(No Model.)

E. Q. DARR.

END GATE FOR WAGONS.

No. 328,295. Patented Oct. 13, 1885.

Fig. 1.

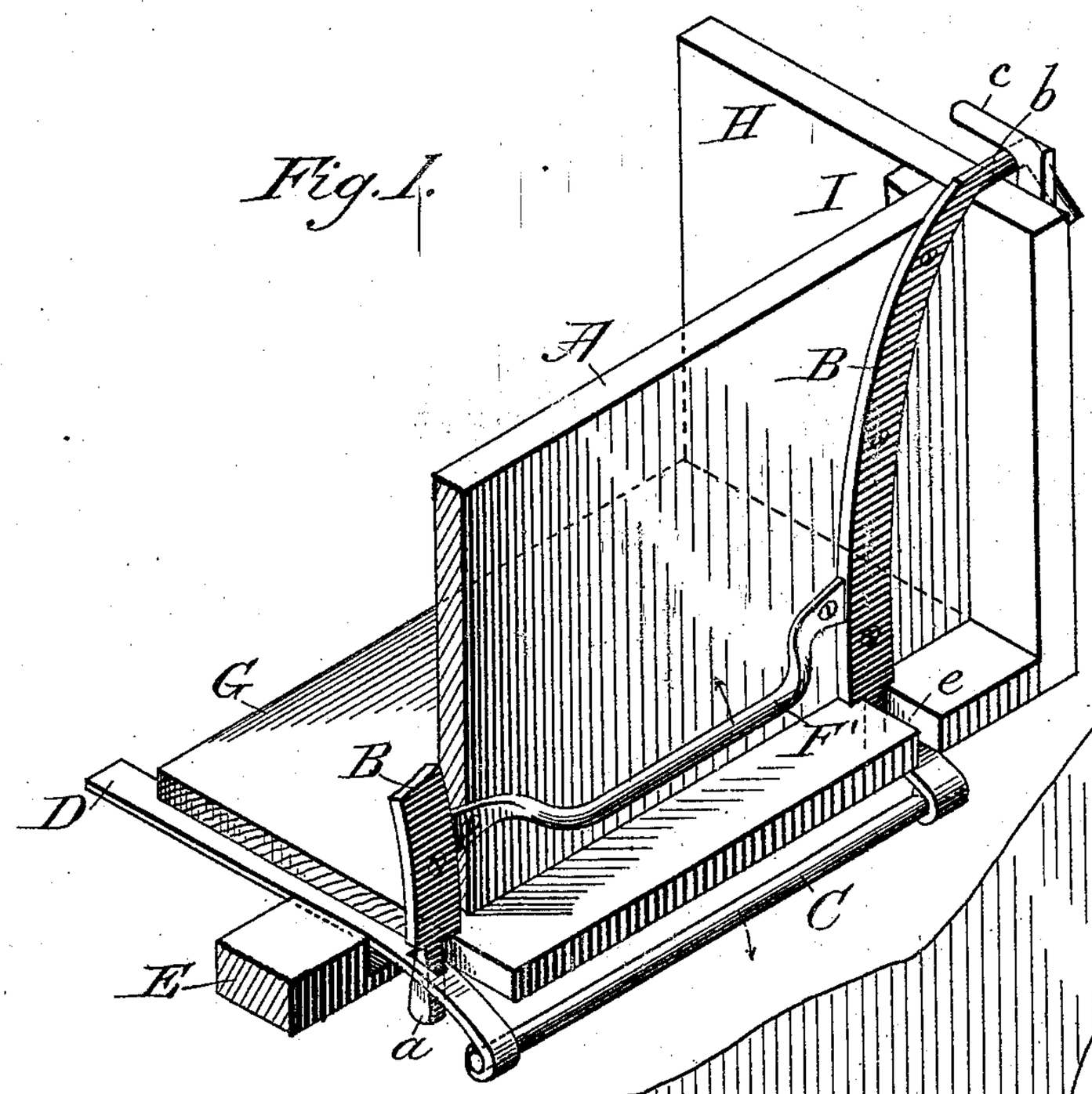


Fig. 2.

