

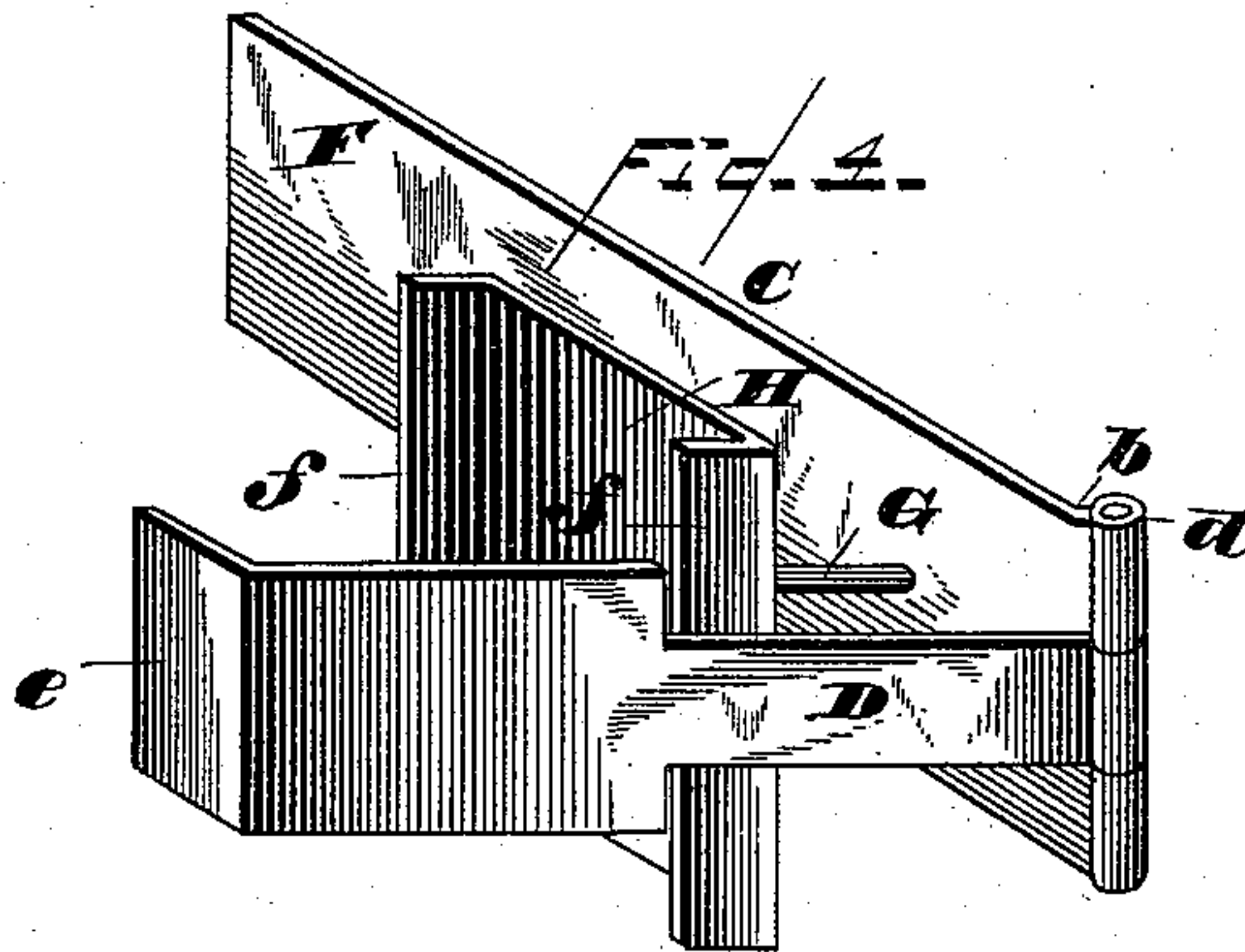
