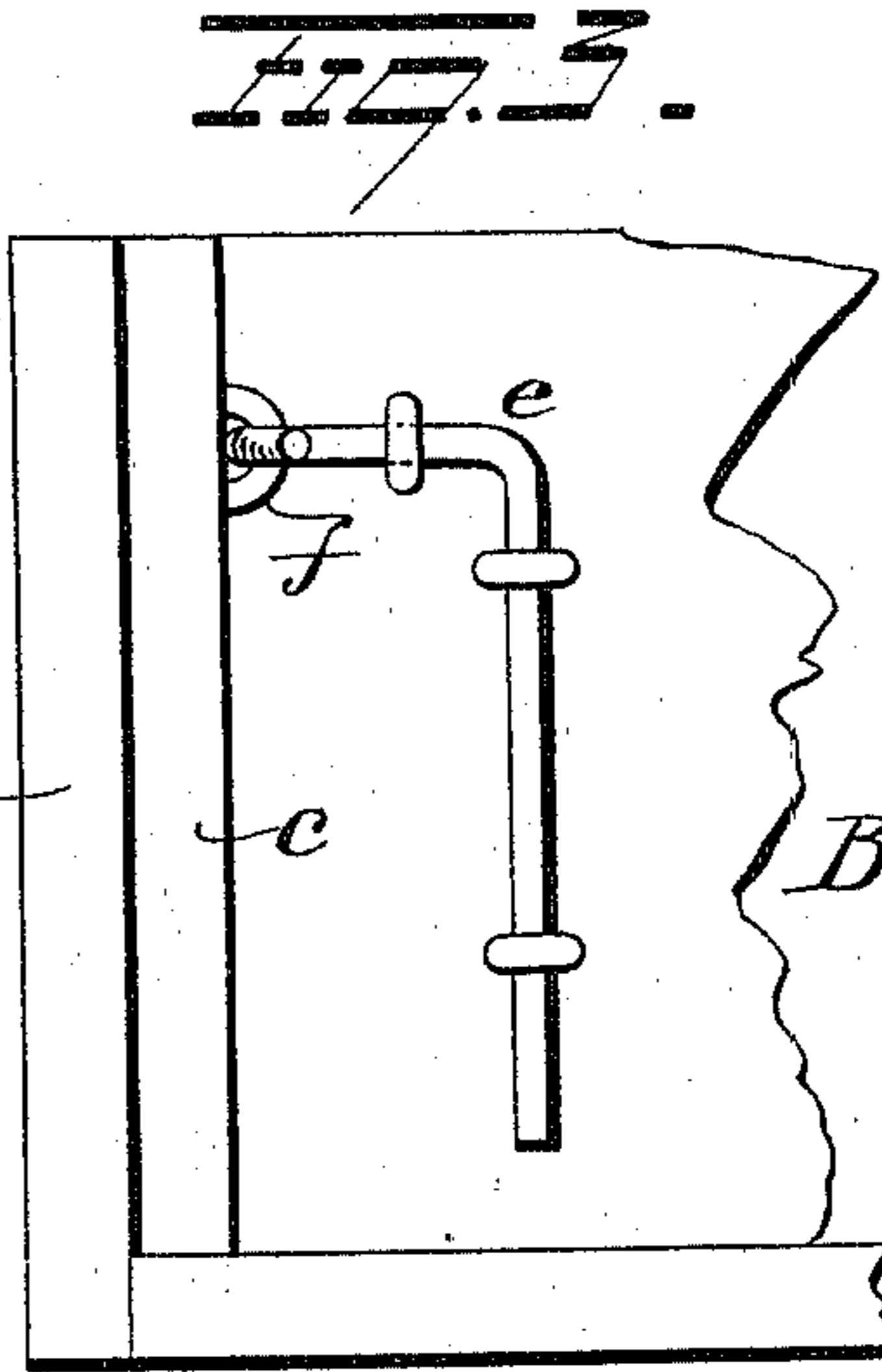
