

(No Model.)

R. M. KELLY.
END GATE FOR WAGONS.

No. 280,187.

Patented June 26, 1883.

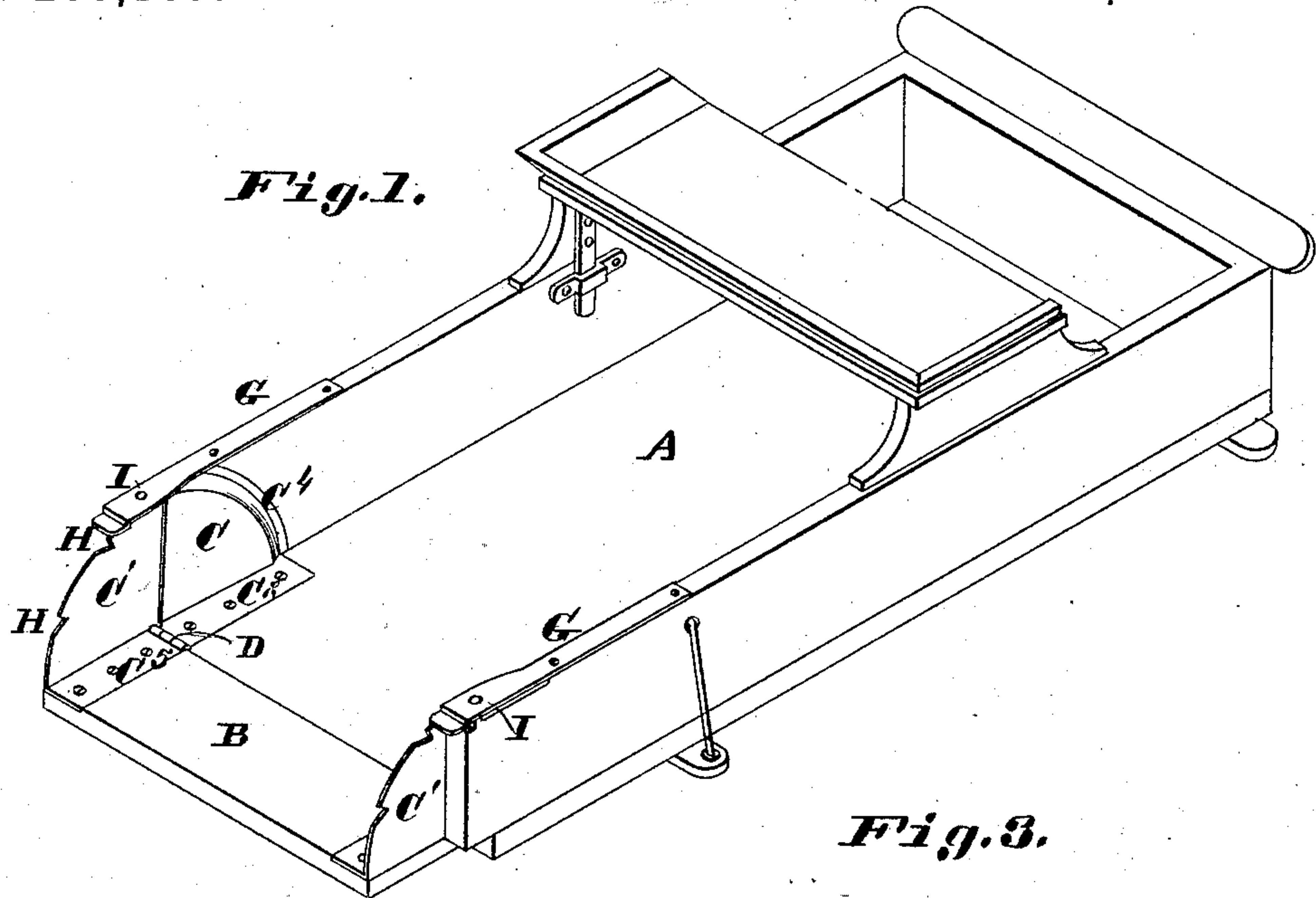


Fig. 4.

