

S. F. & E. K. ADAIR.

WAGON END-GATE.

No. 174,403.

Patented March 7, 1876.

Fig. 1.

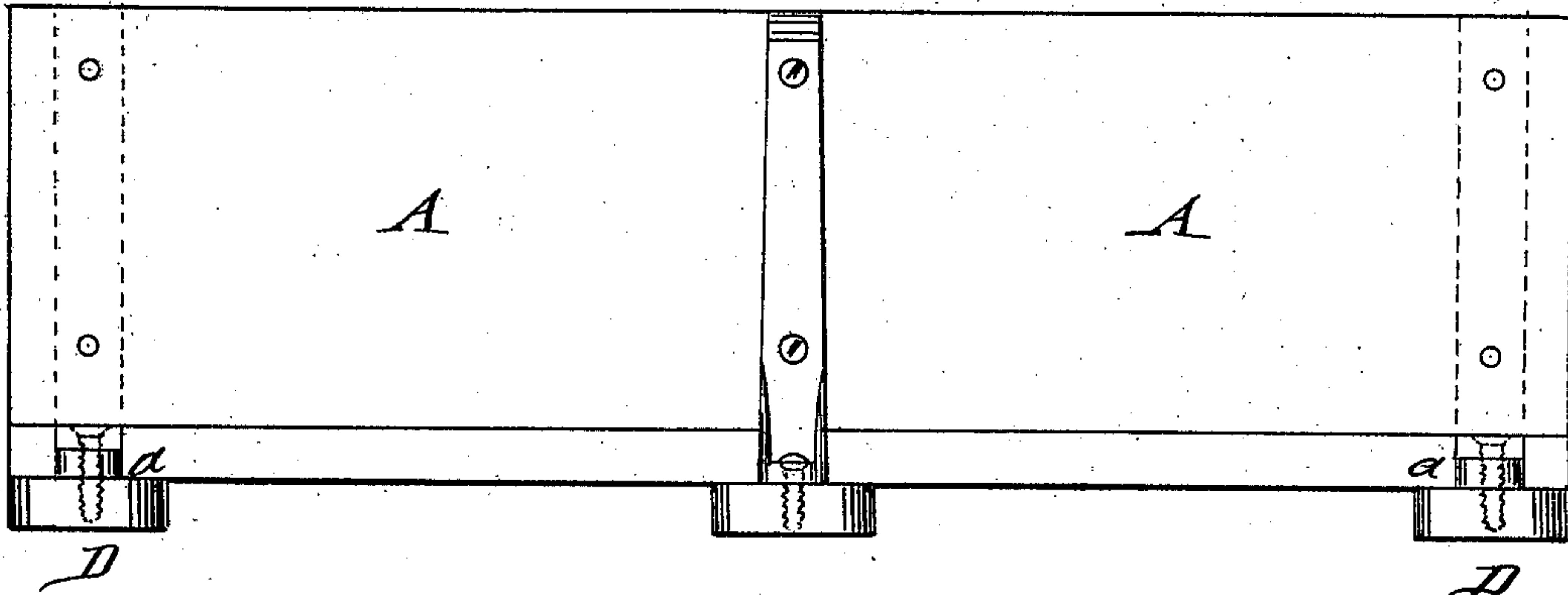


Fig. 2.

