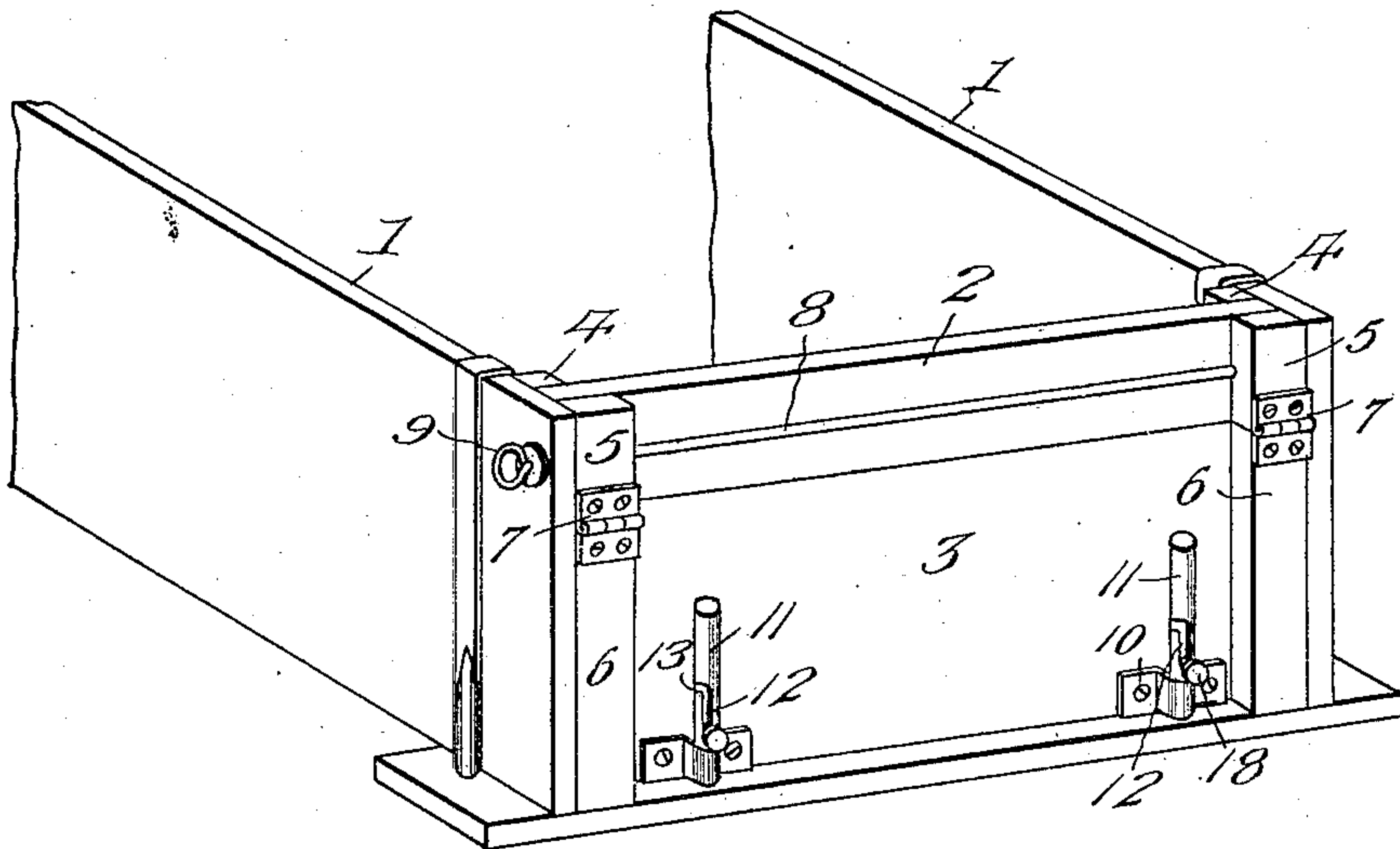


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