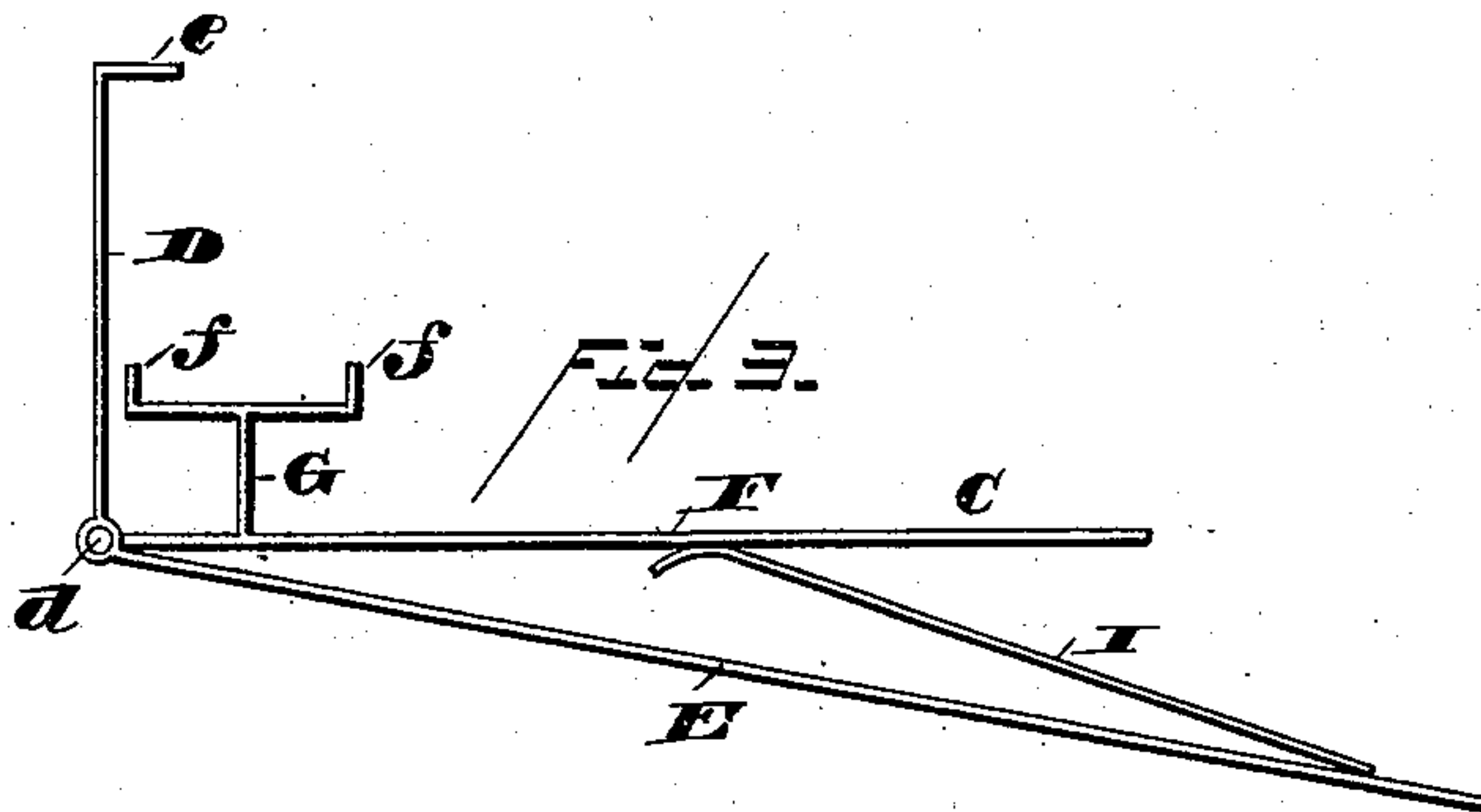
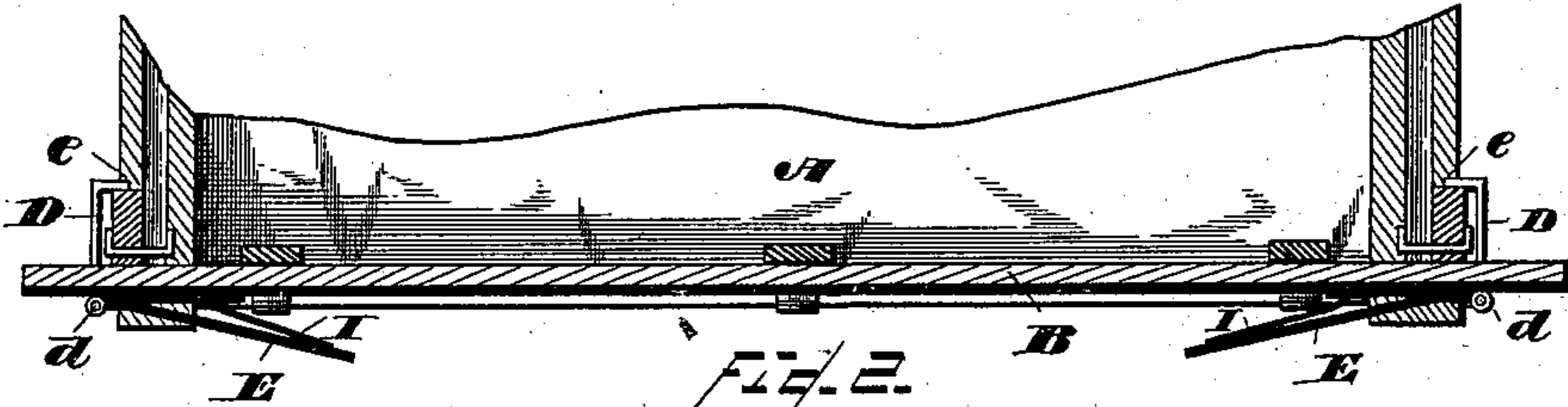
