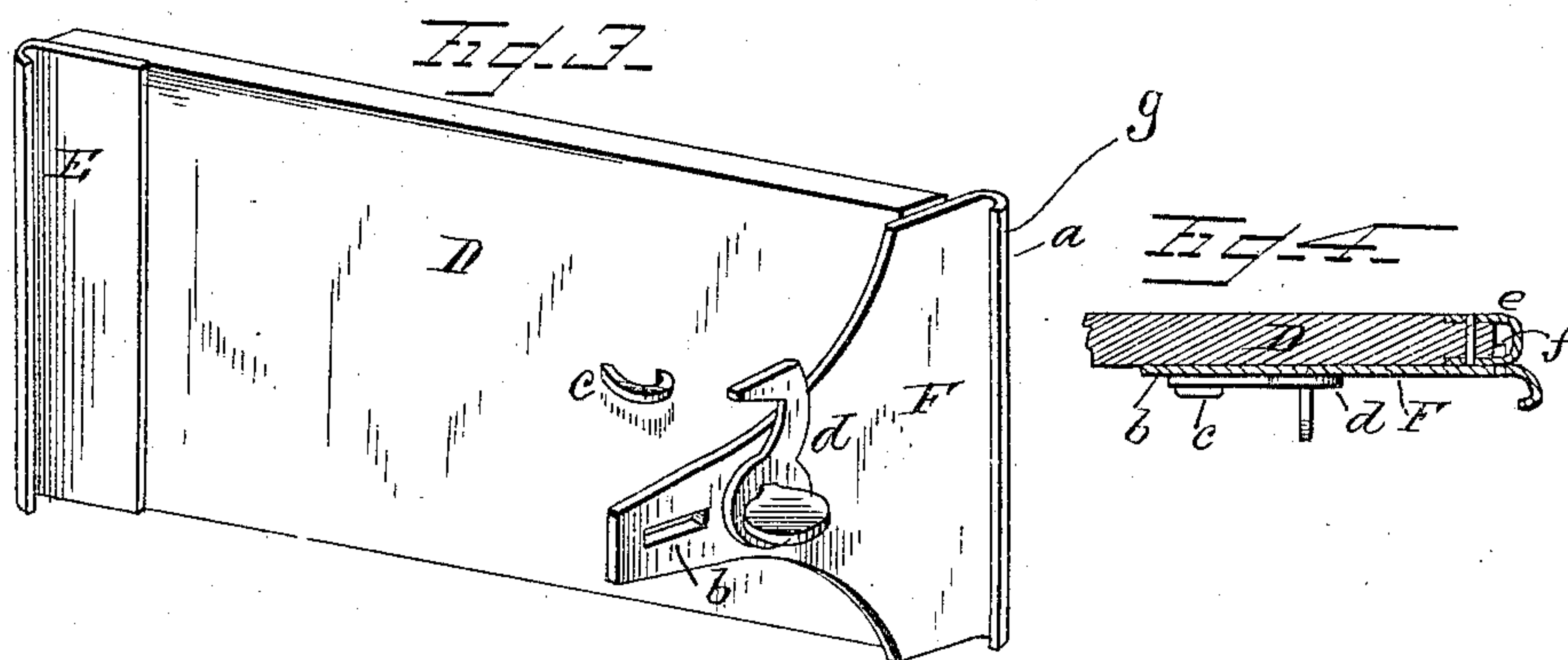
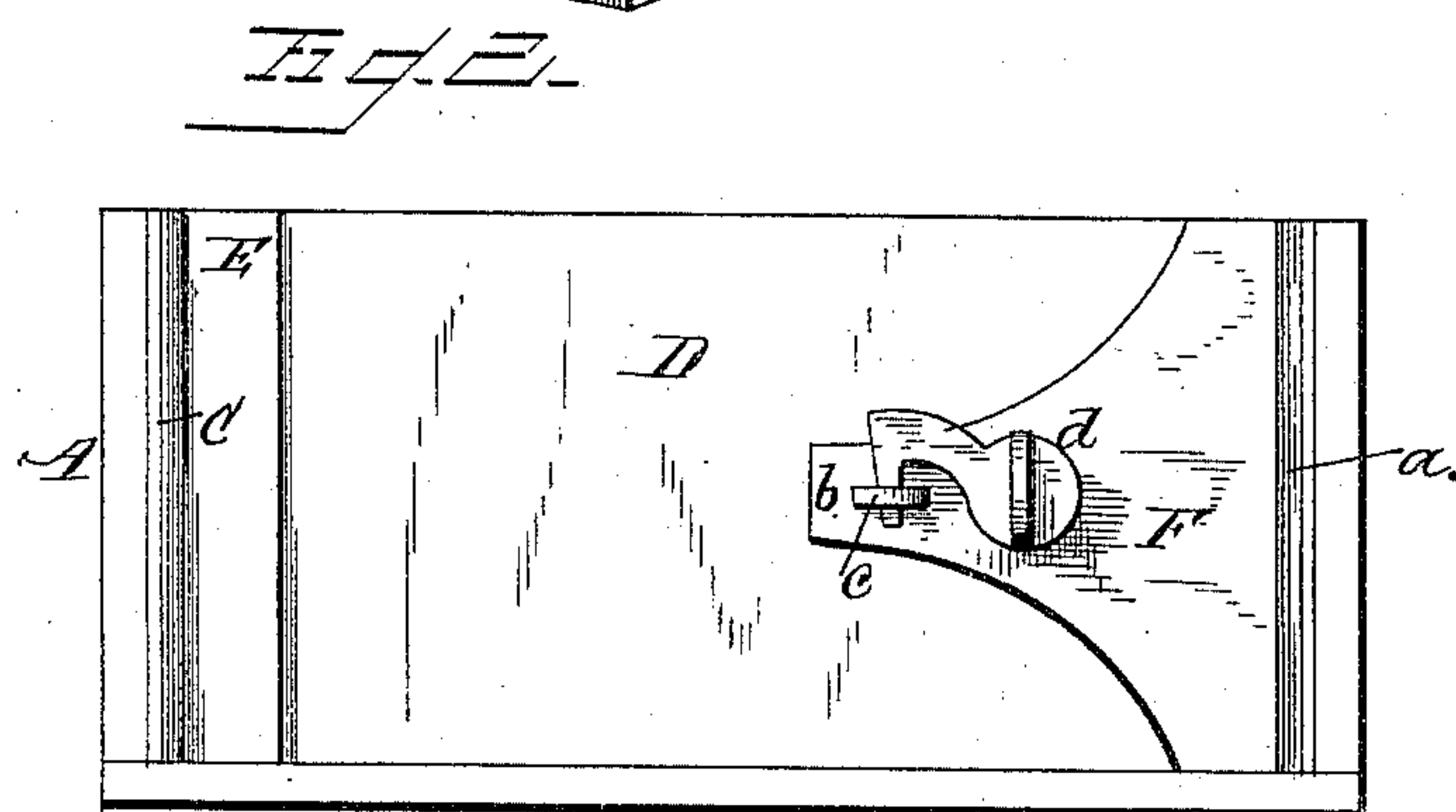