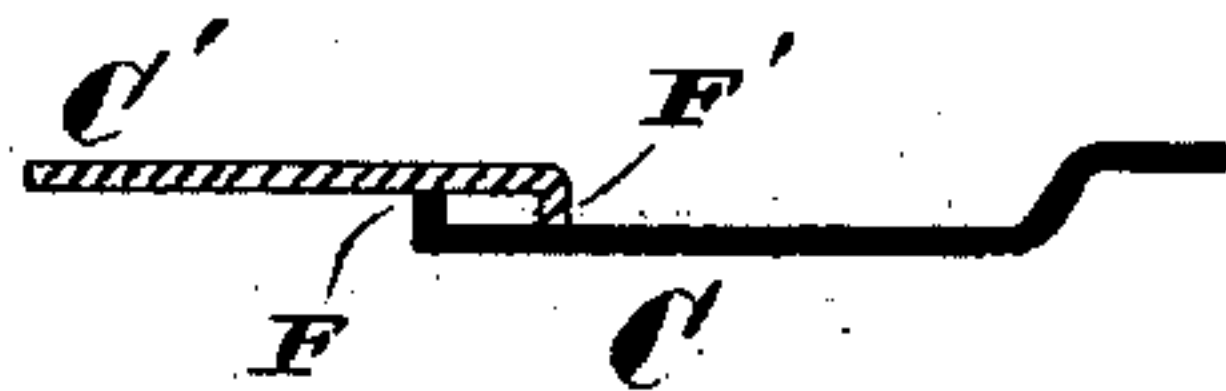


Fig. 2.