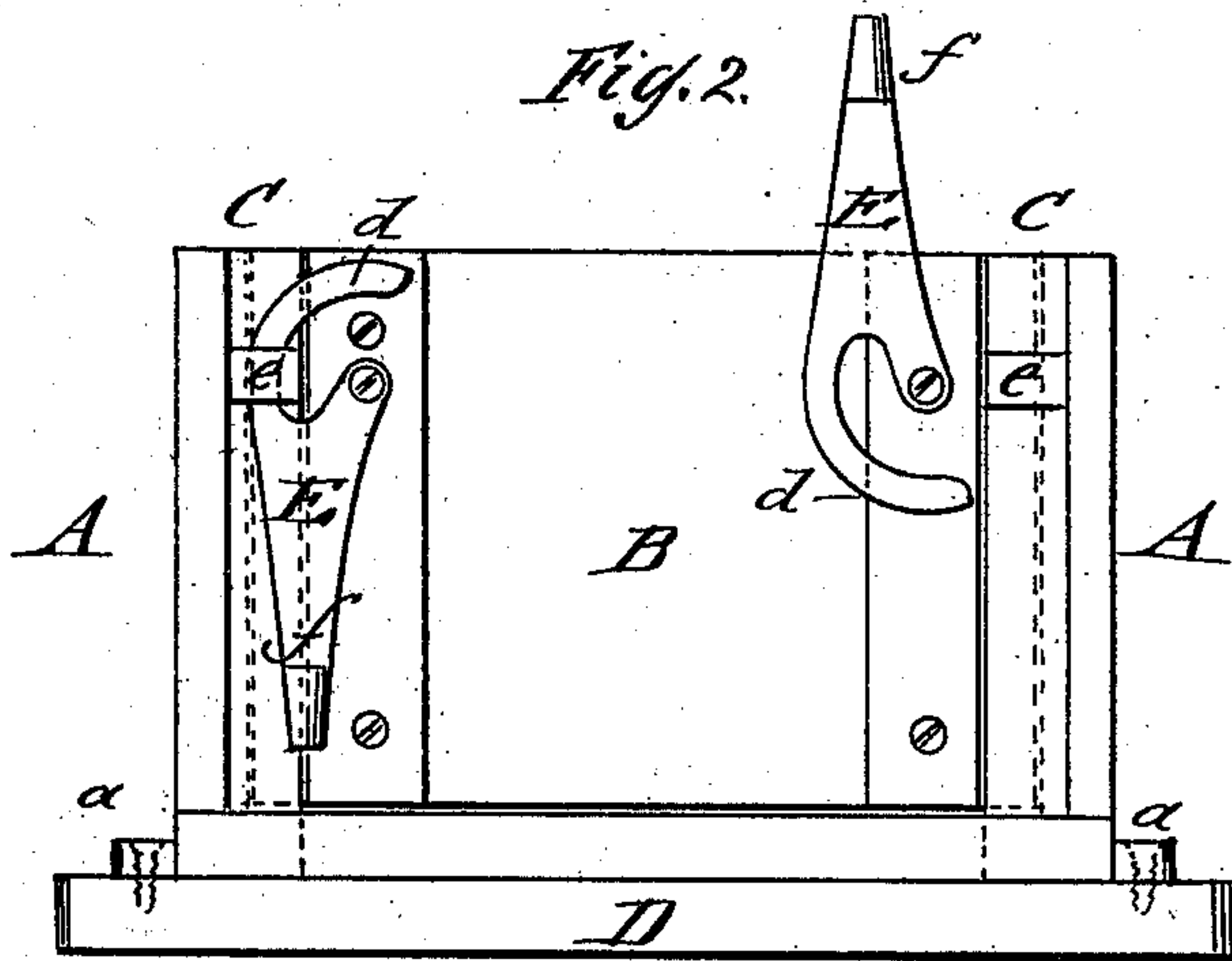
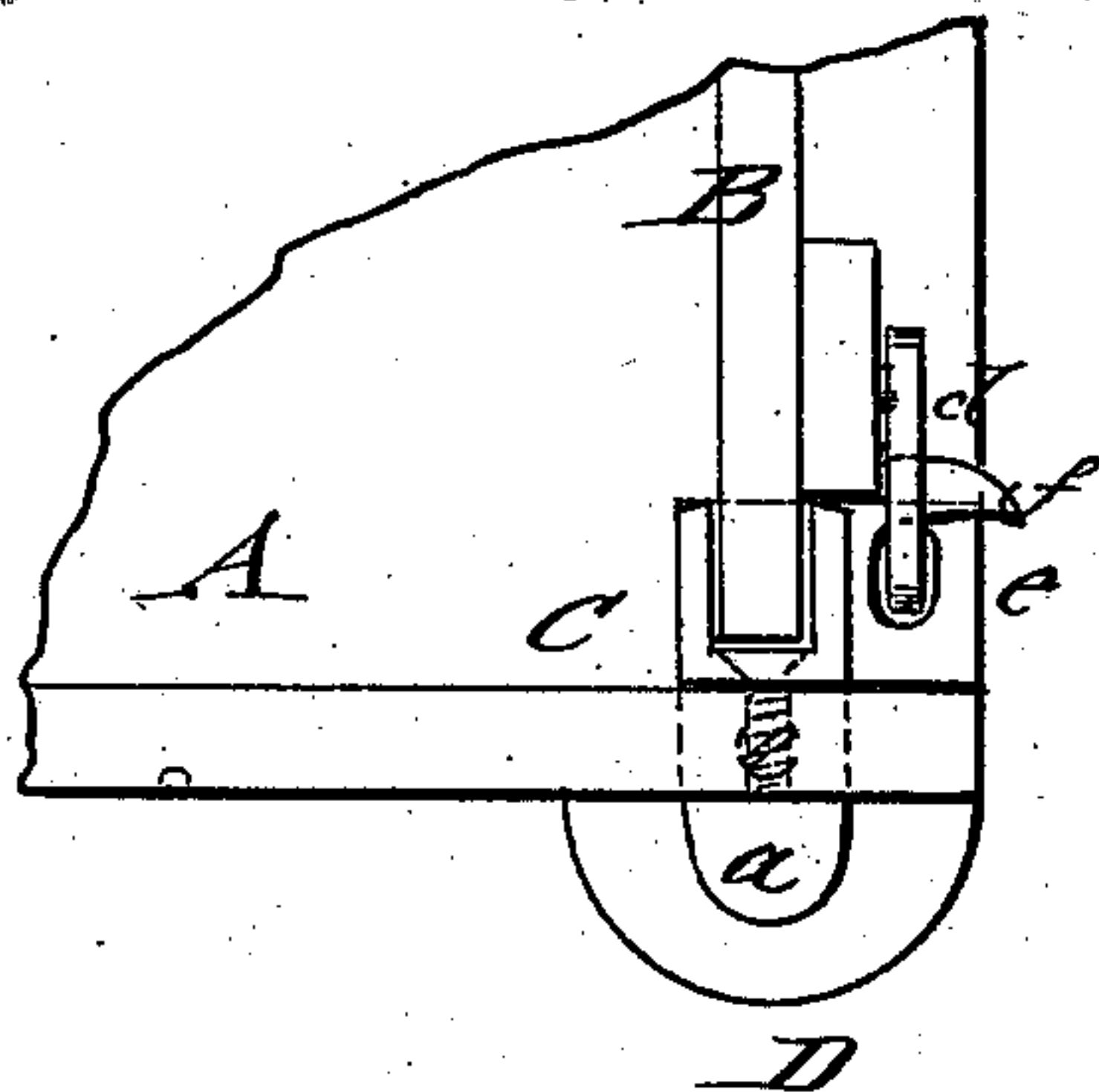


