

No. 618,090.

Patented Jan. 24, 1899.

J. J. HAYDEN.
END GATE FOR WAGONS.

(Application filed Jan. 27, 1898.)

(No Model.)

Fig. 1.

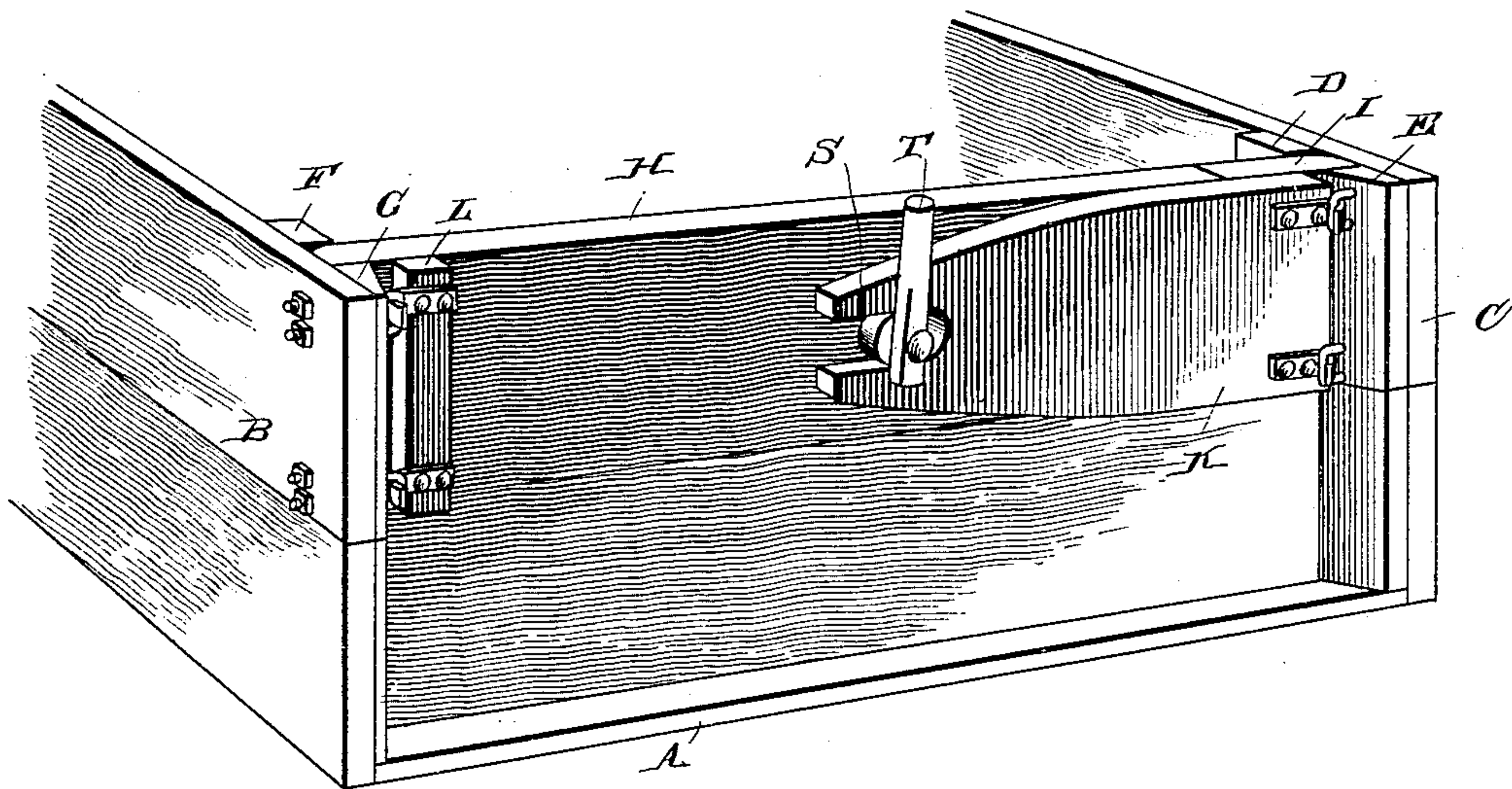


Fig. 2.

