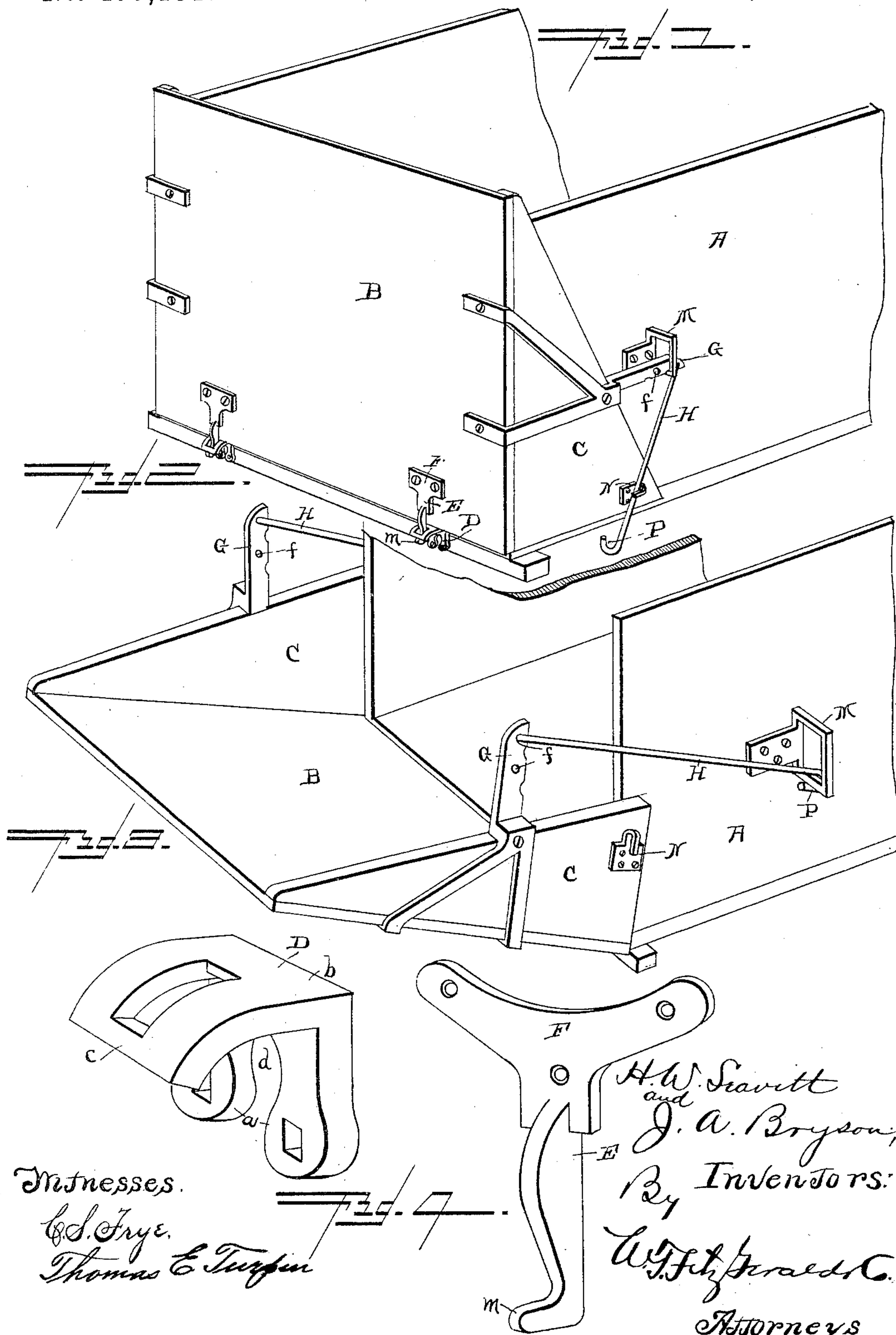


(No Model.)

H. W. LEAVITT & J. A. BRYSON.
END GATE.

No. 477,131.

Patented June 14, 1892.



Witnesses.

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UNITED STATES PATENT OFFICE.

HARRY W. LEAVITT AND JOHN A. BRYSON, OF HAMMOND, ILLINOIS.

END-GATE.

SPECIFICATION forming part of Letters Patent No. 477,131, dated June 14, 1892.

Application filed December 31, 1891. Serial No. 416,717. (No model.)