Fig. 3.



WITNESSES:

E. Wolff.
John Goethals

INVENTOR:

S. F. Adair and
BY *E. K. Adair*
Munn & Co.
ATTORNEYS.

UNITED STATES PATENT OFFICE.

SAMUEL F. ADAIR AND EVAN K. ADAIR, OF OASIS, IOWA.

IMPROVEMENT IN WAGON END-GATES.

Specification forming part of Letters Patent No. **174,403**, dated March 7, 1876; application filed January 22, 1876.

To all whom it may concern:

Be it known that we, SAMUEL F. ADAIR and EVAN K. ADAIR, of Oasis, Johnson county, Iowa, have invented a new and Improved Wagon End-Gate, of which the following is a specification:

Figure 1 represents a side view of a wagon-body with our end-gates. Fig. 2 is an end view of the wagon-body, showing end-gate and mode of securing the same; and Fig. 3 shows a top view of end-gate fastening.

Similar letters of reference indicate corresponding parts.

Our invention relates to an improved end-gate fastening for wagon-bodies; and consists of strap-cleats for guiding the end-gate, in connection with swinging cam-hooks pivoted to the same, that enter staples or loops of the cleats, and lock the gate securely thereby.

In the drawing, A represents a wagon-box; B, the end-gate, which slides in metallic cleats C, that run along the side-boards, and pass through recesses of the bottom of the box to the top of the cross-piece D, that extends across the bottom of the wagon-box. The combined cleat and strap C has a foot or base flange, *a*, that rests on the cross-piece D, outside of the box A, and is attached, by a screw-bolt passing through the same, securely to the cross-piece. At each end of the gate B are applied to the stiffening-cleats C of the same pivoted cam-hooks E, that extend, by curved hooks *d*, into staples or loops *e*, cast in the side of the cleats C. The cam-hooks E are also provided

with handles or lever-extensions *f*, by which the hooks are carried into the staples, and thereby the end-gate securely locked to its guide-cleats.

For removing the end-gate the handles of the cam-hooks B are swung on the pivots in upward direction until the hook ends clear the staples, as shown in Fig. 2, when the end-gate may be readily lifted out by taking hold of the handles of the hooks. By turning down the handles the hooks enter the loops, and lock the end-gate rigidly to the wagon-box. The cleats serve also as straps for the side-boards of the wagon-body, and form, in connection with the hooks, a cheap and readily-adjusted and securely-locked fastening for the end-gate.

We are aware that end-gates have been clamped to the sides of body by hooks and staples; but

What we claim is—

The grooved looped cleats C, passed through recesses of box, and resting with base *a* on the cross-bar D, to strongly bind together the sides and bottom at the same time that they hold the end-gates in place, and enable the sides to be drawn together, all substantially as shown and described.

SAMUEL F. ADAIR.
EVAN K. ADAIR.

Witnesses:

J. COWGILL,
MATH. HARRISON.