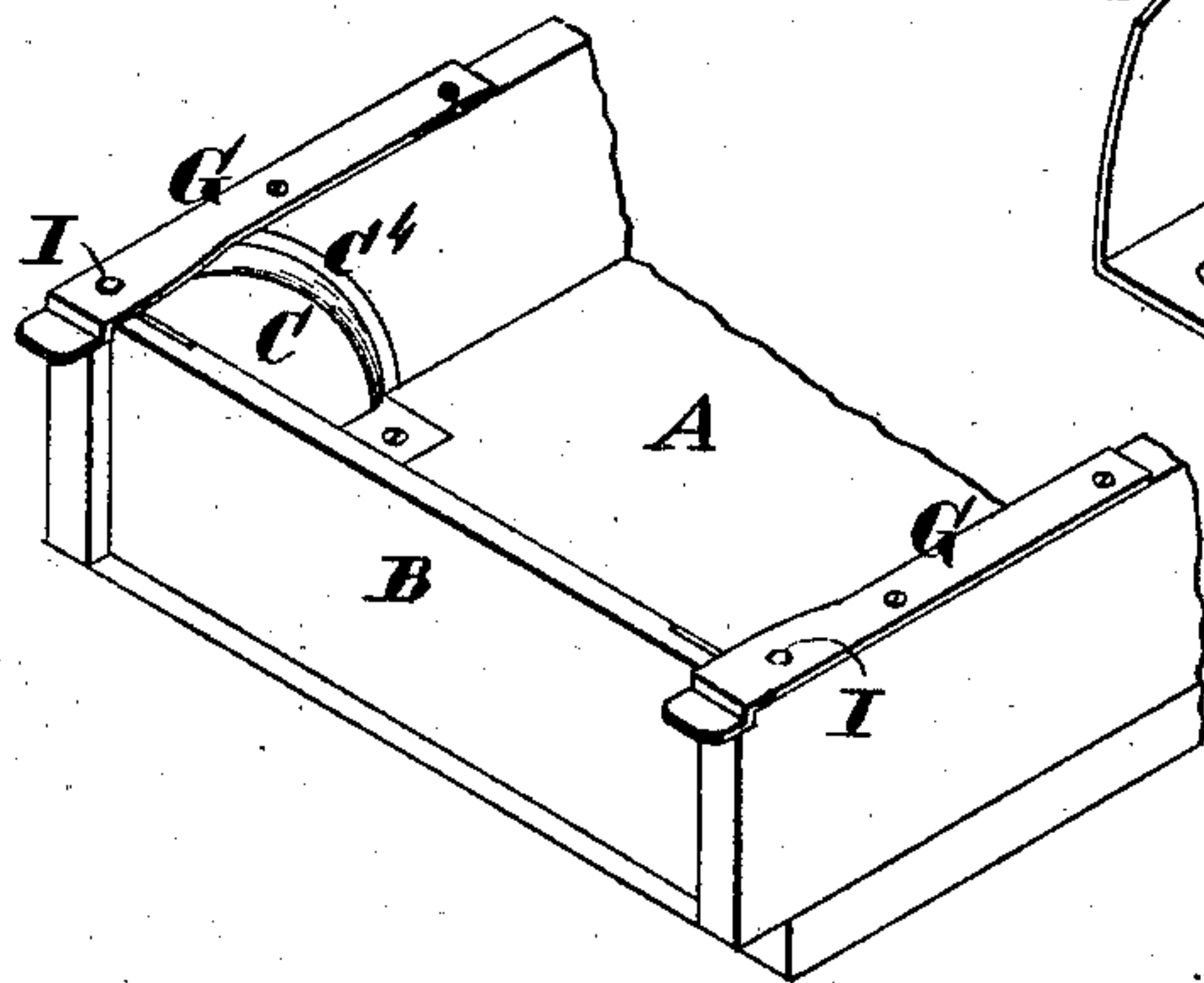


Fig. 3.

