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Patented Aug. 21, 1900.

W. CHATER.
END GATE FOR WAGON BODIES.

(Application filed Jan. 30, 1900.)

(No Model.)

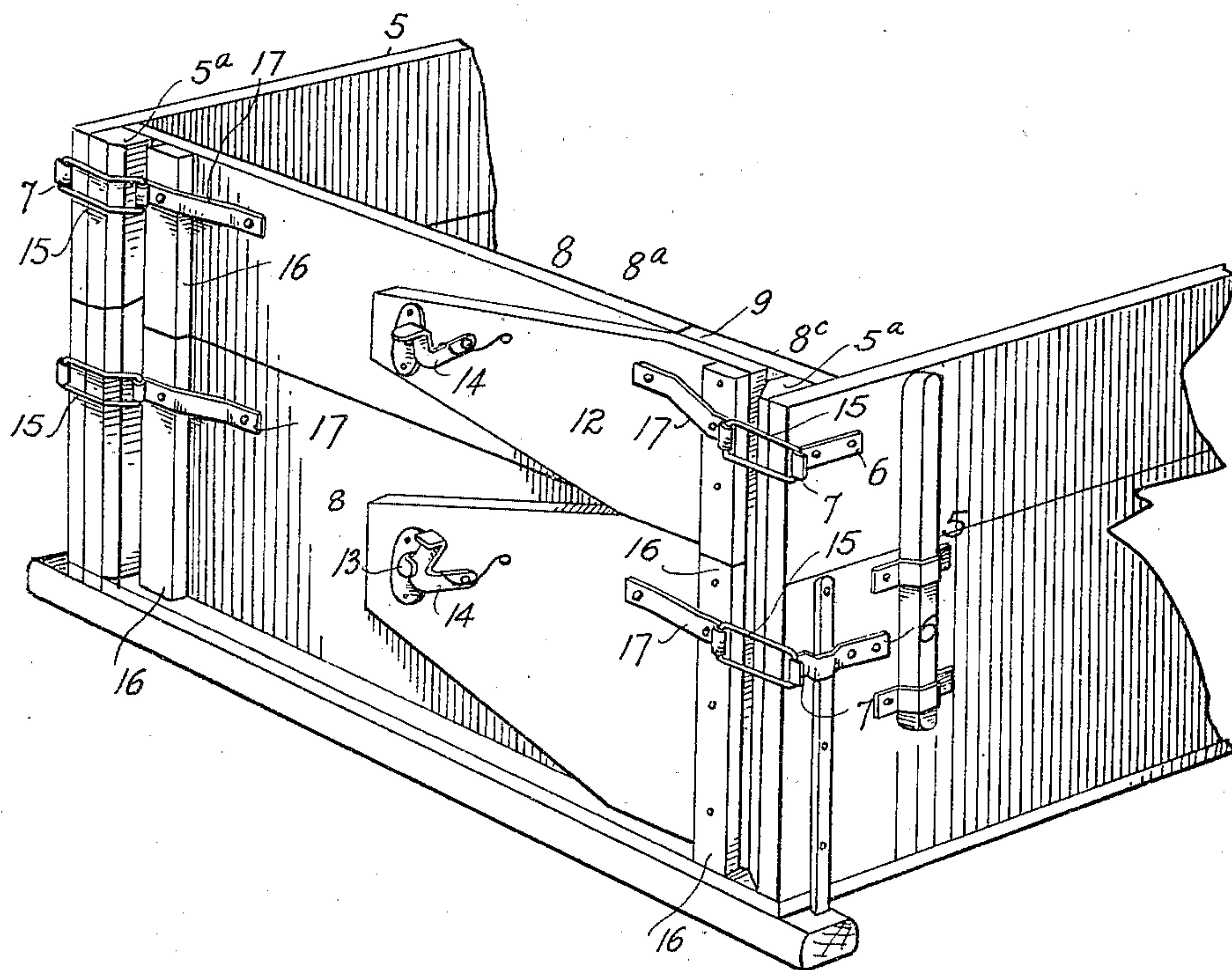


FIG. 1

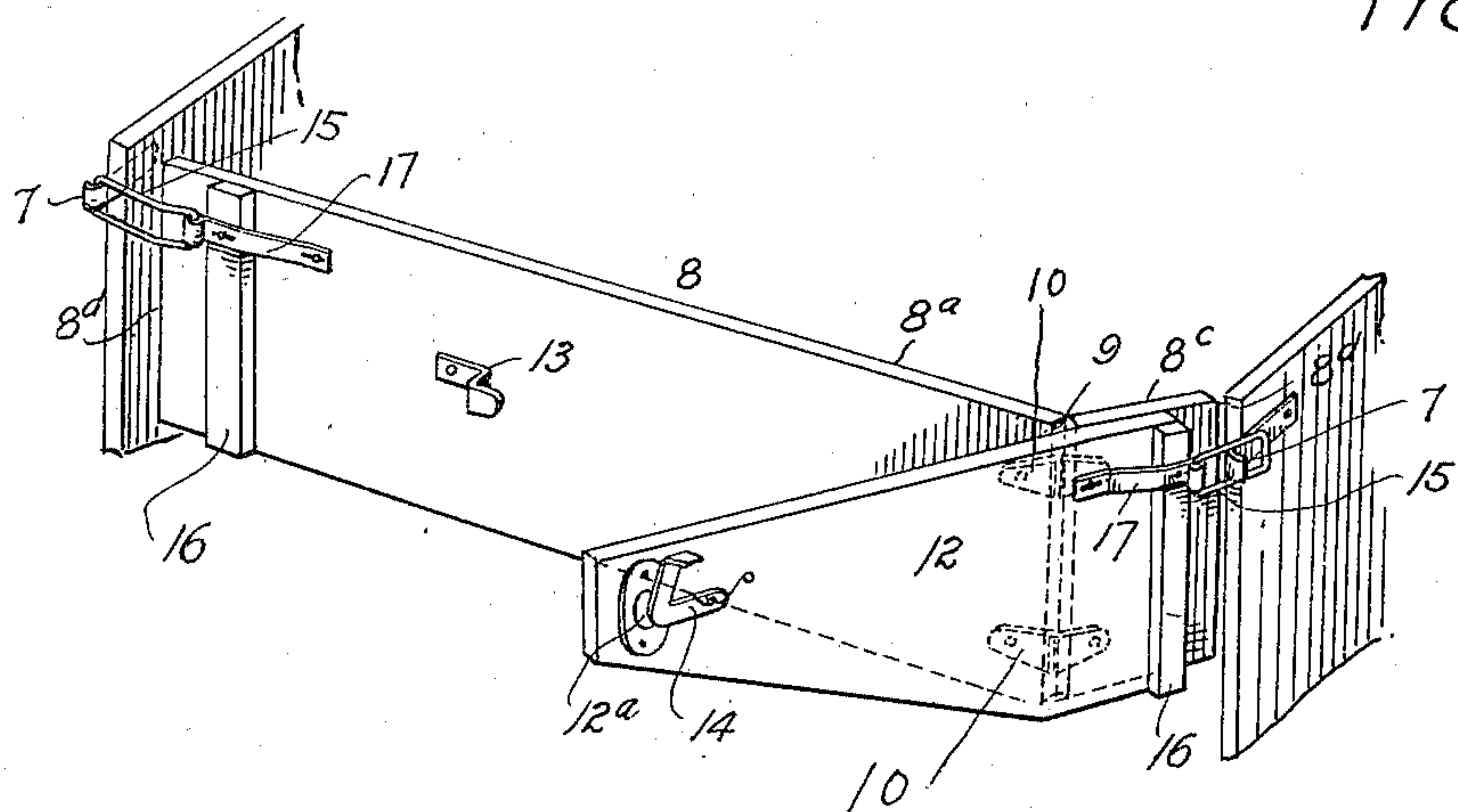


FIG. 2

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END-GATE FOR WAGON-BODIES.

SPECIFICATION forming part of Letters Patent No. 656,577, dated August 21, 1900.

Application filed January 30, 1900. Serial No. 3,265. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM CHATER, a citizen of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in End-Gates for Wagon-Bodies; 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 figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in end-gates for wagon-bodies; and it consists of the features hereinafter described and claimed, all of which will be fully understood by reference to the accompanying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a fragmentary perspective view of a wagon-body provided with my improved end-gate. Fig. 2 is a perspective view of one section of the gate shown in detail preparatory to fastening it in place, the sides of the wagon-body being partly broken away and the vertical retaining bars or cleats being removed.

Similar reference characters indicating corresponding parts in the views, let the numeral 5 designate the sides of the wagon-body, which are provided with metal straps 6, terminating at their rear extremities in hooks 7, which are located at or near the rear extremities of the sides 5.

The end-gate is composed of two sections 8, one being located above the other in the usual manner. These sections are substantially duplicates, except that one is wider than the other, and therefore a description of one will answer for both. Each section is vertically divided near one end, as shown at 9, forming two members 8^a and 8^c, which are connected by hinges 10. To the short member 8^c is attached on the outside an extension 12, overlapping the longer member 8^a. The two parts 8^a and 8^c may be locked together by means of a hook 13 and a dog 14. The hook is attached to the part 8^a and passes through an

