

(No Model.)

J. SCHEERER.

END GATE.

No. 295,431.

Patented Mar. 18, 1884.

Fig. 1.

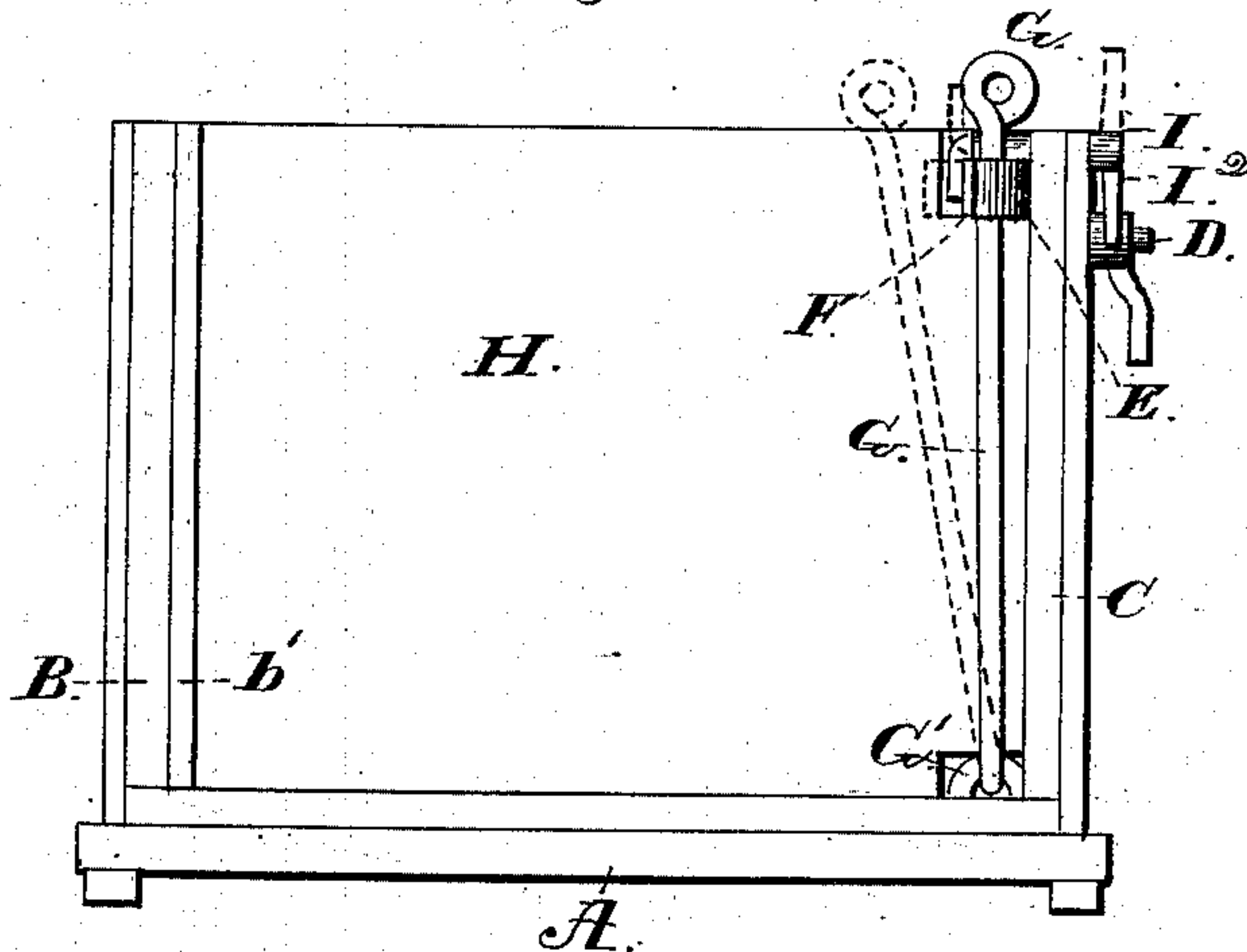


Fig. 2.