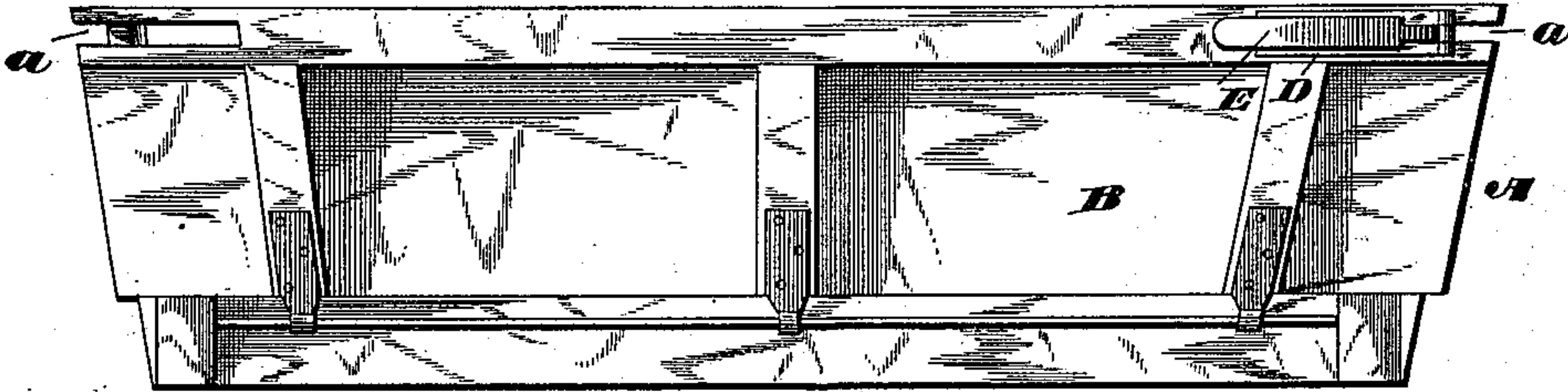
(No Model.)