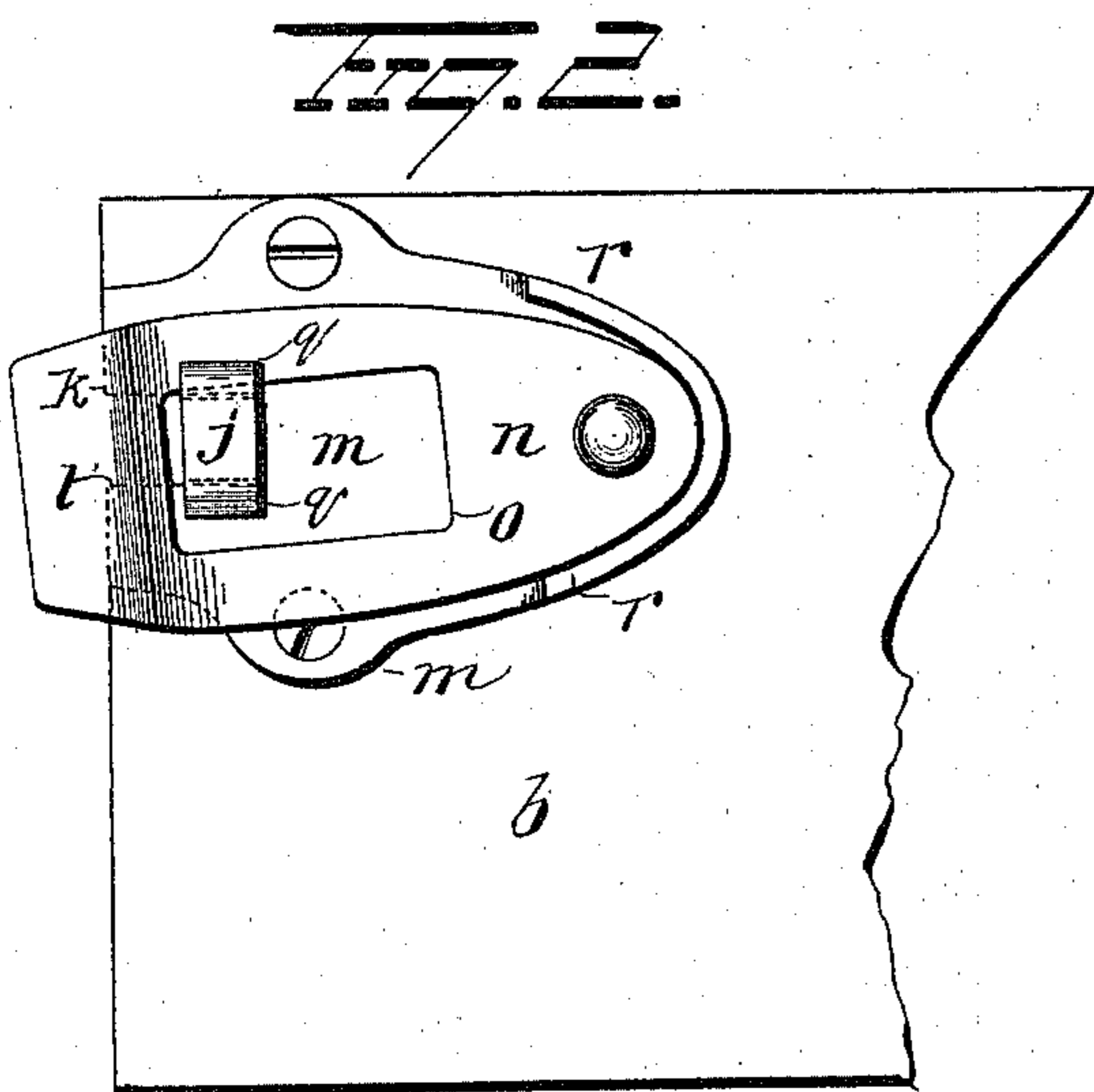