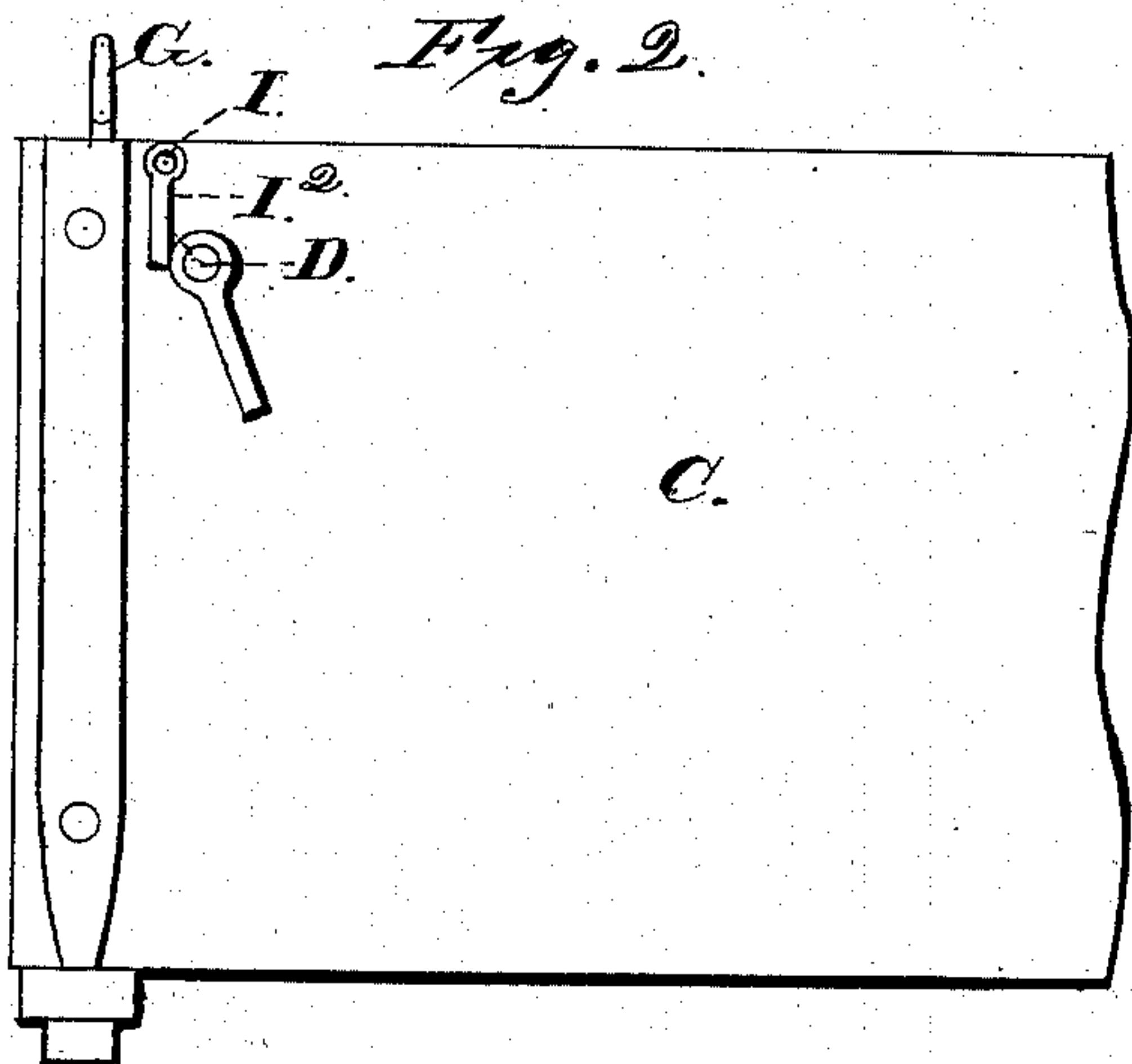


Fig. 3.