F. H. ALLEN.

END GATE.

No. 376,842.

Patented Jan. 24, 1888.



WITNESSES

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UNITED STATES PATENT OFFICE.

FRANK HARRAR ALLEN, OF PORT ALLEN, LOUISIANA.

END-GATE.

SPECIFICATION forming part of Letters Patent No. 376,842, dated January 24, 1888.

Application filed October 6, 1887. Serial No. 251,602. (No model.)

To all whom it may concern:

Be it known that I, FRANK HARRAR ALLEN, a citizen of the United States of America, residing at Port Allen, in the parish of West Baton Rouge and State of Louisiana, have invented certain new and useful Improvements in Devices for Wagon or Cart Tail Gates, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to fastenings for wagon end-gates; and it consists in the construction, novel arrangement, and adaptation of devices as will be hereinafter fully set forth and claimed.

In the accompanying drawings, Figure 1 is an end view of a wagon-body, showing my improvements applied to its gate. Fig. 2 is a horizontal sectional view of a detail of the same. Fig. 3 is a plan view of one of the fastenings removed, and Fig. 4 is a perspective view of the same.

Referring by letter to the said drawings, A indicates the rear portion of a wagon-body, which may be of any ordinary or approved construction, and B the tail or end gate thereof which may be hinged in the ordinary manner. The opposite rail of the end-gate is slotted longitudinally, as shown at *a*, for a purpose which will be presently explained.

The fastenings for the end-gate are similar in construction, being used one at each end of the gate, and a description of one will answer for both.

C indicates a strip of sheet metal or other suitable material, which is bent at a point, *b*, to form an eye, *d*, from which extends, at approximately right angles, an arm, D, and a lever, E. The free end of this arm D is directed inwardly, as shown at *e*, to engage the forward side of the rear standard of the wagon-body. Hinged in this eye *d* is one end of a bar or arm, F, to which is secured, at a suitable distance from the said hinge, a rectangular arm, G, which may be of a length equal to the thickness of the end-gate, and this arm is designed to enter the slot of the said gate. Secured to the inner end of this arm G is a plate, H, having at opposite ends forwardly-directed branches *f f*, which are designed to embrace the side walls of the body and also the rear standard thereof. Thus it will be seen that while the arm D engages the forward side of the rear standard of the body, the arms *f f* and the plate H will engage

the rear side thereof. Consequently when one is forced against one side of the standard the other will be drawn against the opposite side thereof, thereby grasping the standards and holding the engaging end-gate in position to the body.

At the free end of the lever E, and on the rear side thereof, is provided a flat spring, I, the opposite end of which is designed to bear against the outer side of the arm F. Thus it will be seen that this lever has its fulcrum on the pintle *g* in the eye *d* thereof, and that this pintle also forms the bearing for the arm D. Therefore, when the lever E has been pressed toward the plate or bar F, the inwardly-turned end of the arm D will be thrown out of engagement with the standard of the body, so that the gate may be let down.

In operation, it will be seen that the rods G are passed into the slots in the top rail of the end-gate, as are also the arms D adjacent to the hinge. By this means the spring pressing against the plate F will keep it pressed against the outer side of the end-gate, and the fastenings thereby held to the gate. Now, by pressing inwardly against the levers E the arms D will be moved outward laterally, so as to pass around the standards to engage them. It will thus be seen that to unfasten the device it is only necessary to press against these levers, when the gate may be let down, the levers being also pressed to allow the engaging-arms D to pass around the standards.

Having thus described my invention, what I claim as new is—

1. The combination, with the spring-pressed lever having the angular engaging-arm, of the plate hinged thereto, and the plate having embracing ends and connected to the hinged plate, substantially as specified.

2. The combination, with a wagon-body and the end-gate having its top rail slotted at opposite ends, of the fastening device consisting of the lever and its engaging-arm, the bar hinged to the angle thereof, the plate having the embracing ends connected to the hinged plate by a rod, and the spring secured to the end of the lever and adapted to bear against the hinge-plate, substantially as specified.

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

FRANK HARRAR ALLEN.

Witnesses:

GEO. J. YENEWINE,
HENRY J. RHODES.