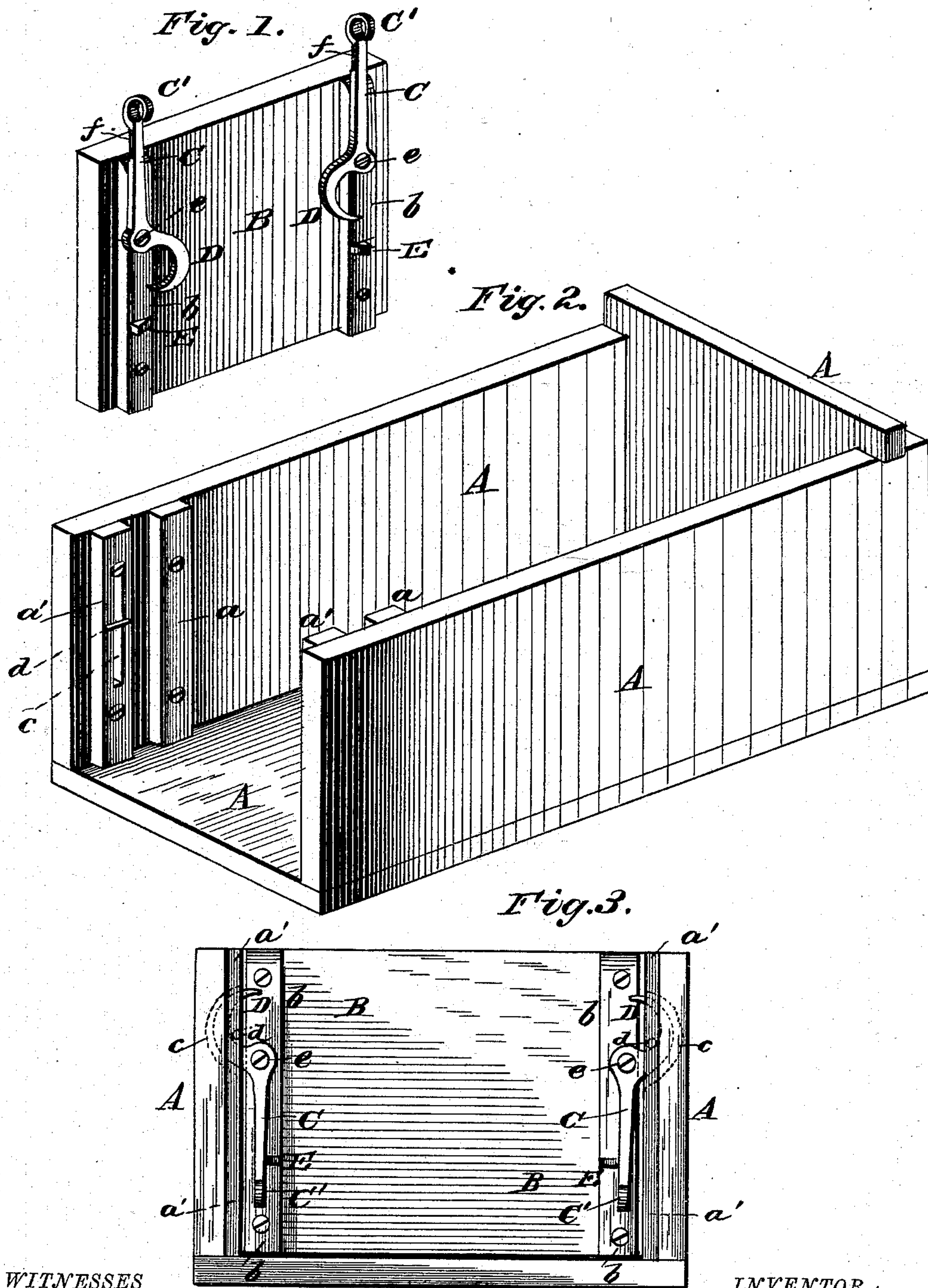


(No Model.)

D. B. BAUDER.
END GATE FOR WAGONS.

No. 252,415.

Patented Jan. 17, 1882.



WITNESSES

Ad. G. Dieterich,
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By *his* Attorneys

INVENTOR,
David B. Bauder,
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UNITED STATES PATENT OFFICE.

DAVID B. BAUDER, OF MENOMINEE, MICHIGAN.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 252,415, dated January 17, 1882.

Application filed July 2, 1881. (No model.)

To all whom it may concern:

Be it known that I, DAVID B. BAUDER, of Menominee, in the county of Menominee and State of Michigan, have invented certain new and useful Improvements in End-Gates for Wagons; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of an end-gate embodying my improvement detached from the wagon-box. Fig. 2 is a perspective view of the end of the wagon-box with the gate removed, and Fig. 3 is an end view of the wagon-box and gate.

Similar letters of reference indicate corresponding parts in all the figures.

My invention contemplates an improved construction of end-gates for wagons, as hereinafter more fully set forth, and particularly pointed out in the claim.

In the annexed drawings, A represents the wagon box or body, and B the end-gate. The sides of the former are provided with cleats *a a'*, forming vertical ways for the insertion of the gate, which has also a pair of cleats, *b b*. Each of the outermost cleats, *a'*, of the wagon-box has a longitudinal slot or recess, *c*, which is spanned by a staple, *d*.

Upon the cleats *b b* of the end-gate B are pivoted upon bolts *e* the gate locks or fastening devices, each of which consists of an arm, C, bent or curved at its outer end to form a convenient handle, C', and a hooked part, D, bent into a semicircular shape, with its point or outer end a little out of the true circle, so as to operate in the nature of an eccentric when the arm or handle C C' is turned.

Below the locking devices C D are inserted into the cleats *b* beveled stops E, or equivalent

devices for preventing arm C from slipping back when in the locked position, represented in Fig. 3. The bevel of the stop readily permits arm C to slip past it in fastening the gate, to facilitate which the arm may also be beveled, as shown at *f* in Fig. 1.

From the foregoing description, taken in connection with the drawings, the operation of my invention will readily be understood. After the gate has been inserted at the end of the wagon-box, between the vertical cleats *a a'*, it is fastened or locked by turning down the arms C C', causing the hooked part D to enter the slot *c* and interlock with its staple *d*. The convex side of the curved part D, entering the slot or recess *c* and bearing against its bottom, binds the gate firmly on both sides and avoids all jarring or rattling.

I am aware that it is old to employ hooked levers adapted to lock the gate in position, and to employ slotted cleats secured to the vehicle-body to receive the end-gate, and to provide said cleats with staples separate from its slots to receive the hooks on the locking-levers.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The end-gate B, having cleats *b*, provided with the stops E, or their equivalent, and pivoted lock-levers C' C D, constructed as described, in combination with the wagon-box A, having cleats *a a'*, slotted or recessed at *c*, and provided with the staples *d*, substantially as and for the purpose herein shown and set forth.

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

DAVID BENONA BAUDER.

Witnesses:

SAMUEL W. ABBOTT,
OSCAR M. SAXTON.