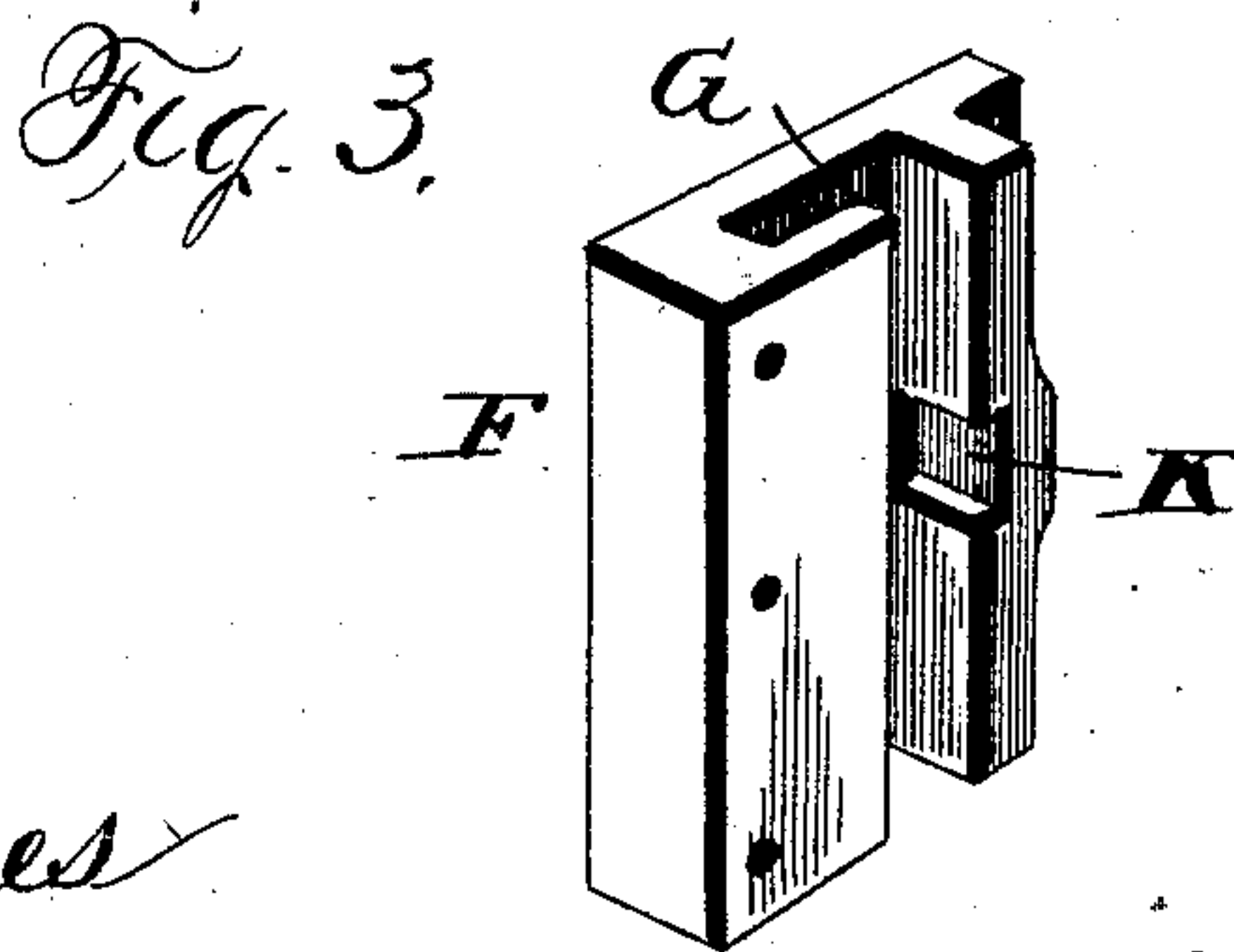
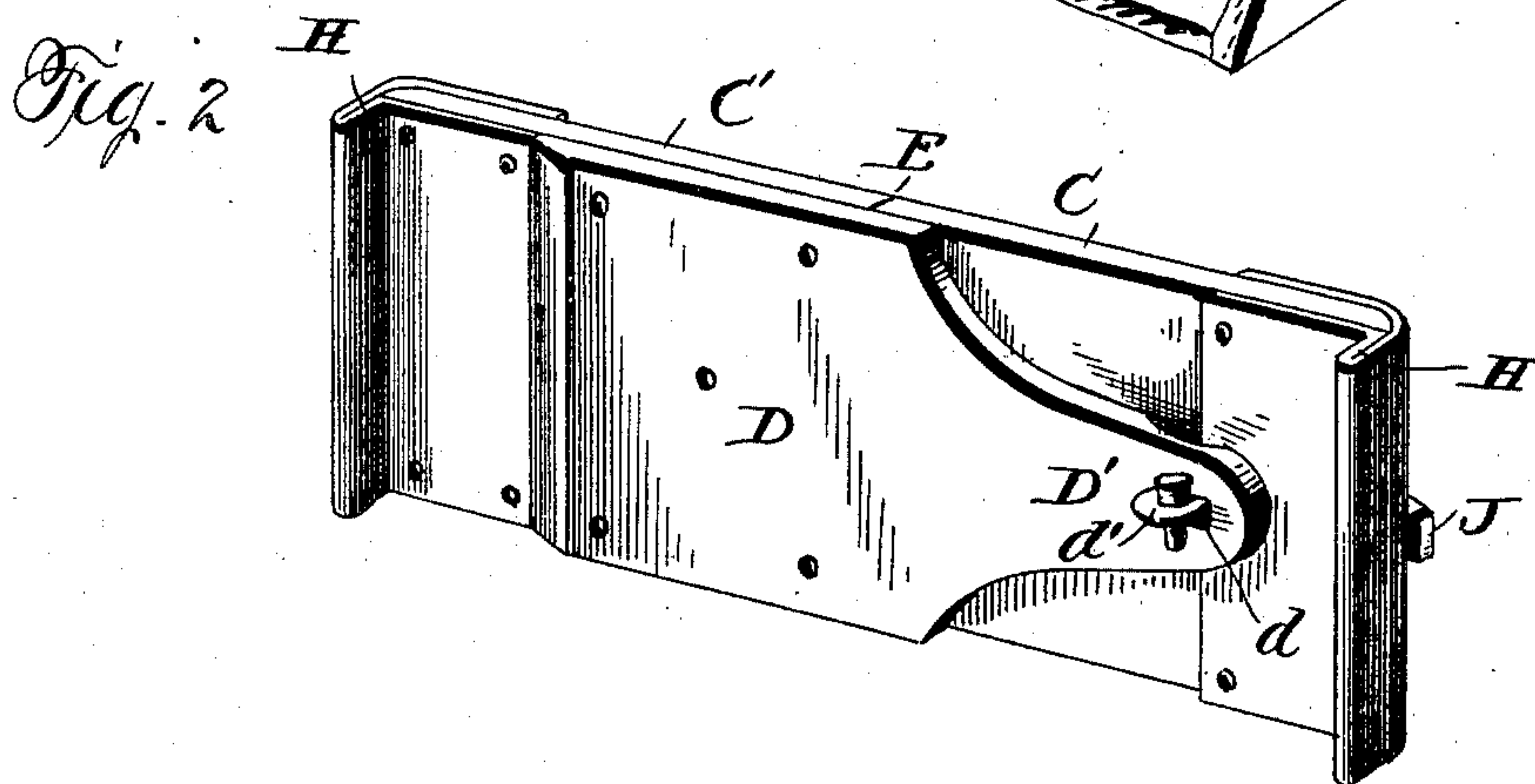