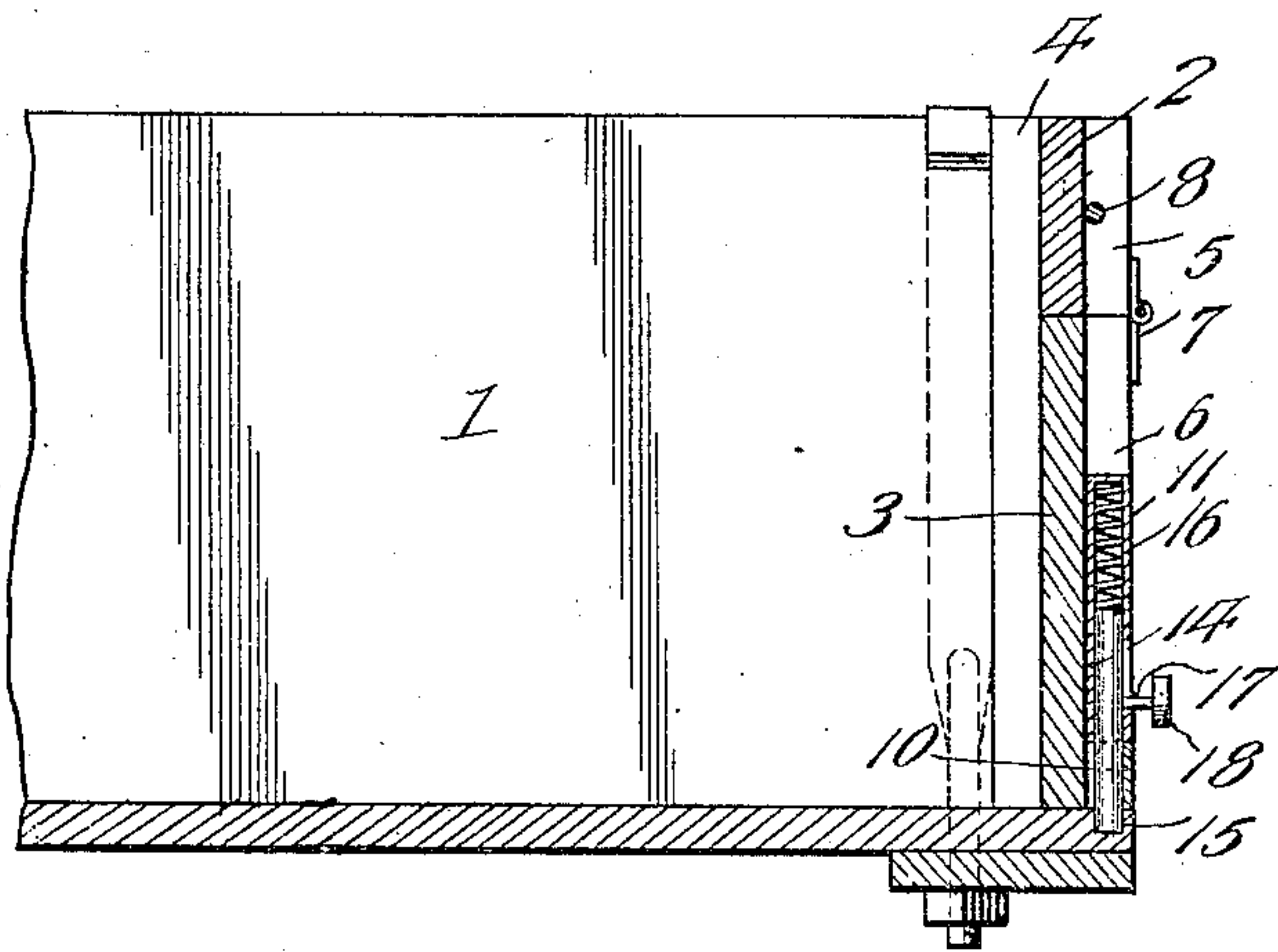
PATENTED AUG. 13, 1907.