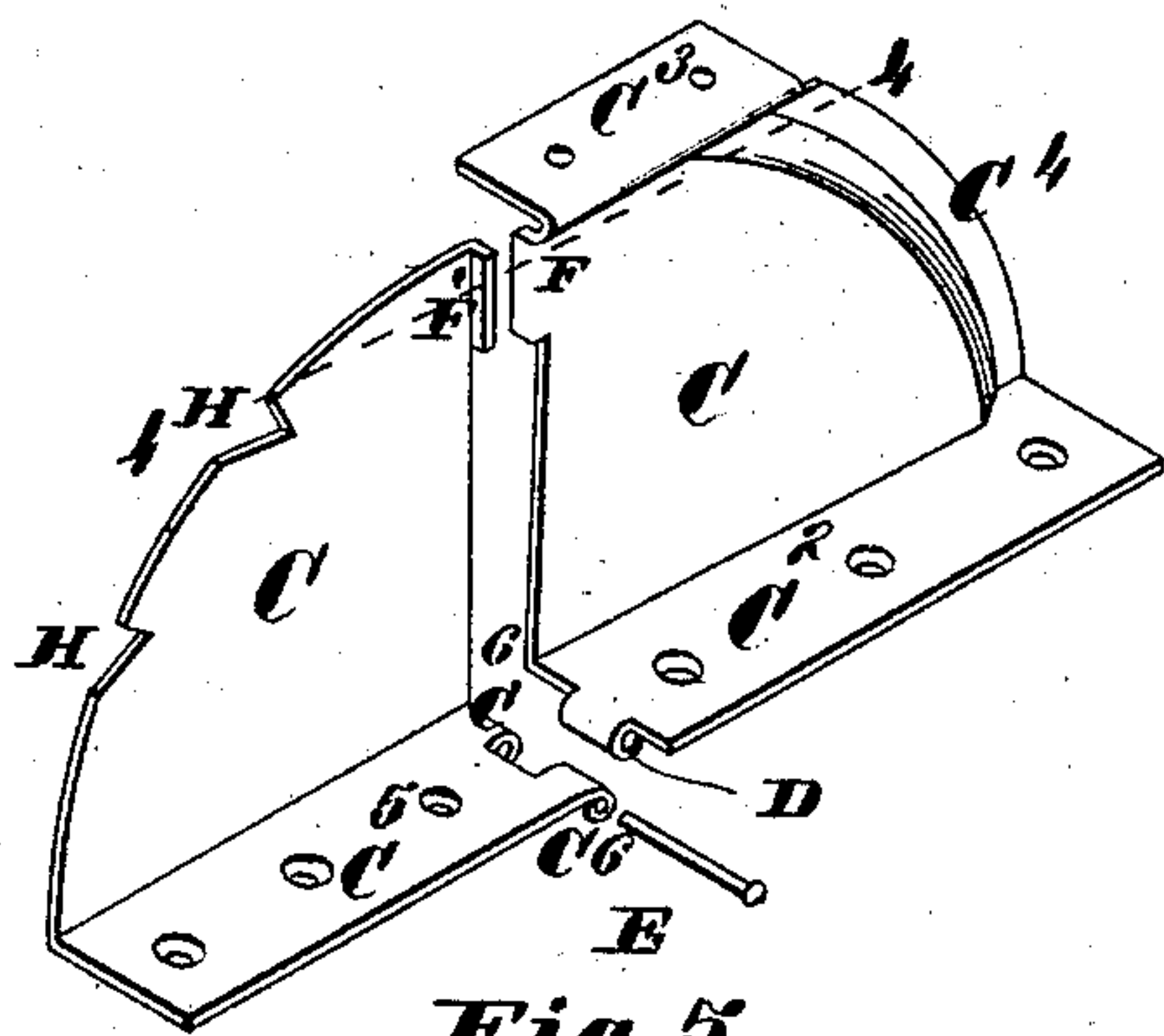
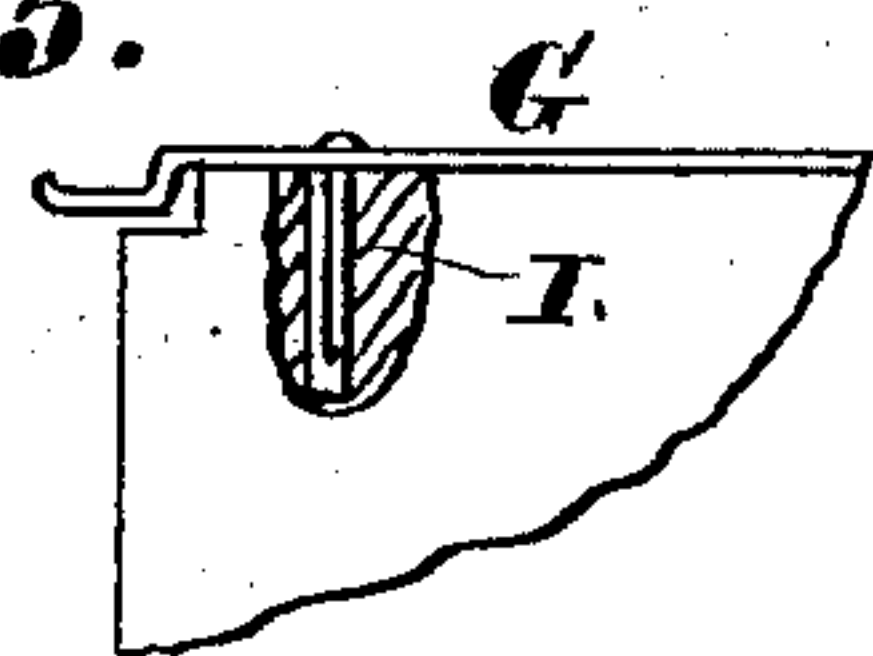


Fig. 5.



Attest:
Charles Pickles
Harry D. Knight

Inventor:
Robert M. Kelly
By Knight Bros
Attys

UNITED STATES PATENT OFFICE.

ROBERT M. KELLY, OF WEST LIBERTY, ASSIGNOR OF TWO-THIRDS TO IRA BROWN, OF ZANESVILLE, AND EUGENE C. WILLIAMS, OF BELLEFONTAINE, OHIO.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 280,187, dated June 26, 1883.