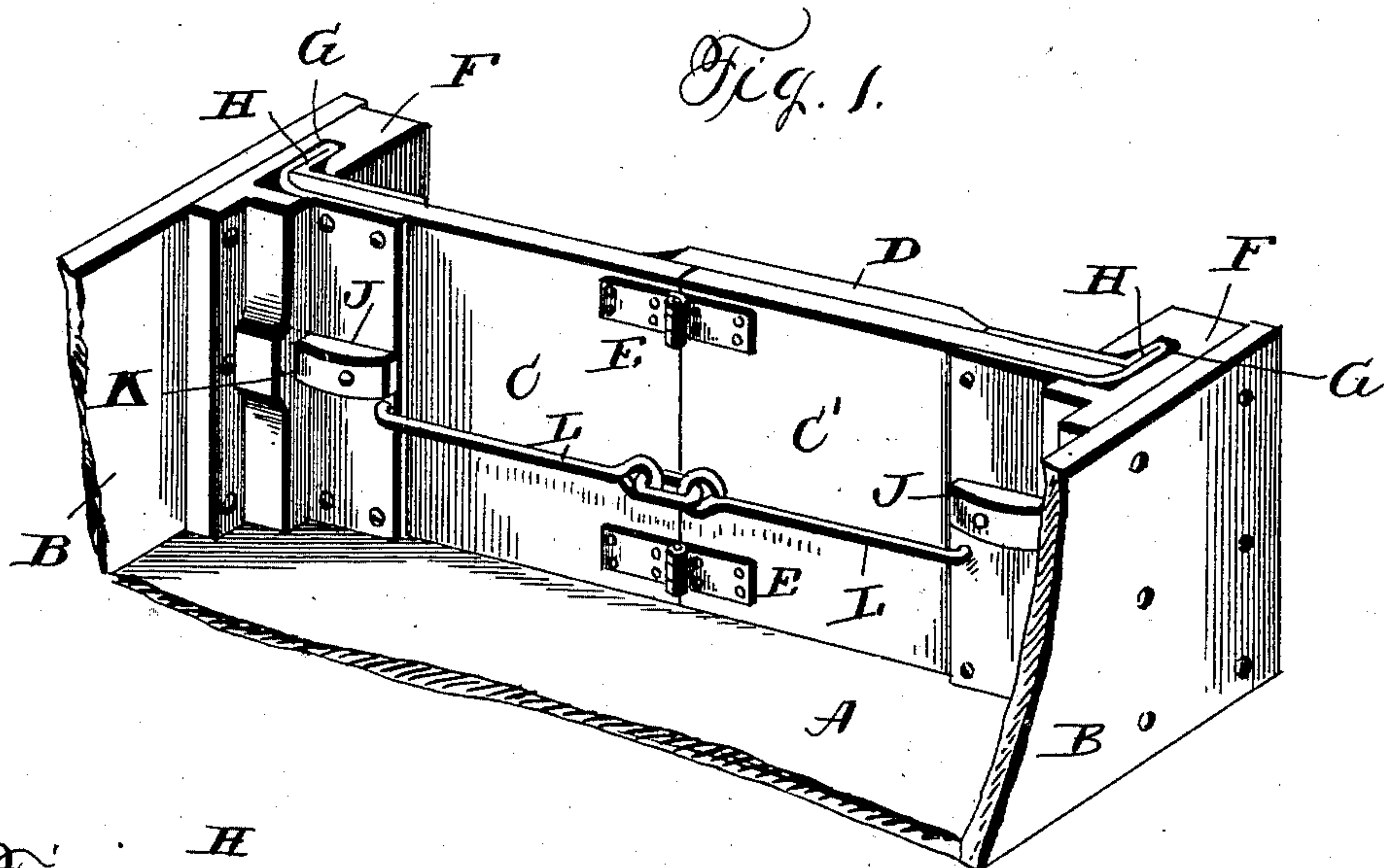


