain new and useful improvements in wagon-box end-gates.

My invention has for its object simplicity of construction and convenience and ease in handling; and with these ends in view my invention consists in the details of construction hereinafter described and specifically claimed.

In order that those skilled in the art to which my invention appertains may know how to make and use the same, I will proceed to describe the construction and operation, referring by letters to the accompanying drawings, in which—

Figure 1 is an end view of a wagon-box with my improved gate applied thereto. Fig. 2 is a side elevation of the same, and Fig. 3 is an edge or rear view of the pivot-bar.

Similar letters indicate like parts in the several figures.

A represents the sides, and B the bottom, of an ordinary wagon-box, adapted to be closed at the rear end by an end-gate, C. To the upper corners of the sides A are secured plates D, having the outer end projected slightly above and in the rear of the sides A. This projecting end is fashioned into a hook, as clearly shown at Fig. 2. I prefer to curve the plate downward, as shown, to afford the best means of rigidly securing it to the sides of the wagon, so that the securing bolts or rivets will not tend to split the same, though I do not wish to limit myself in this particular, as they may be straight or angular.

E is a pivot-bar, which is secured to the top edge of the gate C by bolts or screws E, and also, if desirable, by straps or loops G at each end. This bar is flattened where it is in contact with the edge of the gate, so that a close, rigid connection may be made. The ends projecting beyond the gate are rounded and adapted to seat themselves pivotally in the hook end of the plates D, and after passing through or beyond said plates D the bar E is bent down-

ward to form arms H, which serve to hold the side-boards from spreading laterally. These arms H may, if desirable, be made slightly inclined from the top outwardly, so that in replacing the gate they would, if the side-boards should be slightly spread, pass over and by a wedging action force the boards to their proper position. I do not, however, wish to limit myself in this particular.

While I prefer to make the bar E in one piece, as shown, I may, without departing from the spirit of my invention, make it in two parts, and they may or may not extend entirely across the gate. The plates D may also be constructed differently from the way shown in the drawings. For instance, they may be made with a simple shoulder to prevent the rear movement of the bar E, or the upper end may be formed with a slot adapted to receive the rounded portion of said bar.

In order to lock the lower edge of the gate against rear movement, I pivot thereto a lever, I, having a long and short arm, the latter adapted to be forced into a mortise or recess, J, in the bottom of the box, over which I preferably arrange a slotted metal plate, for obvious reasons. The long and short arms of the lever I bear such relation to each other and the pivot that the weight of the long or handle arm of the lever serves to force the short arm to its seat automatically, and the long arm, lying in the position shown when the gate is locked, tends by its weight to prevent the accidental unlocking of the gate, which might otherwise be effected by the jarring of the wagon, while it at the same time affords ample power for unlocking when desired.

K K are loops or hand-pulls secured to the gate, and which serve as auxiliary means for swinging the gate open.

The operation is as follows: The long arm of the lever I, being lifted to about a vertical position, releases the short arm from the mortise in the bottom of the wagon, when the gate C may be swung upon the connection between the bar E and hook-plates D, as indicated by the curved dotted line, and the gate entirely removed from the wagon. In closing the end of the wagon the arms H are forced down over the sides of the wagon and the rounded portion of

the bar E into position with the plates D, when the gate may be swung downward and locked, as before described.

What I claim as new, and desire to secure  
5 by Letters Patent, is—

1. In combination with the side-boards and end-gate of a wagon-box, the plates D, formed with a hook or shoulder, and a bar, E, secured to the top edge of the gate, and having its ends  
10 bent flaringly to force inward and hold the side-boards, substantially as described.

2. The combination, with the wagon-box, of the plates D, bar E, and locking-lever I, substantially as and for the purposes set forth.

In testimony whereof I have hereunto set my  
15 hand in the presence of two subscribing witnesses.

JOHN W. ANDERSON.

Witnesses:

E. T. MAUZY,  
J. L. TAYLOR.