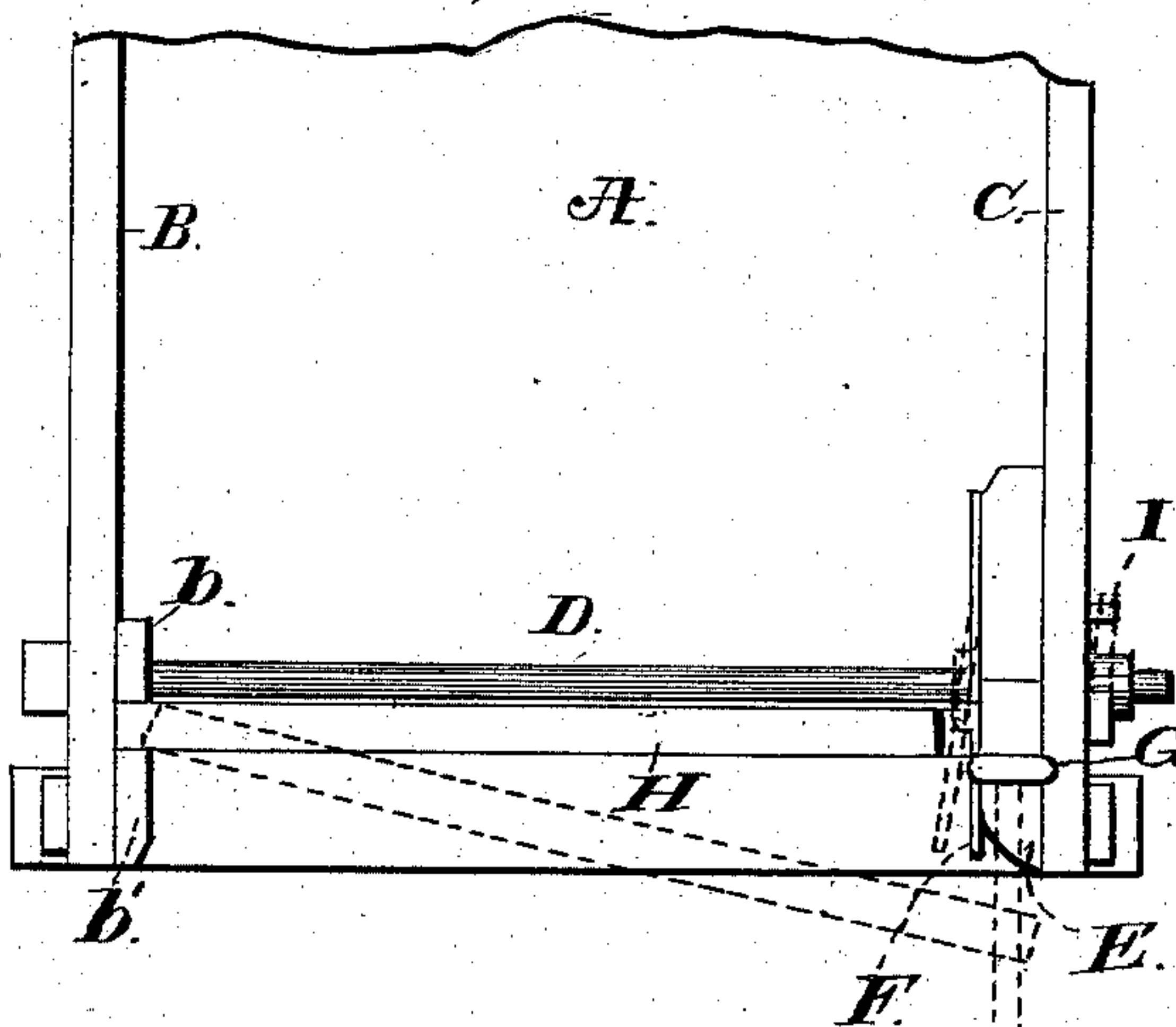
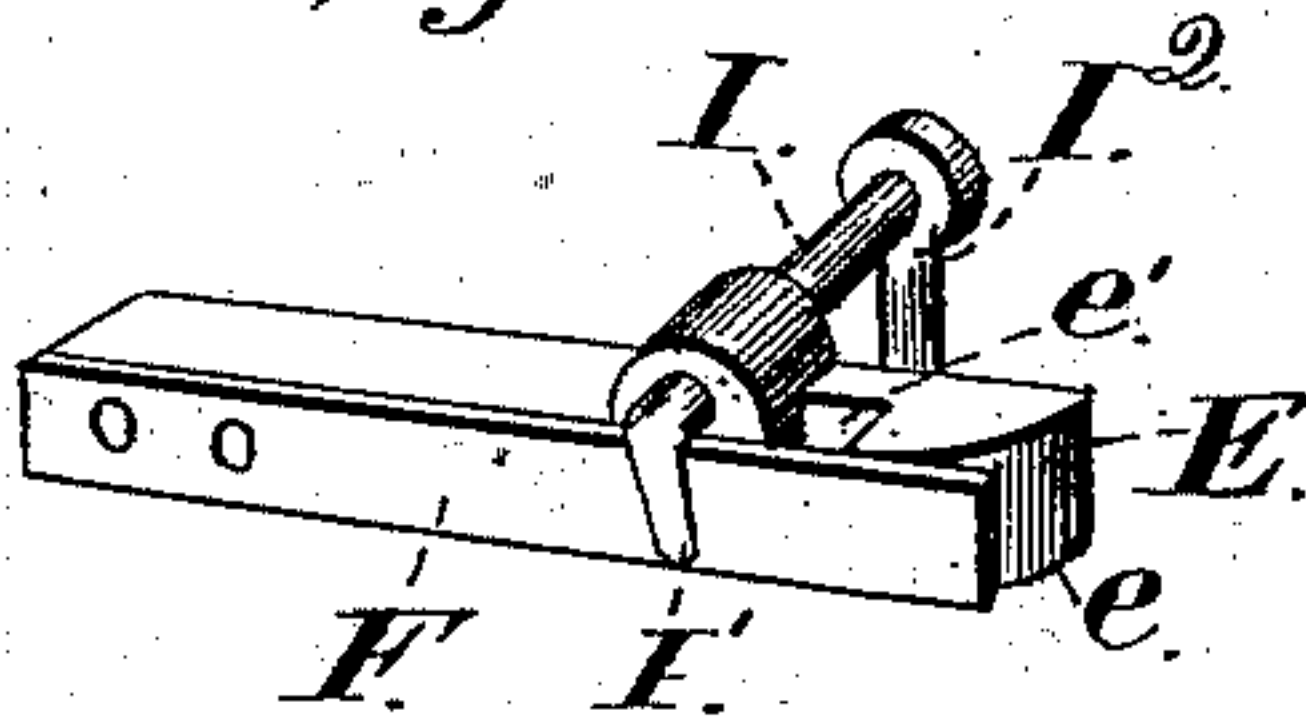


