(No Model.)

T. HUNGER & F. BULLENKAMP, Jr.

WAGON END GATE.

No. 284,853. Patented Sept. 11, 1883.

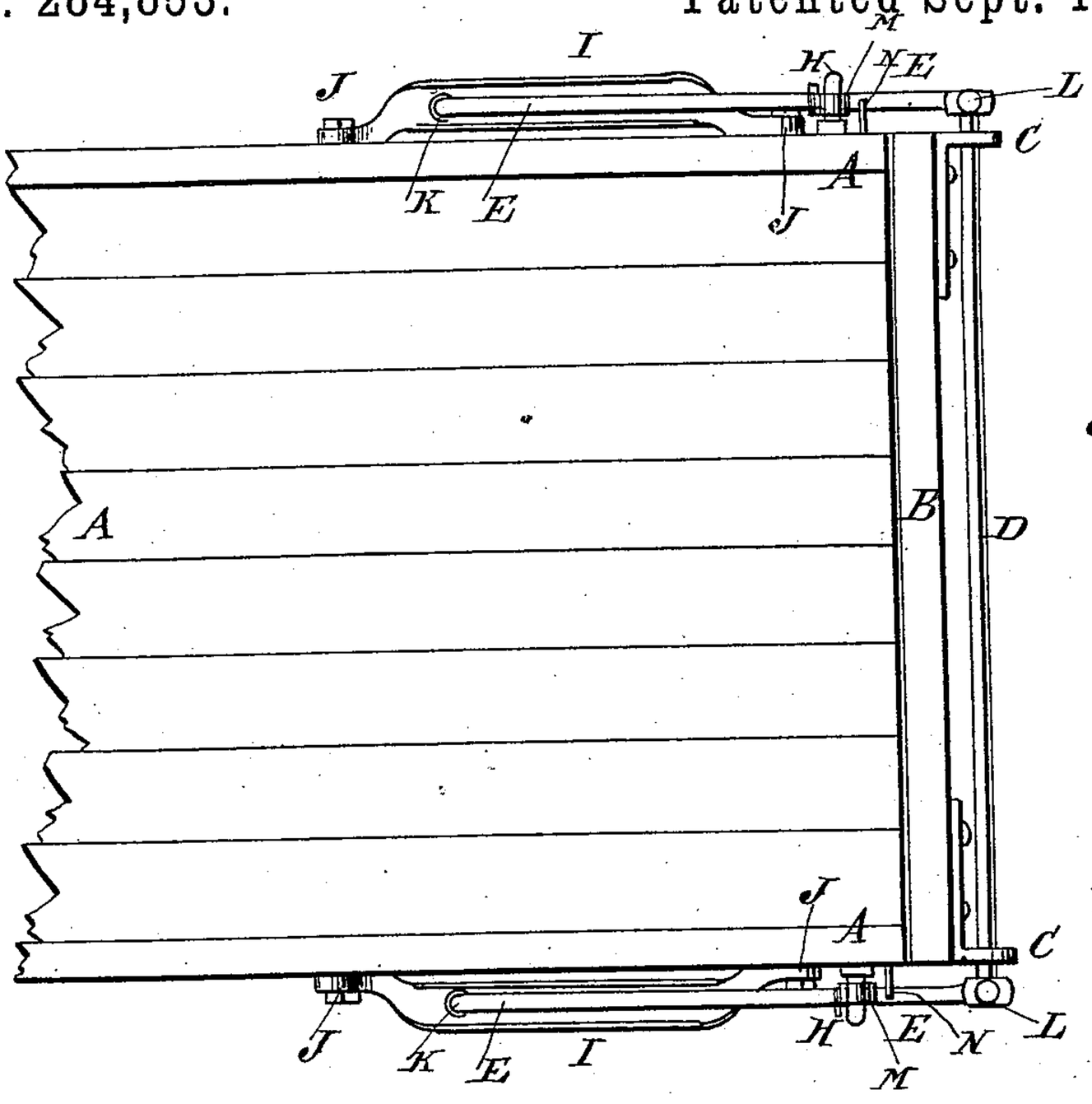

Fig: 1.