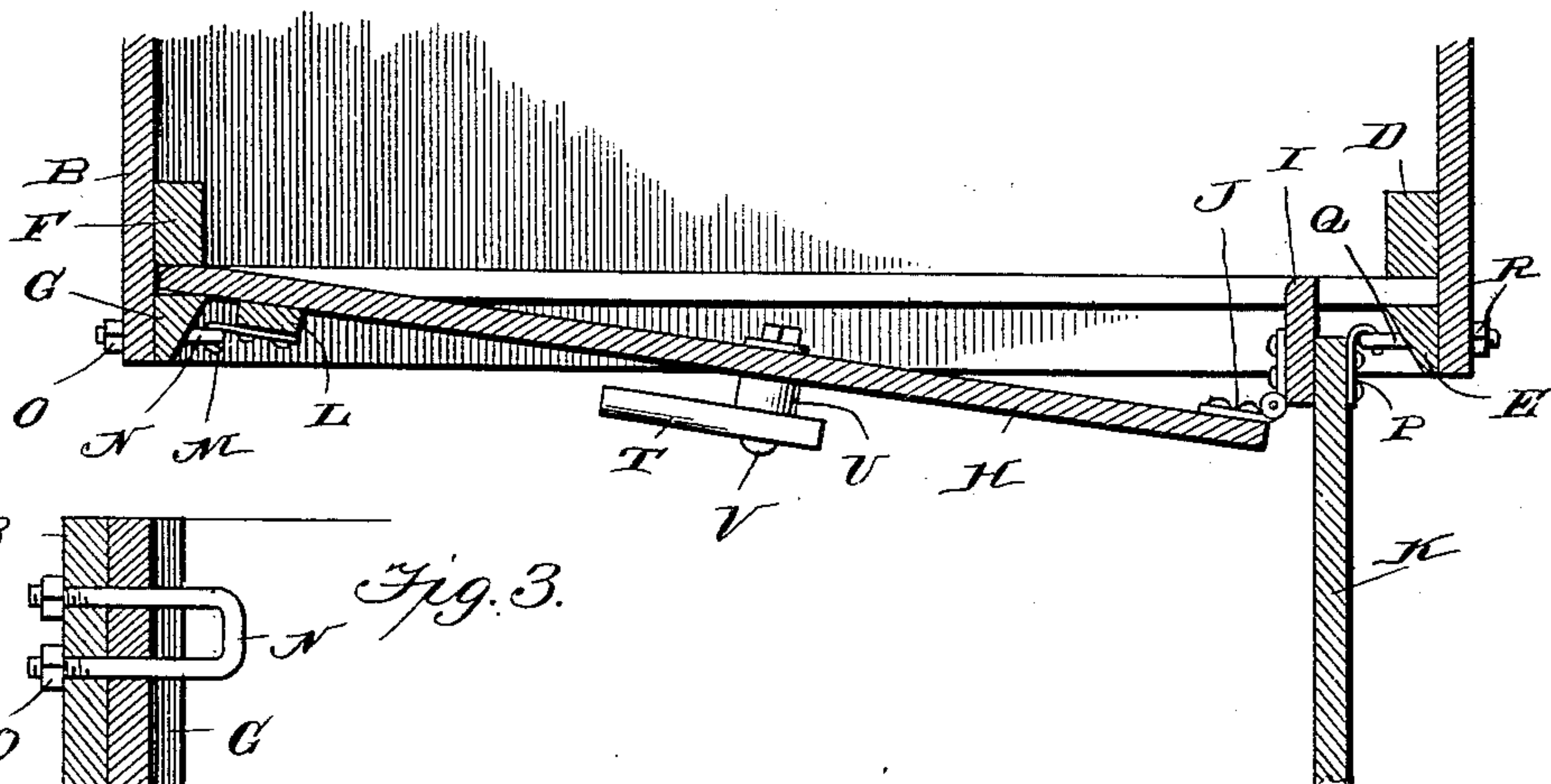


Fig. 3.