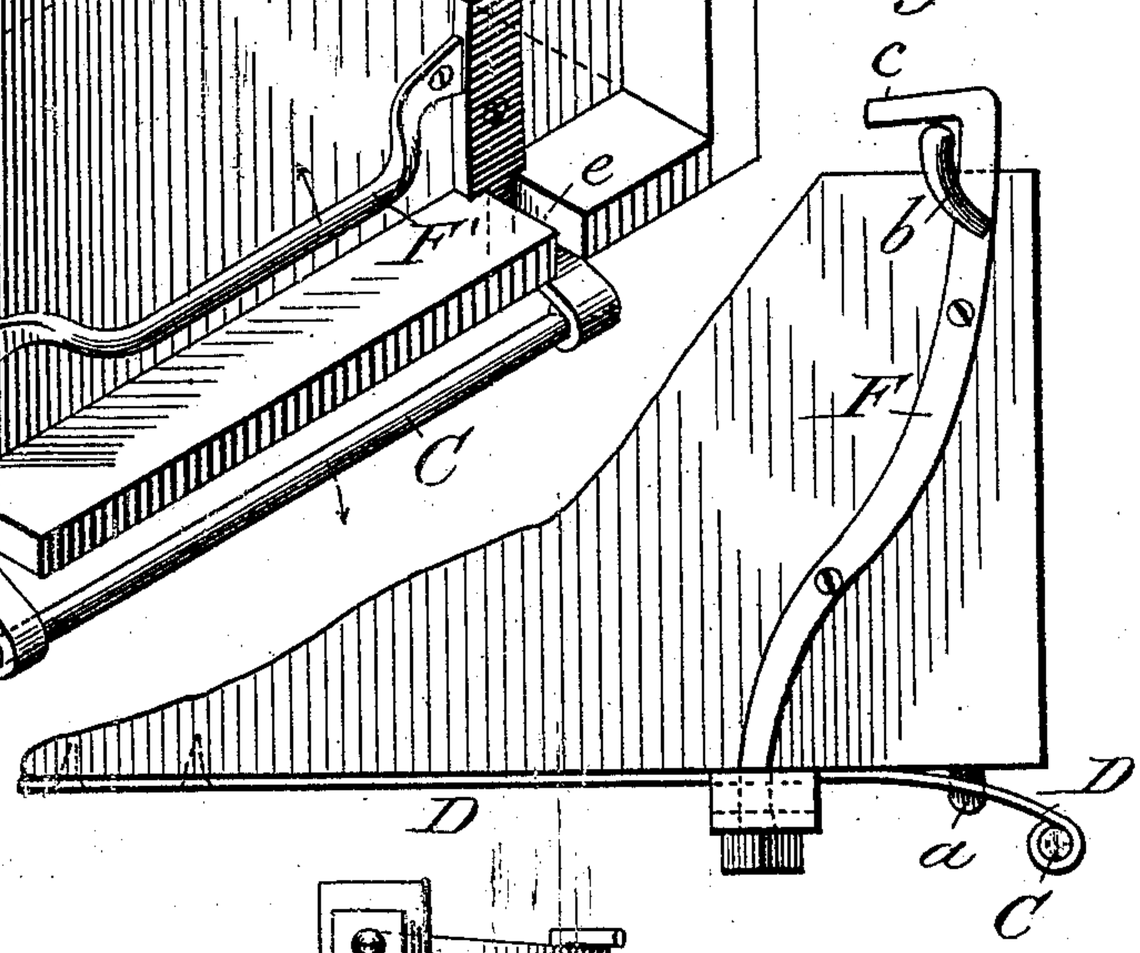