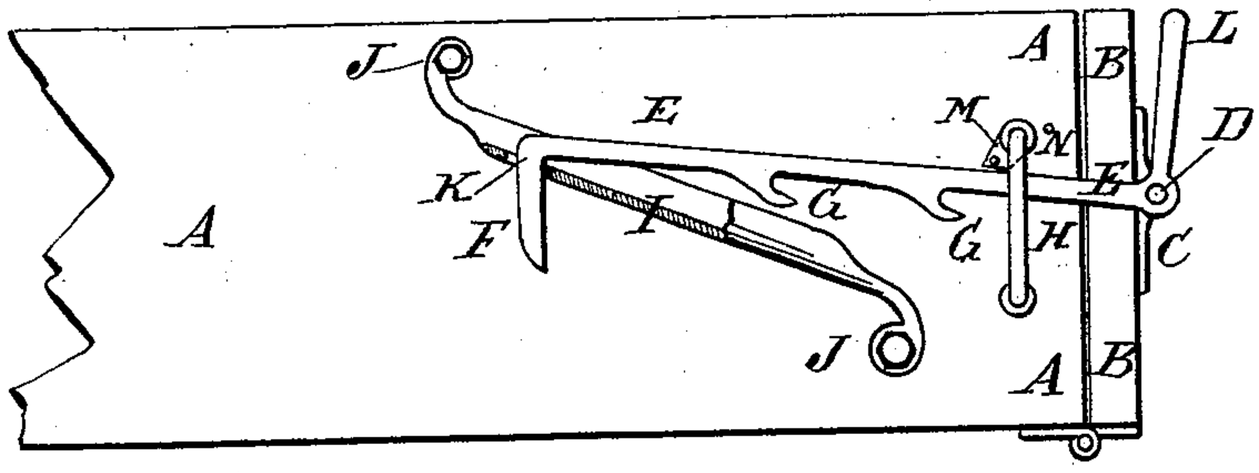

Fig: 2

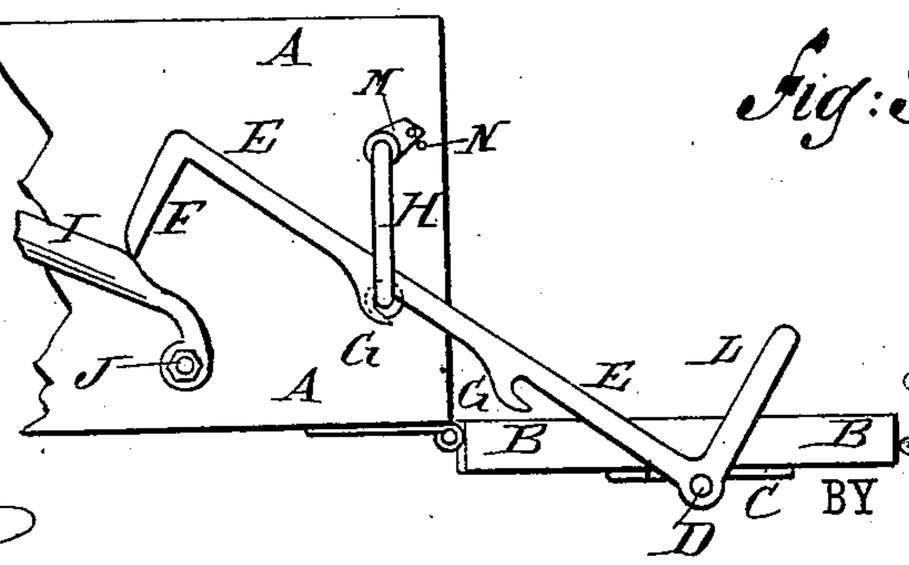

Fig: 3.

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WAGON END-GATE.

SPECIFICATION forming part of Letters Patent No. 284,853, dated September 11, 1883.

Application filed July 13, 1883. (No model.)

