

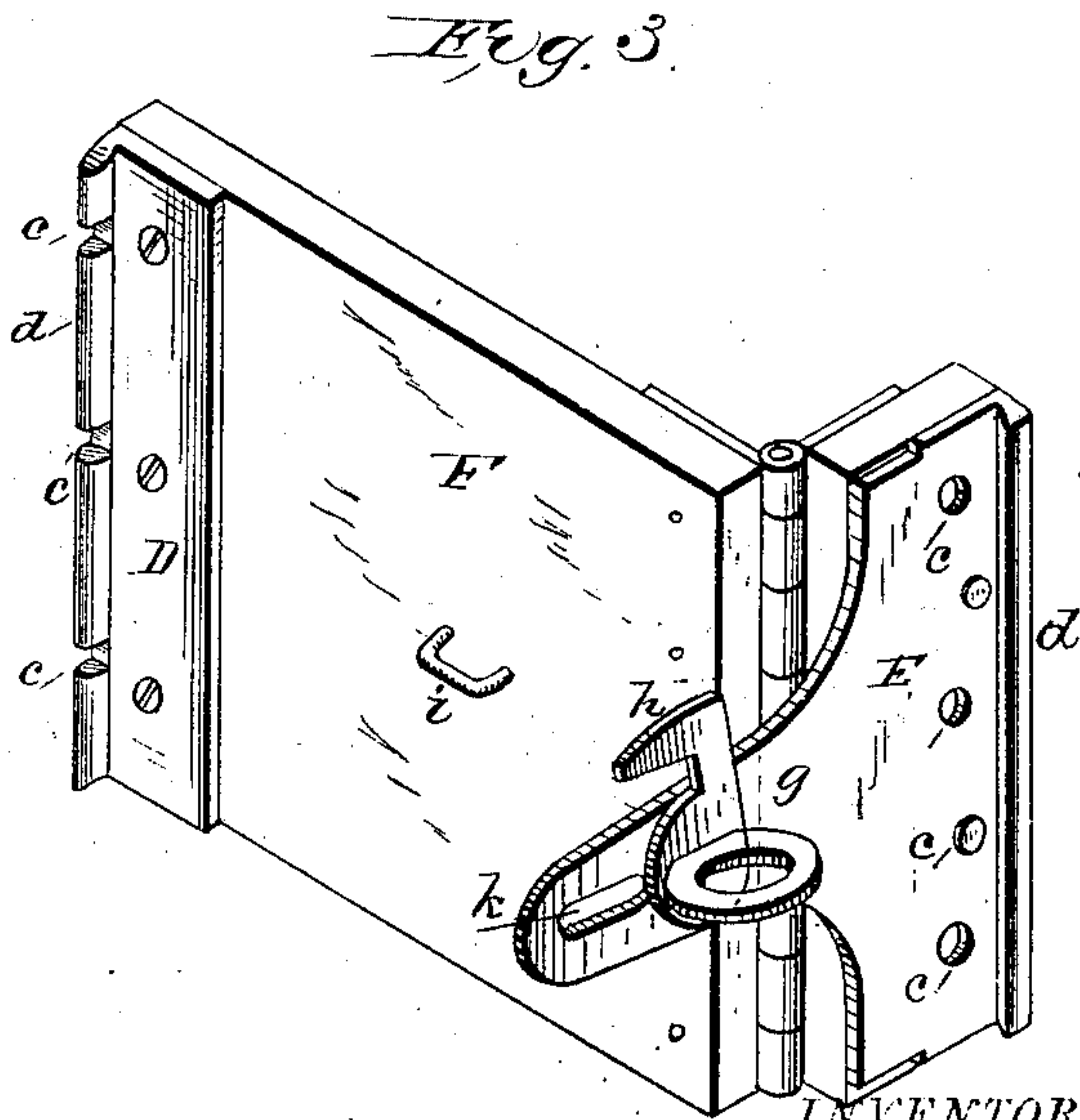
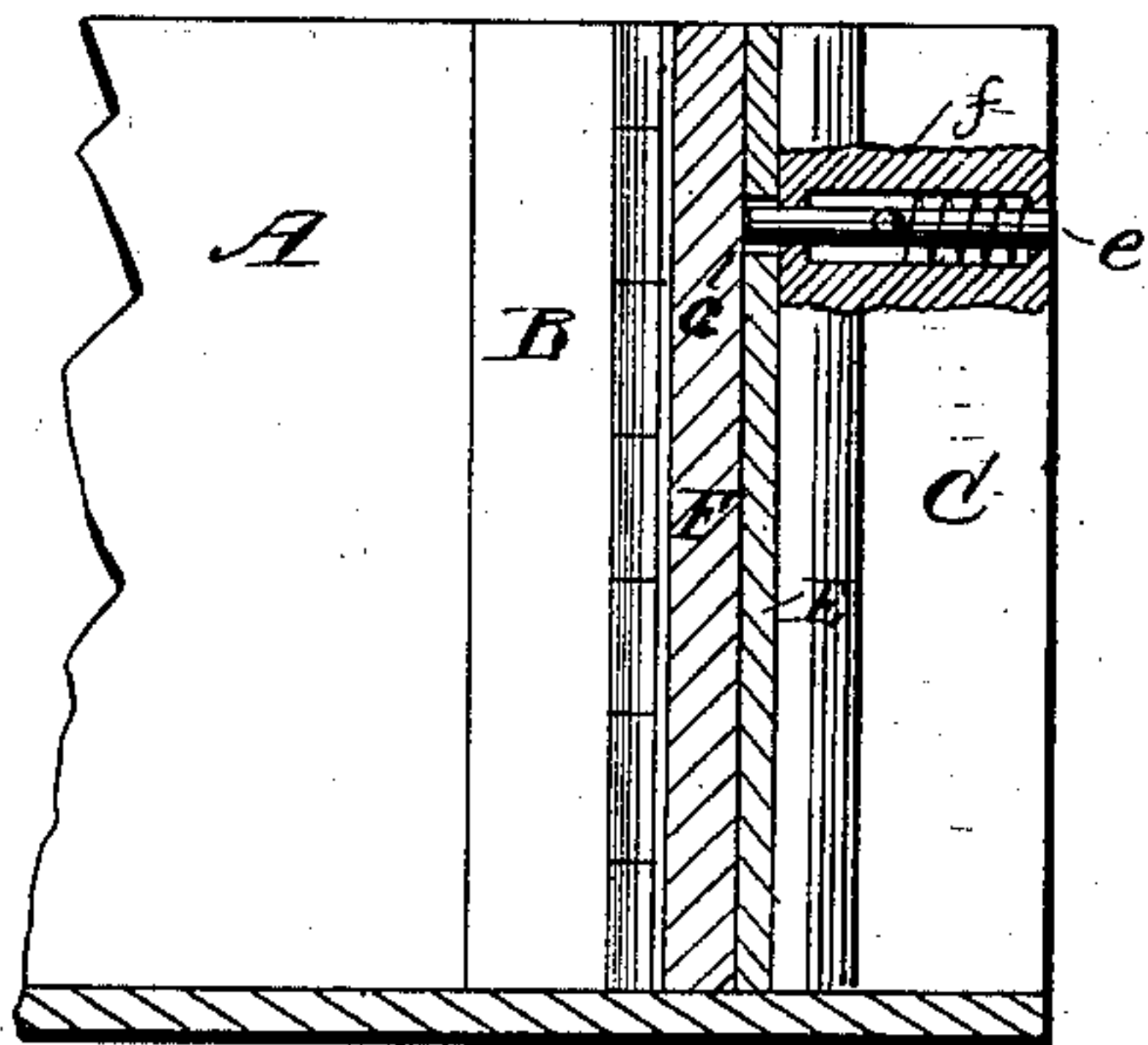