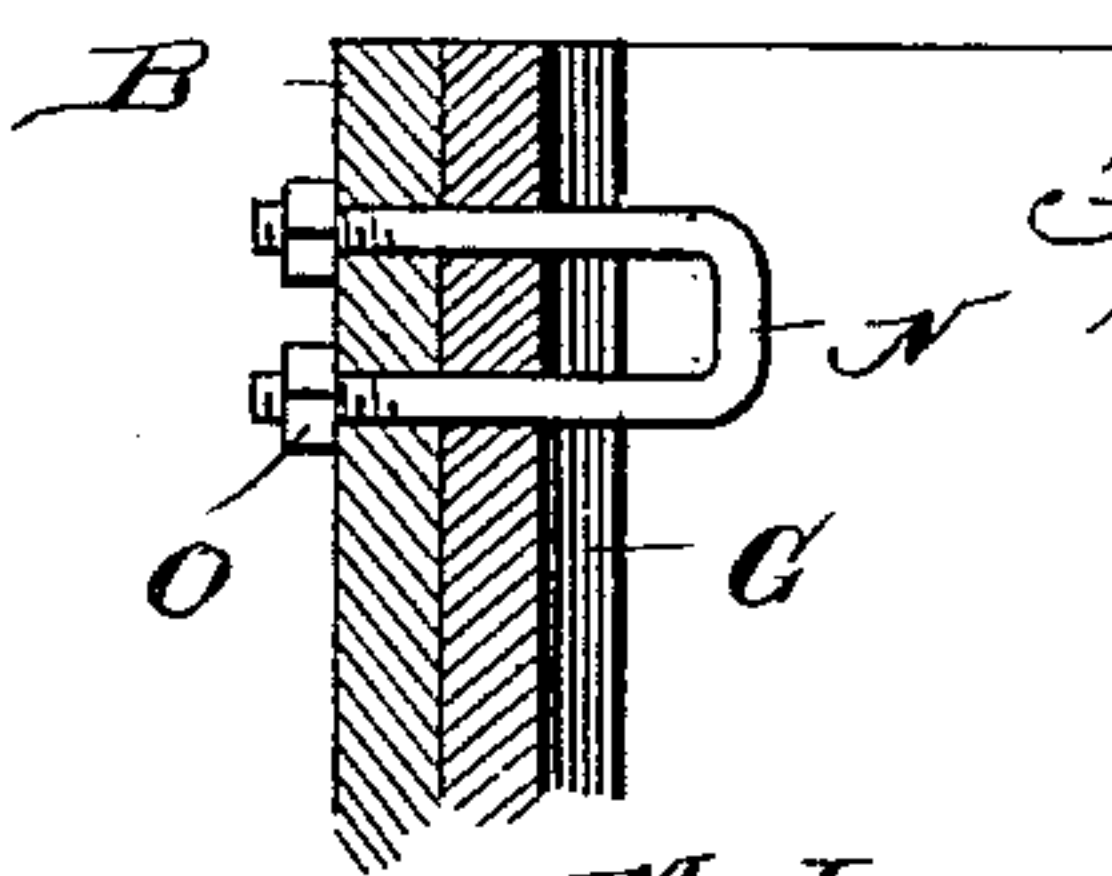
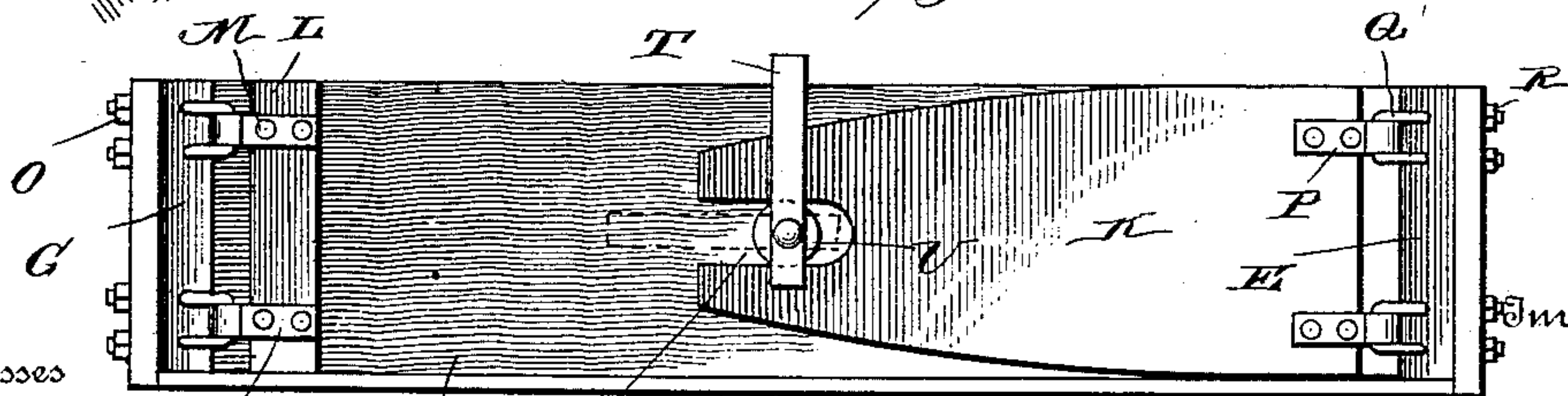


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

JAPHAN J. HAYDEN, OF RIVERDALE, NEBRASKA.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 618,090, dated January 24, 1899.

Application filed January 27, 1898. Serial No. 668,239. (No model.)

To all whom it may concern:

Be it known that I, JAPHAN J. HAYDEN, residing at Riverdale, in the county of Buffalo and State of Nebraska, have invented a new and useful End-Gate for Wagons, of which the following is a specification.