(No Model.)

F. F. VARING.  
WAGON END GATE.

No. 524,741.

Patented Aug. 21, 1894.



Witnesses  
C. J. Williamson,  
A. L. Hough

Inventor  
Frank F. Varing,  
by Franklin H. Hough,  
his Attorney



# UNITED STATES PATENT OFFICE.

FRANK F. VARING, OF SCALES MOUND, ILLINOIS.

## WAGON END-GATE.

SPECIFICATION forming part of Letters Patent No. 524,741, dated August 21, 1894.

Application filed May 4, 1894. Serial No. 510,099. (No model.)

*To all whom it may concern:*

Be it known that I, FRANK F. VARING, a citizen of the United States, residing at Scales Mound, in the county of Jo Daviess and State of Illinois, have invented certain new and useful Improvements in Wagon End-Gates; and I do 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 of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in end gates for vehicles, and aims to provide means for securing the gate to the sides of the wagon box, to prevent the sides from spreading and provision being had to lock the gate from being withdrawn from the box, by means of buttons which engage with metallic cleats securely fastened to the vehicle box.

A further object of the invention is the provision of a sectional end gate for the purpose described, which is equipped with self adjusting rods connecting the metallic ends of the end gate, and which serve to relieve the hinges from extra weight or strain from a lateral pressure.

To these ends and to such others as the invention may pertain, the same consists in the novel construction, combination and adaptation of the parts as will be hereinafter more fully described and then specifically defined in the appended claim.

I clearly illustrate my invention in the accompanying drawings, which with the letters of reference marked thereon, form a part of this specification, and in which drawings similar letters of reference indicate like parts throughout the several views, in which—

Figure 1, is a perspective view of the end gate as applied to the box of a wagon. Fig. 2, is an enlarged perspective view of the end-gate; Fig. 3, a detail view of the metallic cleats with which the ends of the gate engage.

Reference now being had to the details of the drawings by letter A, represents the vehi-

cle bottom, B, B the sides thereof, C and C' the two sections of the end gate one of which sections is provided with the adjusting lever D, having an extension D' with aperture *d* which is adapted to receive a staple *d'*, for the purpose of locking the sections of the gate which are hinged as shown at E.

To the sides of the vehicle box are bolted the cleats F, F, made of malleable iron preferably, and these cleats are recessed at G which recesses are designed to receive the ends of the gate sections, provided with metallic ends H which conform in shape to the recesses G, and by their peculiar curved shape to prevent the wagon box from spreading, as when carrying a large load. To prevent the end gate from a vertical movement, I provide the buttons J, secured to the metallic portions of the end gate, and adapted to engage with the cleats F in the recesses K, K.

To relieve the hinges from the lateral strain, I provide the rods L, L, having their outer ends securely attached to the metallic ends of the gate sections, and they may be connected with a link connection near the longitudinal center of the gate, so as to allow the sections of the gate to be readily opened and shut, and when the sections are closed, and their ends engaging the cleats of the box, the rods should be taut.

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

A sectional end gate for wagons comprising in combination with the hinged sections C and C' having their free metallic ends engaging cleats, the rods L, secured at their outer ends to the metallic ends of the said sections, their inner ends connected by a link at a point opposite the longitudinal center of the sectional board, so as to allow the sections to be folded, all substantially as shown and described.

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

FRANK F. VARING.

Witnesses:

JAMES C. MATSON,  
WILLIAM JOHNSON.