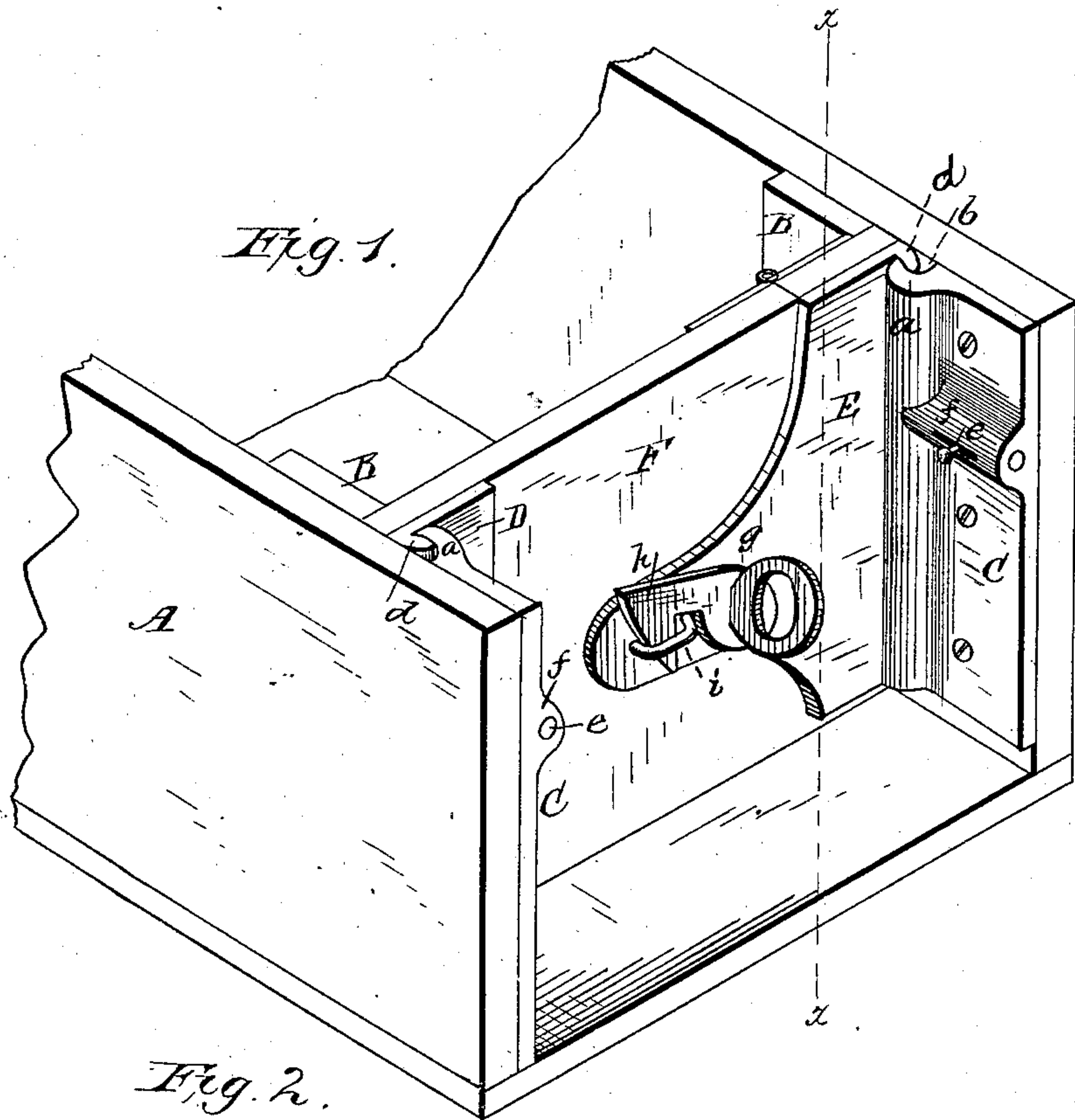
(Model.)