Application filed December 12, 1882. (No model.)

To all whom it may concern:

Be it known that I, ROBERT M. KELLY, of West Liberty, in the county of Logan and State of Ohio, have invented a certain new and useful Improvement in End-Gates for Wagons and Hinges therefor, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is a perspective view of a wagon box or body with my improvement attached, showing the end-gate open; and Fig. 2 is a detail perspective view of same with end-gate closed. Fig. 3 is a perspective view of one of the hinges removed and the two parts disconnected. Fig. 4 is a transverse section of the hinge, taken on line 4 4, Fig. 3, with the two parts of the hinge together. Fig. 5 is a detail view, illustrating a guide for the spring-catches.

My invention relates to an improved end-gate for wagons, and also hinges therefor; and my invention consists in certain novel features of construction hereinafter fully described and claimed.

Referring to the drawings, A represents a wagon box or bed, which is of common construction. B is the end-gate, secured to the box A by hinges which consist of two parts, C C', each, the part C being secured to the wagon-box, and the part C' to the end-gate. The part C of the hinges has an inturned flange, C², at bottom, which is secured to the bottom of the wagon-bed, and it has an eye or loop, D, through which the pintle-pin E passes, and the top of the part C of the hinges has an outturned flange, C³, which extends over and is secured to the upper edge of the bed. The body, between the upper and lower flanges, is bulged out, as shown, forming a space in which fits and works the part C' of the hinge. This space is closed at front by an outturned flange, C⁴, of the hinge. The part C' of the hinges has a lower inturned flange, C⁵, which is secured to the end-gate, and which has eyes or loops C⁶, between which the eye of the part C fits, and through which the pintle-pin E passes. The end-gate is thus secured to the wagon-bed, and as it is raised and lowered the parts C' of the hinge work in the spaces between the parts C and the sides of the box or bed, and as these spaces are closed at front, nothing is allowed to enter and interfere with the free working

of the end-gate. The part C of the hinges has an outturned lip or lug, F, and the part C' an inturned lip or lug, F', which, when the end-gate is opened all the way, interlock to hold the end-gate on a line with the bottom of the box or bed, as shown in Fig. 1. Spring-catches G G are secured to the upper edges of the bed or box, the catches engaging with the end-gate, as shown in Fig. 2, to hold it shut, or with notches H on the upper edges of the parts C' of the hinges, to hold the end-gate at any desired inclination. Guide-pins I, secured to the springs and entering holes or slots in the sides of the bed, (see Fig. 5,) may be employed to hold the outer ends of the spring-catches from any lateral movement.

My improved hinges are simple in construction, cheap, neat, and durable, and the end-gate as constructed can be retained at any inclination, rigidly held in its open position, as shown in Fig. 1, and it can always be opened or closed with ease.

I claim as my invention—

1. In an end-gate for wagons, the spring-catches secured to the wagon-body, for the purpose set forth, in combination with guide-pins secured to the catches and working in slots or perforations in the sides of the wagon-body, for the purpose set forth.

2. In an end-gate for wagons, the two-part hinges having lips or lugs for engaging with each other when the end-gate is in its lower position, for the purpose set forth, one part of the hinges being secured to the wagon bed or body and the other part being secured to the end-gate, the latter working between the side of the wagon-body and the former, so that they are not interfered with by the contents of the wagon, as set forth.

3. In combination with wagon-bed A, end-gate B, and spring-catches G, the hinges consisting of two parts, C C', each, the part C of each hinge having an inturned flange, C², outturned flanges C³ C⁴, eye or loop D, and lip F, and being secured to the wagon-bed, and the part C' having inturned flange C⁵, loops C⁶, notches H, and lip F', and being secured to the end-gate, all substantially as shown and described, for the purpose set forth.

ROBERT M. KELLY.

In presence of—

ROBERT C. HUMPHREY,
ERNEST M. HAMILTON.