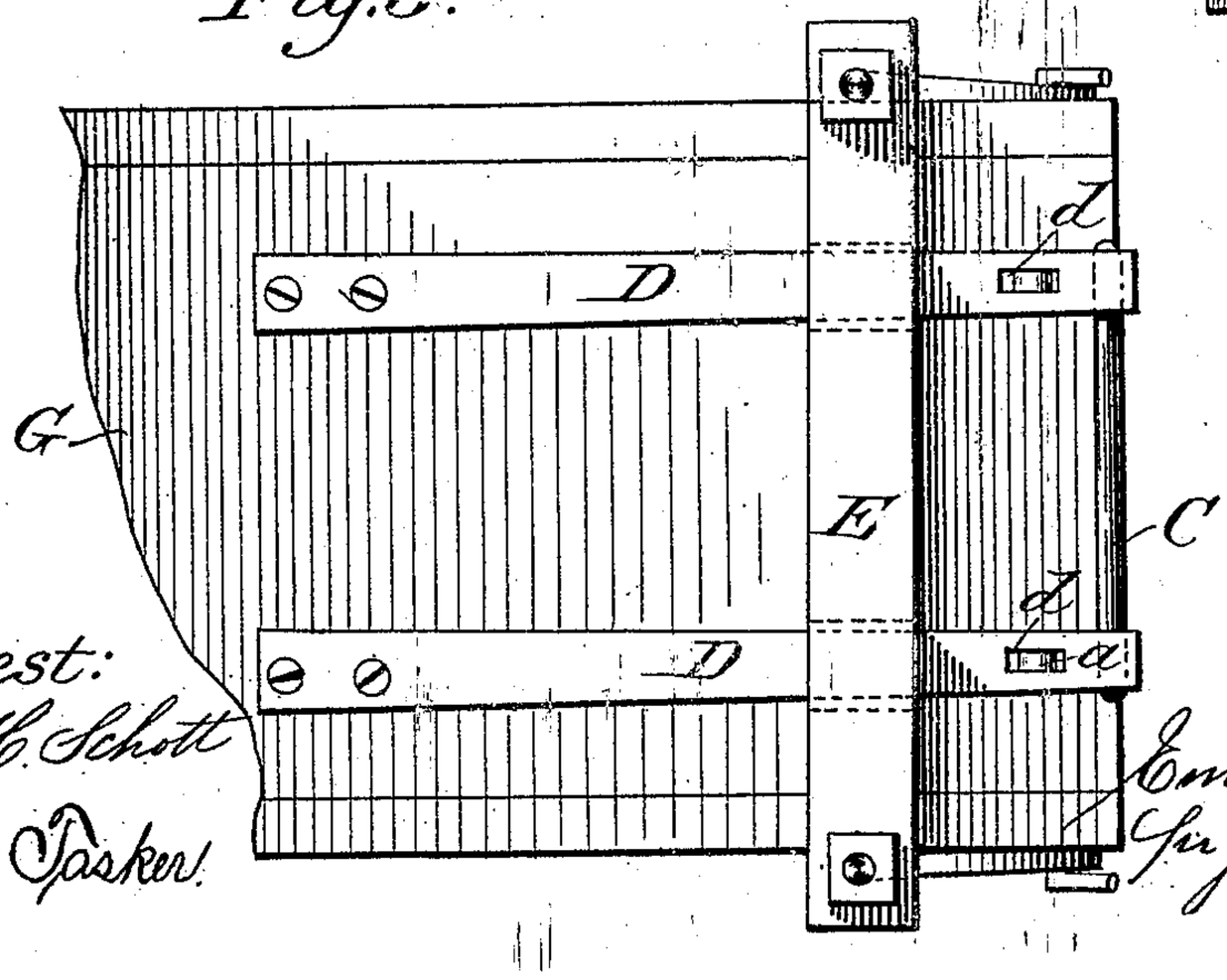