To all whom it may concern:

Be it known that we, THEODORE HUNGER and FREDERICK BULLENKAMP, Jr., both of Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Adjustable End-Gate Fastenings for Vehicles, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of the rear part of a vehicle-body to which our improvement has been applied. Fig. 2 is a side elevation of the same, shown with the end-gate closed. Fig. 3 is a side elevation of the same, shown with the end-gate lowered.

The object of this invention is to facilitate the fastening and unfastening of the end-gates of vehicle-bodies, and also to promote security in such fastenings.

The invention consists in an end-gate fastening constructed with rods having hooks, provided with lever-handles, and connected by a rod rocking in bearings attached to the end-gate, the said hook-rods passing through keepers attached to the vehicle-body and engaging with concaved guide-plates, also attached to the said vehicle-body, whereby the end-gate will be fastened automatically when closed, and can be readily unfastened, as will be hereinafter fully described.

A represents the body of a grocery-wagon or other vehicle.

B is the end-gate, which is hinged at its lower edge to the end of the body A.

To the outer side of the end-gate B, and preferably a little above its central line, are secured bearings C, in which rocks a rod, D. The ends of the rod D project at the ends of the end-gate B, and to them are rigidly attached the rear ends of rods E, having downwardly-projecting hooks F upon their forward ends, and two or more hooks, G, upon the lower sides of their middle parts. The hook-rods E pass through keepers H, attached to the outer sides of the side boards of the vehicle-body A, and which are made of such a length as to allow the said hook-rods E to have a free play as the end-gate B is raised and lowered, and to allow the said rods to rise sufficiently to disengage the hooks F G from their catches.

I are long and narrow concaved plates, which are placed in inclined positions against the side boards of the vehicle-body A, and have eyes formed upon their ends to receive the screws, bolts, or rivets J, by which the said plates are secured to the said vehicle-body A.

In the upper parts of the plates I are formed recesses or apertures K, to receive the hooks F, the said recesses or apertures being so placed that the said hooks can enter them only when the end-gate B is fully closed.

The hooks G are designed to be so arranged that the first or rear hooks will engage with the lower arms of the keepers H when the end-gate is opened at an angle of forty-five degrees, (45°,) the other hooks G when the end-gate B is opened into a horizontal position, and the hooks F when the end-gate is swung down into a vertical position.

The plates I are made of such a length and are placed in such positions as to receive and serve as guides to the hooks F when the end-gates are being raised to direct the said hooks into the apertures K, so that the said hooks will fasten the end-gate automatically when the said end-gate is raised into a vertical position.

To the rear ends of the hook-rods E are rigidly attached upwardly-projecting arms L, to serve as lever-handles for unfastening the end-gate when fully or partly closed.

To the upper arms of the keepers H are pivoted pawls M, which, when the end-gate B is fastened, can be swung forward to rest upon the upper edges of the hook-rods E, to prevent the said rods from being raised and the end-gate unfastened automatically.

When the end-gate is to be lowered, the pawls M are turned back to rest upon a stop, N, as indicated in Fig. 3.

We do not abandon or dedicate to the public any patentable features set forth herein and not hereinafter claimed, but reserve the right to claim the same either in a reissue of any

patent that may be granted upon this application or in other applications for Letters Patent that we may make.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent—

1. An end-gate fastening constructed substantially as herein shown and described, and consisting of the rods E, having hooks F G and lever-handles L, the connecting rock-rod D, the keepers H, and the concaved guide-plates I, having recesses or apertures K, as set forth.

2. In an end-gate fastening, the combination, with the vehicle-body A and the hook-rods E, rigidly connected by the rock-rod D, of the concaved guide-plates I, having hook-receiving recesses or apertures K, substantially as herein shown and described, whereby the said hooks will fasten themselves automatically, as set forth.

3. In an end-gate fastening, the combination, with the hook-rods E and the connecting-rod D, of the lever-handles L, substantially as herein shown and described, whereby the end-gate can be readily unfastened, as set forth.

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