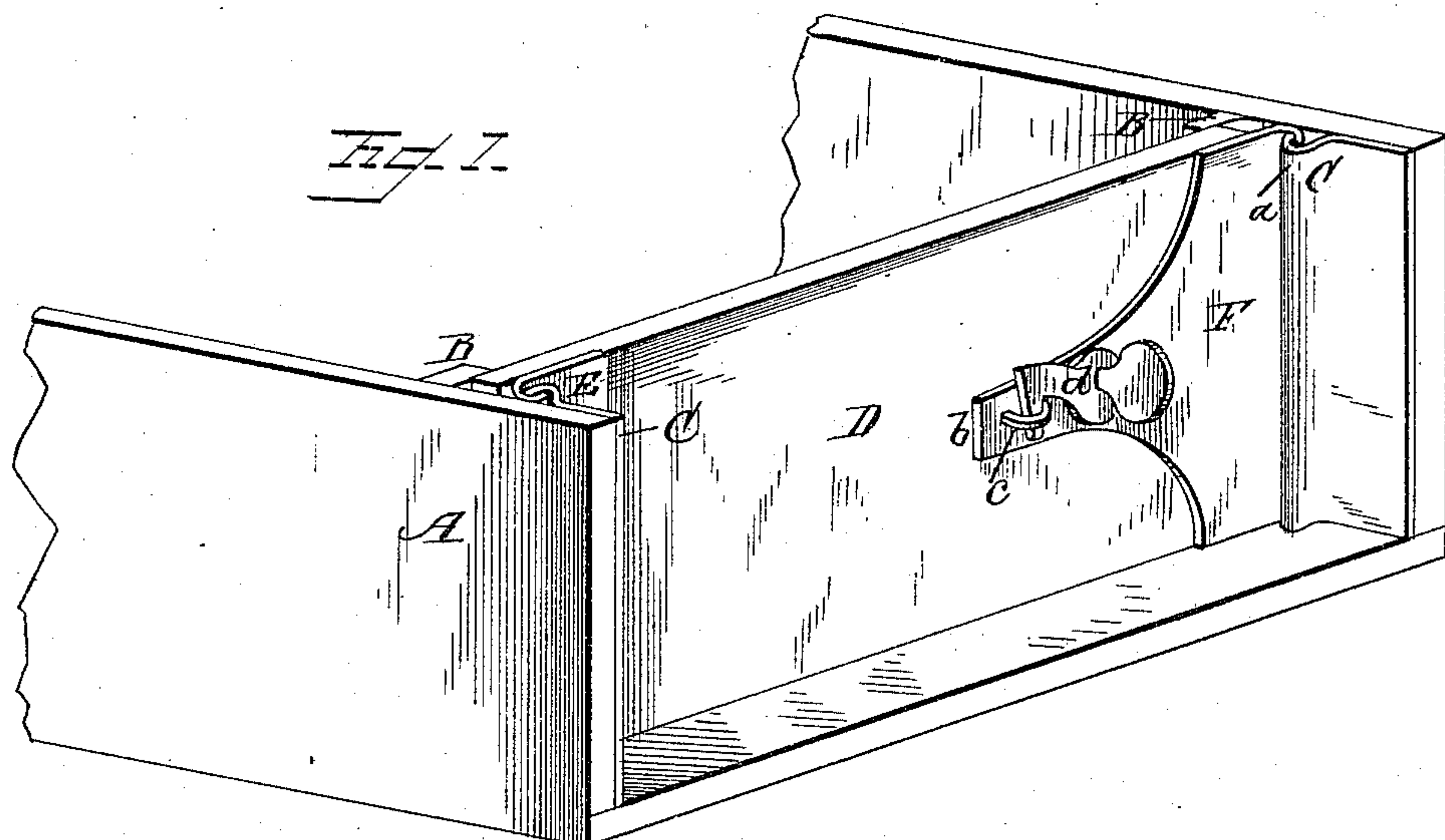