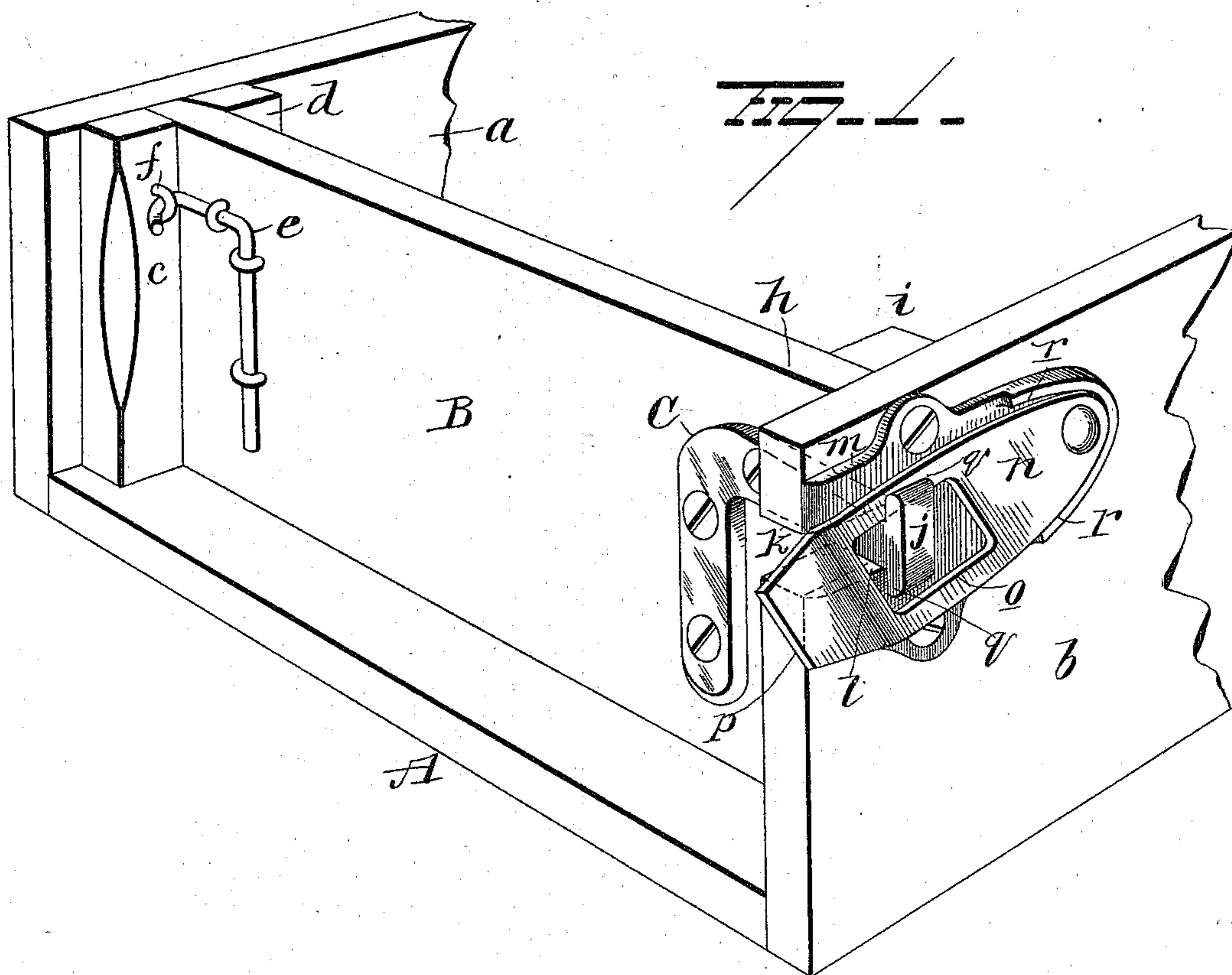