B. L. WILSON.  
END GATE FOR WAGONS.  
APPLICATION FILED OCT. 11, 1906.

*Fig. 1.*



*Fig. 2.*



Inventor

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Witnesses

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By

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# UNITED STATES PATENT OFFICE.

BENJAMIN L. WILSON, OF WASHINGTON, KANSAS.

## END-GATE FOR WAGONS.

No. 863,479.

Specification of Letters Patent.

Patented Aug. 13, 1907.

Application filed October 11, 1906. Serial No. 338,367.

*To all whom it may concern:*

Be it known that I, BENJAMIN L. WILSON, a citizen of the United States, residing at Washington, in the county of Washington and State of Kansas, have invented new and useful Improvements in End-Gates for Wagons, of which the following is a specification.

This invention relates to improvements in end gates for wagons, the object of the invention being to provide a simple construction of end gate having improved means for securing it in closed position, and which is so mounted as to be conveniently removed from the wagon when occasion requires.

In the accompanying drawing, Figure 1 is a perspective view, showing a wagon body equipped with my invention. Fig. 2 is a longitudinal section through the same on the line of one of the fastening bolts.

Referring to the drawings, 1 designates a wagon body of any ordinary construction, to the rear end of which is pivotally connected the end gate. The gate comprises an upper cross strip 2 and a gate proper 3. To the inner sides of the cross-strip are secured vertical battens 4 which extend downward the full length of the gate so as to bear upon the bottom of the wagon body and against the side boards thereof. Short battens 5 are also secured to the outer side of the strip 2 in line with battens 6 secured to the outer side of the gate proper 3. Hinges 7 connect the battens 6 with the battens 5, and thereby adapt the gate 3 to swing upon the upper cross-piece 2. The battens 5 are perforated for the passage of a rod 8 which extends through the side boards of the body and removably fastens the end gate in position. One end of this rod is provided with a handle 9 by which it may be conveniently applied and removed. Upon the withdrawal of the rod, the end gate as a whole may be removed from the body, as will be readily understood.

Secured upon the outer side of the gate 3 adjacent the battens 6, and at the lower edge of said gate are guides 10 from which rise tubular casings or housings 11, each of which is provided with a vertical slot 12 having a lat-

eral offset 13. Bolts 14 are arranged to slide in said housings and guides and are adapted to project below the latter to engage keeper sockets in the bottom of the wagon body, to fasten the gate in closed position. A spring 16 is inclosed in each housing between the top thereof and upper end of the bolt and serves to project the latter. Each bolt is provided with a stem 17 projecting outwardly through the slot 12 and having a terminal knob or finger-piece 18 by which it may be manipulated. When the bolts are retracted by sliding them upwardly in the guides and housings, they may be locked in retracted position by turning them axially to bring the stems 17 into the offsets 13.

The construction and mode of operation of the gate will be readily understood from the foregoing description, and it will be seen that simple and effective means are provided for locking the gate to closed position, and the structure permits of the ready removal of the gate when occasion requires.

Having thus described my invention, what I claim is:—

In an end gate, the combination with a vehicle body, provided at the rear end of its bottom with keeper sockets or recesses, of an end gate hingedly mounted upon the rear end of the body, guides secured to the outer side of the gate adjacent the lower end thereof, tubular casings carried by and extending upwardly from said guides and provided with vertical slots having lateral offsets at their upper ends, bolts in the casings adapted to project at their lower ends through the guides and into said keeper sockets, projecting springs in the casings between the upper ends thereof and the bolts, and operating devices connected with the bolts and movable in said slots and adapted to be engaged with the offsets to lock the bolts in an elevated position.

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

BENJAMIN L. WILSON.

Witnesses:

THOMAS C. BAKER,  
WILLIAM R. EVANS.