To all whom it may concern:

Be it known that we, HARRY W. LEAVITT and JOHN A. BRYSON, citizens of the United States, residing at Hammond, in the county of Piatt and State of Illinois, have invented certain new and useful Improvements in End-Gates; and we 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.

Our invention has relation to improvements in wagon end-gates; and it consists in the construction, certain novel combinations, and the adaptation of parts hereinafter described, and particularly pointed out in the claim appended.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a wagon-body together with our improved end-gate in a closed and locked position. Fig. 2 is a similar view illustrating the end-gate in an open position. Fig. 3 is a perspective view of one of the keepers, and Fig. 4 is a similar view of one of the gate-tongues for engaging the keepers.

In the said drawings similar letters designate corresponding parts throughout the several figures, referring by letter to which—

A indicates a wagon-body, which may be of any approved construction, and B indicates our improved end-gate, which is preferably provided on its side edges with the forwardly-extending wings C, which engage the sides of the wagon-body and serve to prevent lateral play of the gate.

Suitably connected to the bottom of the body A or end cross-beam thereof are the keepers D. (Better illustrated in Fig. 3 of the drawings.) These keepers D are preferably cast from a suitable material, and they respectively comprise the furcated depending branches *a*, having apertures for the passage of connecting-bolts, the body *b*, and the rearwardly and downwardly curved loop *c* for the passage of the gate-tongues presently described, which also take between the furcated branches *a*, which have their contiguous edges curved at *d* for the free passage thereof.

E indicates the gate-tongues, which are provided at their upper ends with integral bracket-plates F, through the medium of which

they are connected to the outside of the end-gate adjacent to the lower edge thereof. These tongues E, which preferably taper in width from a point adjacent to their upper ends to their lower ends, are provided at their lower ends with lateral branches *m*, which serve to engage the end of the loop *c* of the keepers D when the gate is closed and prevent a casual disconnection of the tongues from said keepers. The lateral branches of the tongues further serve, when the gate is open, to engage the rear side of the furcated branches *a* at the lower end thereof and limit the downward movement of the gate.

Suitably connected to the end-gate B and to the side wings thereof and extending forwardly therefrom are hasp-arms G, which are provided adjacent to their forward ends with transverse apertures *f* for the adjustable and flexible connection of locking-bars H, presently to be described. When the gate is closed, the hasp-arms G take through the staple-castings M, connected to the side of the wagon-body, and are locked in such position by the bars H, which by reason of their flexible connection to the hasp-arms are adapted to engage the rearwardly-disposed hooks N, which are connected to the sides of the wagon-body beneath and preferably in rear of the vertical plane of the staple-castings M, whereby it will be seen that the arms G will be locked with respect to said staple-castings and held closed until the locking-bars are disengaged from the hooks N, when by reason of its weight the gate will fall to the position shown in Fig. 2, in which it will be held by the tongues E engaging the keepers D, as before described, and the hooks P at the free ends of the locking-bars H automatically engaging the staple-castings M, as illustrated.

When in its open position it will be seen that the gate may be used as a convenient shovel-board, and by reason of the peculiar connection of the gate to the wagon-body it will be perceived that it may be readily disconnected therefrom when desirable without the use of tools, or for dumping in elevators shelled grain of any kind.

Although we have specifically described the construction and relative arrangements of our improved end-gate, yet we do not desire to be confined to the same, as such changes or modi-

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fications may be made as fairly fall within the scope of our invention. We desire it to be understood that our side wings of same may be made of steel or wood, as seems best convenient, and be covered by this our Letters Patent; and that within this scope we have an end-board that can be used where and in any way that any one board of its kind can be used; and whether in an inclined or horizontal position is the same—a perfect lock, solid and substantial. When the side wings are made of steel, they are to be formed with two two-inch flanges for convenience of fastening them to the scoop-board.

15 Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

The combination, with a wagon-body, staple-castings M, secured thereto, end-gate B C, per-

forated, and notched hasp-arms G, secured to 20 the end-gate and arranged when the gate is closed to engage staple M, bar H, hooked at both ends, one end arranged to engage perforations of arm G and the other to engage hasp M, hook N, secured to end-gate and ar- 25 ranged to act as a guide for rod H, of latch E, secured to the end-gate and formed with lip *m*, and catch D, secured to the wagon-body, said catch formed with arms *a* and perforated lip *c*, the several parts arranged and operating as and for the purpose set forth. 30

In testimony whereof we affix our signatures in presence of two witnesses.

HARRY W. LEAVITT.

JOHN A. BRYSON.

Witnesses:

J. F. MYERS,

SAMUEL FUNK.