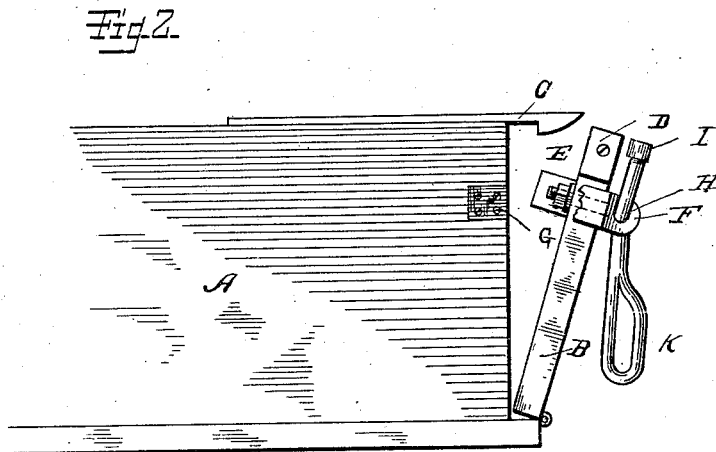
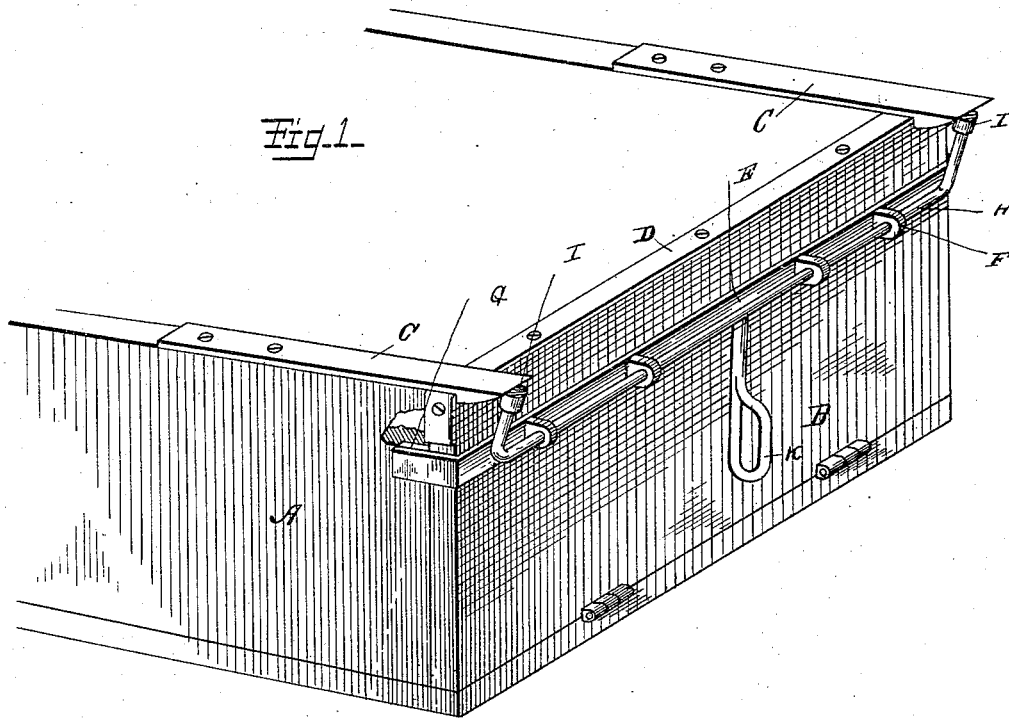


(No Model.)

G. N. BACON.
WAGON END GATE.

No. 307,257.

Patented Oct. 28, 1884.



WITNESSES

Chas. H. Davis
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UNITED STATES PATENT OFFICE.

GEORGE N. BACON, OF HARRISBURG, PENNSYLVANIA.

WAGON END-GATE.

SPECIFICATION forming part of Letters Patent No. 307,257, dated October 28, 1884.

Application filed July 9, 1884. (No model.)

To all whom it may concern:

Be it known that I, GEO. N. BACON, a citizen of the United States, residing at Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented certain new and useful Improvements in Wagon End-Gates, of which the following is a specification, reference being had herein to the accompanying drawings.

10 My invention relates to improvements in end-gates for wagons, and is designed to produce an easily-operated but strong and firm gate, which aids materially in bracing the sides of the body.

15 In describing the device reference will be had to the annexed drawings, representing, in Figure 1, a perspective of the wagon end, the gate being closed; and Fig. 2 a side elevation, the gate being partly opened.

20 A designates the sides of the wagon, which has hinged to it in any approved manner the tail or end gate B, normally secured in position by spring-catches C on the upper edges of the sides A. A plate, D, on the upper edge
25 of the end-gate, and projecting a short distance down the sides thereof, serves the double purpose of preventing splitting and cracking and acting as a bearing-surface for the catches. Near the upper edge of the gate, on the out-
30 side, is a metallic plate or strip, E, secured in place by the shouldered eyebolts F. The strip extends around the ends of the gate and parallel with the sides of the body, bearing against the plates G on the said sides when
35 the gate is shut, thus serving to keep them from spreading under pressure, and doing away with the projecting side braces usual with wagons, and thereby leaving no parts

extending from the body to be broken or injured by contact. The eyebolts form a bearing 40 for the rock-shaft H, having on each end a right-angle continuation, carrying a rounded enlargement or head, I, so constructed that when the shaft is "rocked" by means of the centrally-located and downwardly-extending 45 handle K it will engage under and lift the head of the catch, and so relieve the end-gate. The heads, having raised the catches, press against the surface of the tail-gate, and thus allow a "pull" to be exerted on the said tail- 50 gate to open it. This is much better than the use of cams or similar devices that exert a pressure on the catch instead of on the tail-gate. The use of the headed ends avoid the too high lifting of the spring-catches, besides 55 obviating danger of breakage of the springs from a sudden and violent accidental operation of the device, as all the pressure would be exerted on the end-gate only.

Having described the device, what I claim 60 is—

In combination with a wagon-body having a spring-catch-retained end-gate, a strip extending across the gate and around the ends thereof onto the sides of the body, where they 65 engage with bearing-plates, the strip being secured by shouldered eyebolts, which form the bearing for a rock-shaft having headed right-angle ends and a handle, all operating as and for the purpose set forth.

In testimony whereof I affix my signature in 70 presence of two witnesses.

GEO. N. BACON.

Witnesses:

CHAS. D. DAVIS,
J. R. HAYES.