opening 12^a, formed in the part 12. The dog 14 is pivotally mounted on the part 12 and is spring-actuated, whereby it normally engages the hook and locks the two parts together when they are in position for use. (See Fig. 1). The members 8^a and 12 of each end-gate section 8 are respectively provided with metal straps 17, to which are movably attached links 15, adapted to engage the hooks 7 of the sides 5. To the rear extremity of each side 5 is attached a vertical bar 5^a.

To place the end-gate in position, each section 8 is first placed in the position shown in Fig. 2. The extremities 8^a are then placed in front of the bars 5^a and the links 15 thrown over the hooks 7. The part 12 is then pressed inwardly toward the part 8^a, the arrangement being such that the links 15 draw the sides tightly against the extremities of the end-gate sections. By properly regulating the length of the links 15 this cinching operation may be carried on to any desired degree. It will be readily understood that as the part 12 is swung outwardly from the part 8^a the link 15, carried by the part 12, will approach the hook 7 until the link and the hook are in operative engagement. Then as the part 12 is pushed toward the member 8^a the tightening or cinching operation takes place, the part 12 acting as a lever fulcrumed in front of a bar 5^a of the wagon-body.

The end-gate sections are provided with vertical strengthening cleats or bars 16, which are engaged by the straps 17. These cleats throw the link 15 outwardly and increase the arc of their travel, considering the fulcrum-point behind the bar 5^a at the right as a center. Hence the tightening or cinching capacity of the links 15 is increased by the cleat 16.

In Fig. 2 link 15 at the right is shown to project beyond the hook 7. This is to indicate that the wagon-body sides may be pressed outwardly or considerably expanded and still be caught by the link and brought back into place as the part 12 is moved to the position shown in Fig. 1.

Having thus described my invention, what I claim is—

The combination with a wagon-body, of an end-gate composed of two hinged parts, one of which is provided with an extension overlapping the other, means for locking the extension to the adjacent part, the said parts
5 being provided with exterior cleats or projections, and links passing over said projections, and hooks attached to the sides of the

wagon-bed on the outside and cooperating with the links for the purpose set forth. 10

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

WILLIAM CHATER.

Witnesses:

A. J. O'BRIEN,
MARY C. LAMB.