My invention relates to end-gates for wagons or other vehicles, and has for its object to provide a device of this class which shall be simple in its construction and may be readily applied in position, will strengthen the body of the vehicle when in place, and will be safely held against displacement, either horizontal or vertical, without the use of rods, bolts, or other like means generally employed for securing such devices in place.

With this object in view my invention consists in an end-gate comprising a short and a long section hinged together by hinges secured to the inner sides of the sections, the short section being provided on its outer side with an extension or hasp adapted to lie against the long section when the parts are in place on the wagon, suitable vertical ways being formed on the insides of the sides of the wagon-body in which the end-gate when extended will closely fit, the long section of the end-gate and the hasp being provided at a short distance from the sides of the wagon-body with outwardly-extending hooks to engage in adjustable staples secured through the cleats and sides of the wagon-body.

My invention further consists in the improved construction, arrangement, and combination of parts more fully described hereinafter, and afterward specifically pointed out in the appended claim.

In order to enable others skilled in the art to which my invention most nearly appertains to make and use the same, I will now proceed to describe its construction and operation, having reference to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a perspective view of the rear end of the body of a wagon supplied with an end-gate constructed in accordance with my invention. Fig. 2 is a horizontal sectional view through the same. Fig. 3 is a detail sectional view taken vertically through one of the securing-staples. Fig. 4 is a rear elevation.

Like letters of reference indicate the same parts wherever they occur throughout the various figures of the drawings.

Referring to the drawings by letters, A is the bottom, and B and C the sides, of a wagon-body of any ordinary construction. Cleats D and E are secured to the inside of the side C of the wagon-body, and cleats F and G to the inside of the side B, suitable vertical ways being provided by properly spacing these cleats to receive the end-gate.

The end-gate consists of a long section H and a short section I, secured together by hinges J, secured to the inner sides of these sections. Secured to the short section I is an extension or cleat K, which when the end-gate is in position in the wagon lies upon the outer face of the long section H and parallel therewith, the two sections being in the same line. A vertical bar L is secured near the outer end of the long section H, to which is secured two outwardly-pointed hooks M, which engage staples N, the legs of which pass through the cleat G and the side B of the wagon-body, their projecting ends being threaded and provided with nuts O for the purpose of adjustably securing them in position. Similar hooks P are secured to the outer face of the hasp K to engage like staples Q, the legs of which pass through the cleat E and side C of the wagon-body and are adjustably secured by means of nuts R. The outer end of the hasp K is notched, as at S, and a turn-button T, pivoted to the rear face of the long section H, engages in said notch and serves to lock the hasp K against the long section H when desired. The turn-button T is held at a distance from the rear face of the long section H by a washer U of the same thickness as the hasp K, and a bolt V serves to secure the turn-button and washer in position.

From the foregoing description the construction of my invention will be readily understood, and its operation may be described as follows: With the parts in the position shown in Fig. 2, the outer end of the long section H being engaged between the cleats F and G and the hooks M engaging in the staples N, the hooks P being also engaged in the staples Q and the turn-button T lying in a horizontal position, the hasp K is forced

toward the long section H, which throws the outer end of the short section I into the way between the cleats D and E, the notch S in the hasp straddling the turn-button, which
5 may then be turned at an angle to the slot and securely hold all the parts in position.

It will be obvious that the engagement of the ends of the sections H and I in the vertical ways between the cleats will prevent any
10 forward or backward displacement of the end-gate, and the engagement of the hooks M and P with the staples N and Q will prevent any rise or fall of the end-gate due to the passage of the wagon over rough roadways. The en-
15 gagement of the staples and hooks also serves to prevent the spreading of the sides of the wagon-body, and by means of the nuts O and P the staples can be adjusted so that the sides of the wagon-body will always be drawn tight
20 against the ends of the end-gate.

While I have illustrated and described the best means now known to me for carrying out my invention, I do not wish to be understood as restricting myself to the exact construction shown, but hold that any slight changes
25 or variations, such as might suggest themselves to the ordinary mechanic, would prop-

erly fall within the limit and scope of my invention.

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

The combination with the sides of a wagon-body provided with parallel upright cleats inside, near their rear ends, at sufficient distances apart to form ways to receive the end-gate, of an end-gate consisting of a long and short section hinged together at their inner edges, a vertical cleat on the long section near its outer end, outwardly-pointed hooks secured upon the said cleat, a hasp or extension secured upon the outside of the short section near its inner edge, outwardly-pointed hooks secured upon the outer face of said hasp, staples provided with threaded legs passed
45 through the rear cleats and the sides of the wagon-body, and adapted to be engaged by the hooks, and nuts threaded on the legs of the staples for adjustably securing them in position, substantially as described.

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Witnesses:

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