(No Model.)

I. EATON.
END GATE FOR WAGONS.

No. 307,529.

Patented Nov. 4, 1884.



WITNESSES
F. L. Ourand
L. L. Miller.

INVENTOR
Isaac Eaton,
per Cha. H. Fowler
Attorney

UNITED STATES PATENT OFFICE.

ISAAC EATON, OF NEW SHARON, IOWA.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 307,529, dated November 4, 1884.

Application filed April 23, 1884. (No 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; 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 the end of a wagon box or body with my improved end-gate connected thereto. Fig. 2 is an end view thereof; Fig. 3, a detail view in perspective of the gate, and Fig. 4 a detail longitudinal section.

The present invention has relation to certain new and useful improvements in end-gates for wagon-bodies; and the object thereof is to so construct the gate as to avoid the necessity of constructing it in sections joined together. To accomplish this end it has been common to construct the gate in a single section and provide it at one end with a lever-catch jointed to a short connecting-link, which in turn is hinged to a metal shaft upon the outer side of the gate, the ends of the catch having hooked prongs to engage with notches on the side of the wagon-body. The lever-catch being connected to the side of the end-gate, it was necessary to provide a connecting-link to form two joints, one at the point of connection with the lever-catch and the other at the point of connection of said link with the shaft of metal secured to the gate. As the connection of the lever-catch was wholly upon the outer side of the end-gate, it was necessary to have this double joint; otherwise the lever-catch could not be operated in removing and replacing the gate. It is the purpose of the present invention to provide means whereby the necessity of a double joint, and consequently a multiplication of parts in the construction of the gate, is entirely avoided.

In the accompanying drawings, A represents a portion of a wagon body or box, provided upon its inner side with cleats B C, the latter being of metal, and having a hooked flange, *a*, although, if preferred, any suitable cleats may be used.

The end-gate D is made in one piece, and has near one of its edges or ends a flanged plate, E, which engages with the flanged cleat C upon the box or body A. Upon the opposite end of the gate D is a plate, F, provided with a slotted extension, *b*, fitting over a staple, *c*, on the gate, and fastened thereto by a latch, *d*, pivoted to the plate. Any other suitable fastening device may be employed for securing the plate to the gate, as found most convenient, the plate as well as the fastening device shown being substantially like that shown in my former patent granted June 26, 1883, No. 280,020. Instead, however, of constructing the gate in two sections, hinged together, I hinge the plate directly to the edge of the gate by means of loops *e* thereon, which pass through elongated eyes *f* on the inner side of the plate, as more clearly shown in Fig. 4, thus admitting of said plate being brought at right angles to the gate.

By the above construction, and dispensing with a sectional gate, greater strength and durability are obtained, while any pressure of the contents of the wagon against the gate will not injure it, as there are no hinges to strain and weaken, as would be the case where the gate is composed of two separate sections hinged together, while the construction admits of its being manufactured at a comparatively small cost.

The plate F has a flange, *g*, at its outer edge, which engages with the hooked flange *a* of the cleat C, and, if desired, said cleat may be provided with a spring-bolt to engage with one of a series of perforations in the plate, as in my former patent.

The essential feature of my invention is the manner of hinging the plate F to the end-gate D. Thus, instead of hinging it directly to the outer side of the gate, which would necessitate an intermediate link to provide a double joint, as heretofore, I form the plate in one piece of the same width as the gate, and hinge it directly to the edge thereof, to enable it to be turned at right angles thereto in removing or replacing the gate.

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

The combination, with an end-gate of a

wagon provided at one of its ends with a
flanged plate, of a flanged plate of a width
equal to that of the gate, and hinged directly
to the edge thereof, to enable it to be turned
5 at right angles thereto, and a fastening device
for holding the plate extended parallel with
the gate, substantially as and for the purpose
set forth.

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

ISAAC EATON.

Witnesses:

I. N. PENLAND,
JAMES AMEST.