Fig. 3.



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UNITED STATES PATENT OFFICE.

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END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 328,295, dated October 13, 1885.

Application filed July 17, 1885. Serial No. 171,862. (No model.)

To all whom it may concern:

Be it known that I, EMORY Q. DARR, a citizen of the United States, residing at Shelbyville, in the county of Shelby and State of Indiana, have invented certain new and useful Improvements in End-Gates for Wagons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to an improvement in end-gates for wagons, carriages, &c., the object being to provide a strong and serviceable gate at as reasonable a cost as possible, and yet not to dispense with any advantages possessed by those of more expensive construction; and my ivention consists of a combination and arrangement of parts, which will be hereinafter described and claimed.

In the annexed drawings, illustrating my invention, Figure 1 is a perspective of a part of the end-gate with a portion of the gate and wagon-body broken off. Fig. 2 is a side view of the rear part of a wagon provided with my improved end-gate, and Fig. 3 is a bottom plan view of the same.

Like letters of reference designate like parts in the several views.

A represents an end-gate or tail-board of any suitable and ordinary form. G indicates the bottom of the wagon, and H H are the two sides of the same, between which the tail-board is placed. Suitable cleats, I, are ordinarily secured to the inner sides of the wagon-body, against which the end-gate may rest and be kept perpendicular and immovable when locked. To the outer side of the end-gate or tail-board A are attached iron bars or strips B B, screwed or riveted thereto, preferably curved in form, and fashioned on their lower ends with points or projections *a a*, extending below the edge of the gate A, and adapted to engage slotted spring-bars beneath the wagon. The upper ends of the bars B B are formed with hooks *b*, made angular, so that their horizontal portions may slide upon the sides of the wagon, and thus enable the end-gate to be conveyed out of its normal situation, as shown in Fig. 1, and entirely removed when once unlocked, as will be hereinafter explained. These hooks *b* engage and interlock with other hooks, *c*, formed upon the upper extremities of curved bars F, which are secured to the sides of the wagon, as shown in Fig. 2. These bars F are screw-threaded at their lower ends and serve as bolts to fasten a cross-bar, E, firmly to the bottom of the wagon. (See Fig. 3.) The bottom of the wagon is provided also with spring-bars D D, secured to said bottom at their inner ends by screws or other suitable means, and curved downward slightly at their outer ends, which are connected by a connecting-rod, C, which serves also as a handle for pressing the two spring-bars downward simultaneously. The bars D D pass through slots in the cross-beam E, which are made sufficiently large to allow them to have a certain amount of play therein when manipulated by the handle-rod C, and the slots within the bar serve also to limit the extent of this play or movement. The bars D D are slotted at *d d* for engagement with the projections *a a*, as above stated, and the bottom of the wagon-body is formed with slots *e*, through which the projections *a* are allowed to pass. A handle, F′, is preferably attached to the gate A for greater convenience in handling.

In operating this gate it will be first placed in an approximately-horizontal position, so that the hook *b* may engage with the hook *c*. The gate is then allowed to drop to near a perpendicular position, when the projections or points *a a* will rest upon the curved portion of the spring-bars D. Next, grasp the handle D, and thrust the bottom of the gate inward, allowing the points *a* to slide along the bars D, depressing the same until, at length, they reach and enter the slots *d*, when the spring-bars will spring back into their former position and lock the end-gate fast, which will now be vertical and resting on one side against the cleats I. When it is desired to disengage the tail-board, so as to remove it, the operator will grasp the rod C and press it downward with one hand, while with the other he seizes the handle F′ and pulls the gate toward him, then lifts it up and disengages the hook, *b* and *c*.

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

1. The end-gate for wagons, carriages, &c., consisting of the gate A, provided with bars B B, having hooks *b* and projections *a*, the hooked bars F, secured to the sides H H, and the slotted spring-bars D D, secured to the bottom of the same and connected by a rod, C, substantially as shown and described.

2. In an end-gate for wagons, the combination, with a wagon-bottom, of the slotted spring-bars D D, connecting-rod C, and slotted cross-beam E, substantially as and for the purpose shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

EMORY Q. DARR.

Witnesses:
JAMES D. WALKER,
L. T. MICHENER.