(No Model.)

M. I. CONDERMAN.
END GATE FOR WAGONS.

No. 574,021.

Patented Dec. 29, 1896.



Witnesses
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UNITED STATES PATENT OFFICE.

MARTIN I. CONDERMAN, OF HORNELLSVILLE, NEW YORK.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 574,021, dated December 29, 1896.

Application filed May 23, 1896. Serial No. 592,839. (No model.)

To all whom it may concern:

Be it known that I, MARTIN I. CONDERMAN, a resident of Hornellsville, in the county of Steuben and State of New York, 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.

My invention relates to an improvement in end-gates for wagons, the object of the invention being to provide an end-gate which can be easily and quickly applied to or removed from a wagon and which, when placed in position, will be held firmly.

A further object is to provide an end-gate for a wagon which shall be simple in construction, cheap to manufacture, and which shall be effectual in all respects in the performance of its functions.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts, as hereinafter set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in perspective showing the application of my improvements. Figs. 2 and 3 are detail views.

A represents a wagon-body, and *a b* the respective side-boards thereof. Two cleats *c d* are secured to the inner face of the side-board *a* at the rear end thereof, and these cleats are spaced apart sufficiently to receive one end of an end-gate B between them.

A hook *e* is secured to the rear face of the end-gate B and adapted to engage an eye *f*, secured to the cleat *c*, said end-gate being thus hinged to the cleat, and in order to permit it to enter between the two cleats without binding the hinged end of the end-gate is beveled or rounded, as at *g*.

I prefer to make the body portion of the hook *e* angular in form, so that it may be firmly secured to the gate B and not liable to turn or otherwise become displaced.

The end *h* of the gate B is adapted to normally abut against a cleat *i*, secured to the inner face of the side-board *b*, in proximity to the rear end thereof.

A locking-bar C, preferably having an an-

gular body portion, is secured to the gate B and projects beyond the end *h* thereof, and is provided at its free end with a head *j*. The projecting end of the locking-bar C is adapted to enter a notch or recess *k* in the end of side-board *b*, and also a notch or recess *l* in the end of a metallic plate *m*, secured to the outer face of said side-board *b*, the head *j* on the locking-bar preventing longitudinal movement of the latter through said notches. A spring-plate *n* is pivoted at one end to the plate *m* and provided between its ends with an opening *o* for the reception of the head *j* of the locking-bar.

When the gate B is in position, with the head *j* projecting through the opening *o* of spring-plate *n*, said plate will be moved on its fulcrum, so as to engage one of the shoulders *q* of head *j*, and thus securely lock the end-gate in place, the pivotal movement of the spring-plate being limited by stops or flanges *r*, projecting from the plate *m*. The free end of the spring plate or catch *n* forms a lip *p*, which can be grasped by the operator to move the plate or catch when it is desired to release the end-gate B.

From the construction and arrangement of parts above described it will be seen that one end of the gate B will be hinged to one side-board of the wagon, but will be prevented from any possibility of lateral displacement when the gate is in position, and that the other end of the gate can be removably but firmly connected with the other side-board of the wagon.

My improvements are simple in construction, cheap to manufacture, and effectual in all respects in the performance of their functions.

Slight changes might be made in the details of construction of my invention without departing from the spirit thereof or limiting its scope, and hence I do not wish to limit myself to the precise details of construction herein set forth.

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

1. The combination with a wagon-body, of an end-gate hinged at one end thereto, a locking-bar secured to and projecting beyond the other end of said gate, a notched plate se-

cured to the wagon-body for the reception of the projecting end of the locking-bar, and a spring-catch pivoted to said plate and having a slot therein which is adapted to receive the projecting end of the locking-bar, substantially as set forth.

2. The combination with a wagon-body, of an end-gate hinged at one end to one of the side-boards of said wagon-body, the end of the other side-board of the wagon-body having a notch or recess, a plate secured to said last-mentioned side-board and having a notch or recess coincident with the notch or recess in the side-board, a locking-bar secured to the gate and adapted to project through said notches or recesses, a head at the free end of said locking-bar, and a spring plate or catch attached to the first-mentioned plate and having an opening for the reception of the free

end of the locking-bar, substantially as set forth.

3. The combination with a wagon-body, of an end-gate hinged to one of the side-boards thereof, a locking-bar secured to the free end of said end-gate and adapted to enter a recess in the other side-board of the wagon, a head, having shoulders, at the free end of said locking-bar, and a pivoted spring-plate adapted to engage one or the other of the shoulders on said head, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

MARTIN I. CONDERMAN.

Witnesses:

BERT CONDERMAN,
C. W. STEVENS.