Fig. 4.



Witnesses.

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Att'y

UNITED STATES PATENT OFFICE.

JOHN SCHEERER, OF SPRINGDALE, OHIO.

END-GATE.

SPECIFICATION forming part of Letters Patent No. 295,431, dated March 18, 1884.

Application filed December 14, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOHN SCHEERER, of Springdale, county of Hamilton, and State of Ohio, have invented a new and useful Improvement in Tail-Gates; 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 it, reference being had to the accompanying drawings forming a part thereof.

My invention pertains to improvements in tail-gate fastening devices for use in connection with the tail-gates of wagons, carts, &c.

It consists in the novel construction, combination, and arrangement of the several parts, as will be hereinafter described and claimed.

In the drawings, Figure 1 is rear elevation of a wagon-body. Fig. 2 is a side elevation of the rear portion of the wagon-body. Fig. 3 is a plan view of same; and Fig. 4 is a detail perspective view of the latch, spring, and locking-button.

The wagon-bed A and sides B C may be made of boards, forming a solid box; or, when so desired, of slats, or of any other suitable material, at the will of the maker.

On the inner face of side B, near its rear end, I secure the vertical cleats *b b'*, slightly separated to form the groove in which one end of the tail-gate is seated. In the present instance I have shown the wagon-body as strengthened by a brace-rod, D, which may or may not be used.

On the inner face of side C, directly opposite cleat *b*, I secure a cleat or other suitable device, to serve as a stop for the swinging edge of the gate when the latter is in the position shown in Figs. 1 and 3.

A latch, E, is secured on the inner face of side C, near the upper rear edge thereof, as shown in Figs. 1 and 3. This latch is formed with the beveled face *e* and the slot *e'*, and a spring, F, is suitably supported to the latch in rear of, and has its free end resting over and covering, said slot. A rod, G, has one end secured to the base A, preferably by means of staple *G'*, as shown, and its upper end is movable to and from the latch E, as indicated in several of the views.

The gate H has one end inserted between the cleats *b b'*, and its other end pushed in against the stop secured on side C. The rod

G is then turned up in rear of said gate, and its upper end is pushed between the spring F and latch E, and is caught in slot *e'*, where it is held by F. In case it is desired to remove the gate, the rod G may be drawn laterally, pressing spring F out, as indicated in dotted lines, Fig. 3, when the rod may be drawn from the latch and the gate removed, all of which is indicated in dotted lines, Fig. 3.

Ordinarily good results will be had by the devices before described; but for greater security I prefer to use the button I, which is pivoted on the latch, and has its inner end, *I'*, bent and adapted to be turned down alongside the spring and lock the latter in position. At the opposite end of the button I usually form a handle, *I²*. This handle *I²* is retained in position to secure the parts in a locked condition by the screw-nut on the end of the cross-bar D, substantially as shown in Fig. 2 of the drawings.

It is obvious that were the gate permanently hinged to the side B, and the cleats *b b'* dispensed with, the operation of my invention would be the same.

It will also be appreciated that many modifications in form, &c., of my improvements might be made without departing from the principle of my invention.

By my devices the gate can be readily applied or removed, whether the vehicle be loaded or empty, and when applied the gate is securely held.

The devices are simple and inexpensive and are not likely to get out of order.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

In combination, the wagon-body, having the latch-bar fixed to the inner side and formed with the recess *e'*, and provided with a retaining spring, F, the swinging end-gate H, the hinged bar G, the button I, formed and arranged as described, and provided with a handle, *I²*, at its outer end, and a cross-bar, D, the whole arranged to operate substantially as described, and for the purpose set forth.

In testimony that I claim the foregoing I append my signature.

JOHN SCHEERER.

Witnesses:

JOHN M. COCHRAN,
MARION COCHRAN.