I. EATON.

END GATE.

No. 280,020.

Patented June 26, 1883.



WITNESSES
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UNITED STATES PATENT OFFICE.

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END-GATE.

SPECIFICATION forming part of Letters Patent No. 280,020, dated June 26, 1883.

Application filed March 22, 1883. (Model.)

To all whom it may concern:

Be it known that I, ISAAC EATON, a citizen of the United States, residing at New Sharon, in the county of Mahaska and State of Iowa, have invented certain new and useful Improvements in End-Gates for Wagons, &c.; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a perspective view of my invention; Fig. 2, a detail view, partly in section; and Fig. 3, a detail perspective of the end-gate.

This invention relates to that class of end-gates for wagons or other vehicles in which are employed a long and short section hinged together and adapted to be secured in place by suitable cleats upon the interior sides of the body or box of the vehicle; and the object of the present invention is to provide such a device as will be simple in its construction, readily applied to any vehicle, and by its use the body or box of said vehicle is strengthened and the sides thereof held firmly in place without the use of rods, chains, or other like devices usually employed for this purpose.

The invention therefore consists in the details of construction substantially as shown in the accompanying drawings, and hereinafter more fully described and claimed.

In the drawings, A represents a portion of a vehicle body or box, to the sides of which, at the ends, are secured cleats B C, the former being, for the sake of economy, simply a plain piece of wood, which acts as a brace or seat, while the latter is composed, preferably, of metal cast or otherwise formed with a dove-tailed flange, *a*, to form a recess, *b*, at its inner end, adapted to engage with the flanged extensions *d* of plates D E, secured to the end-gate F, said plates being provided with a series of perforations or depressions, *c*, in which engages a spring or other suitable bolt, *e*, working in boxes *f*, formed with the cleats B C.

The plate E, which is secured to the short section of the end-gate, is formed with an extension, *g*, having pivotally connected thereto a latch, *h*, adapted to engage with an eye or

staple, *i*, which passes through a slot, *k*, in the end of the extension *g* of said plate, to prevent the hinged long and short sections of the end-gate from being forced open when placed in position.

To place the end-gate in position, the plate D of the long section is engaged with the cleat C upon one of the interior sides of the vehicle body or box and rests against one of the cleats B. The short section, being swung in on the hinge, as shown in Fig. 3, is now drawn into position to engage its plate E with the cleats B C, the extension *g* acting as a lever, and the end-gate secured tightly in place by the latch *h* and bolt *e*. When the end-gate is to be removed, it is only necessary to undo the latch *h* and draw the extension *g* of the plate E in a direction toward the operator, and said end-gate is immediately disconnected without having to raise the same up out of the cleats, as is usually the case; and should from dampness or other causes the cleats become swelled or jammed, this is often a laborious and difficult operation. By having a series of perforations or depressions in the plates upon the end-gate arranged at suitable distances apart, the said end-gate may be raised or lowered at will and held in the desired position by the bolts, this being desirable for wagons or other vehicles employed in hauling loose grain or dirt, as the same may be unloaded without the necessity of entirely removing said end-gate.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

An end-gate for vehicles, consisting of a long and short section hinged together, and provided, respectively, with flanged metal plates D E, the staple *i*, and latch *h*, in combination with the flanged metal cleats C and spring-bolts *e*, adapted to engage with depressions or holes in the plates, substantially as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in presence of two witnesses.

ISAAC EATON.

Witnesses:

W. L. McALLISTER,
JAS. M. DENMAN.