

J. H. HARVEY.

END GATE.

APPLICATION FILED SEPT. 29, 1908.

935,498.

Patented Sept. 28, 1909.

Fig. 1.

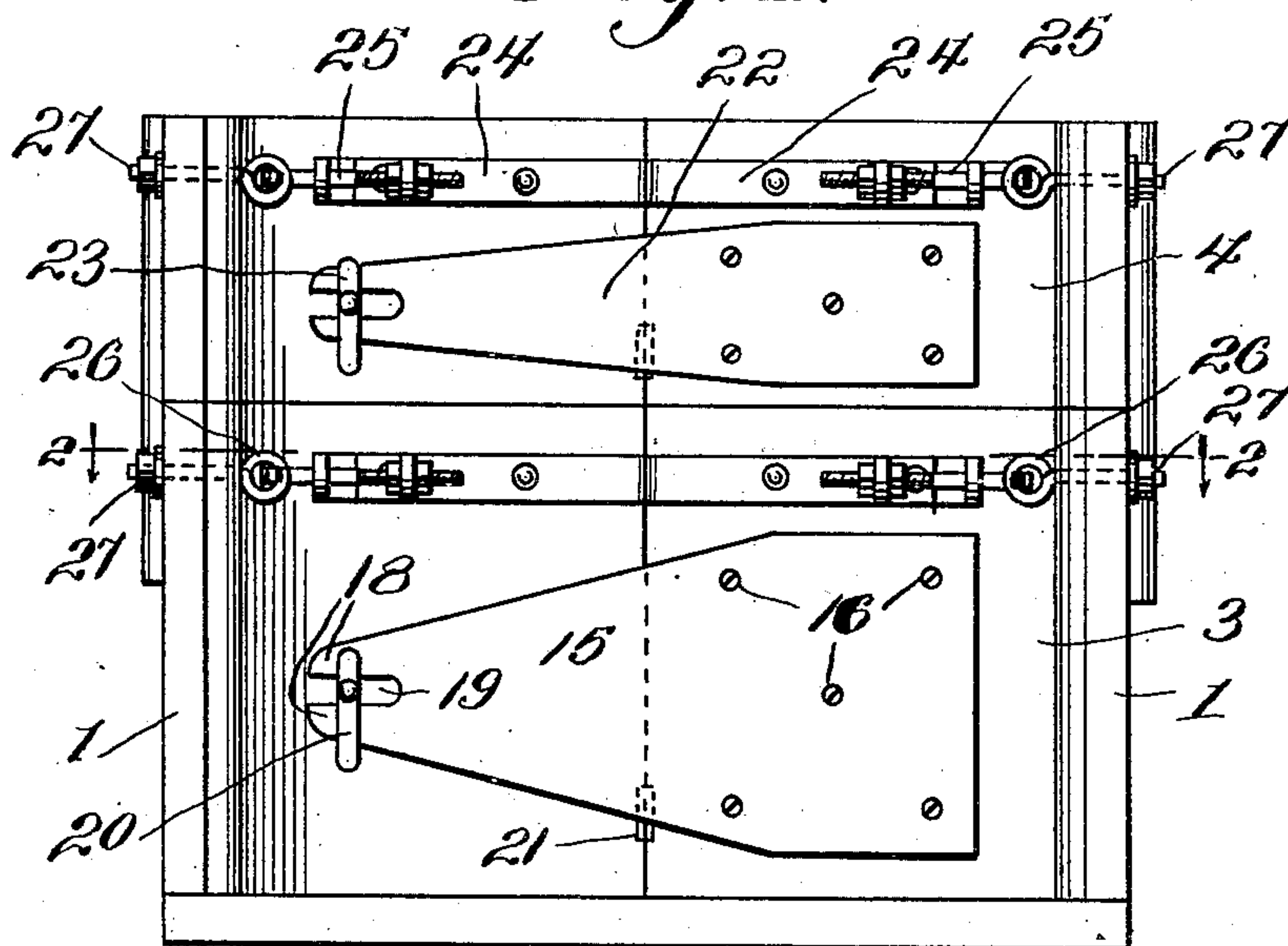


Fig. 2.

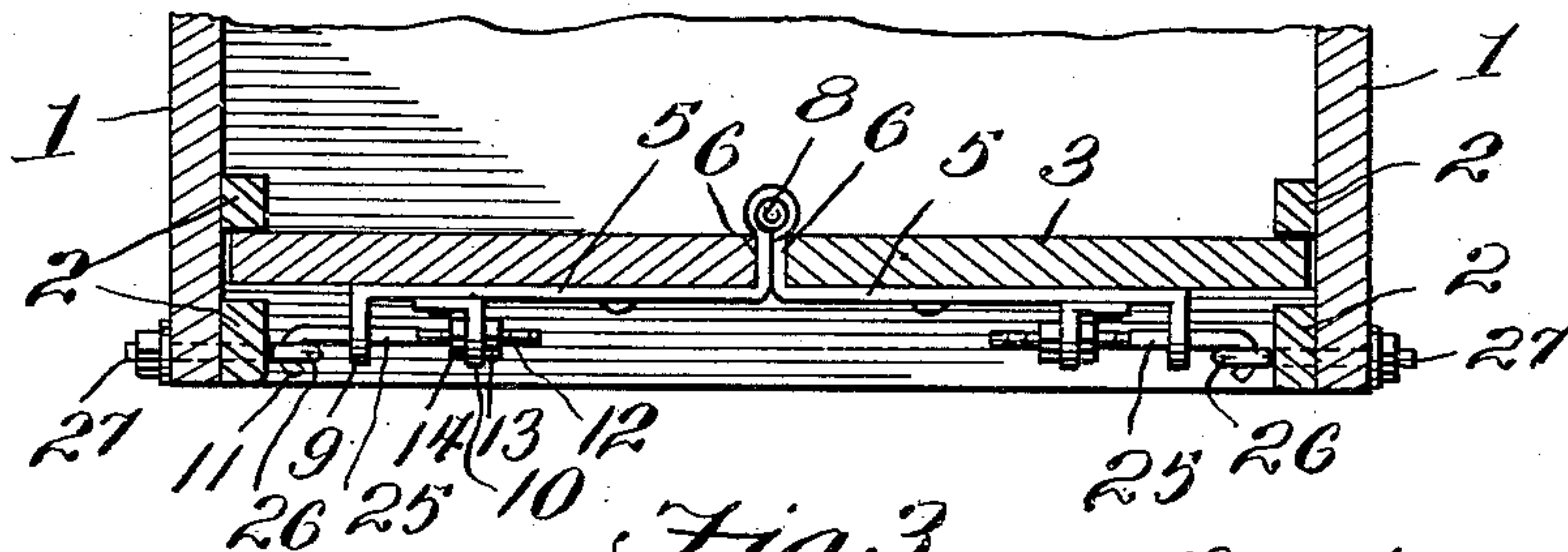
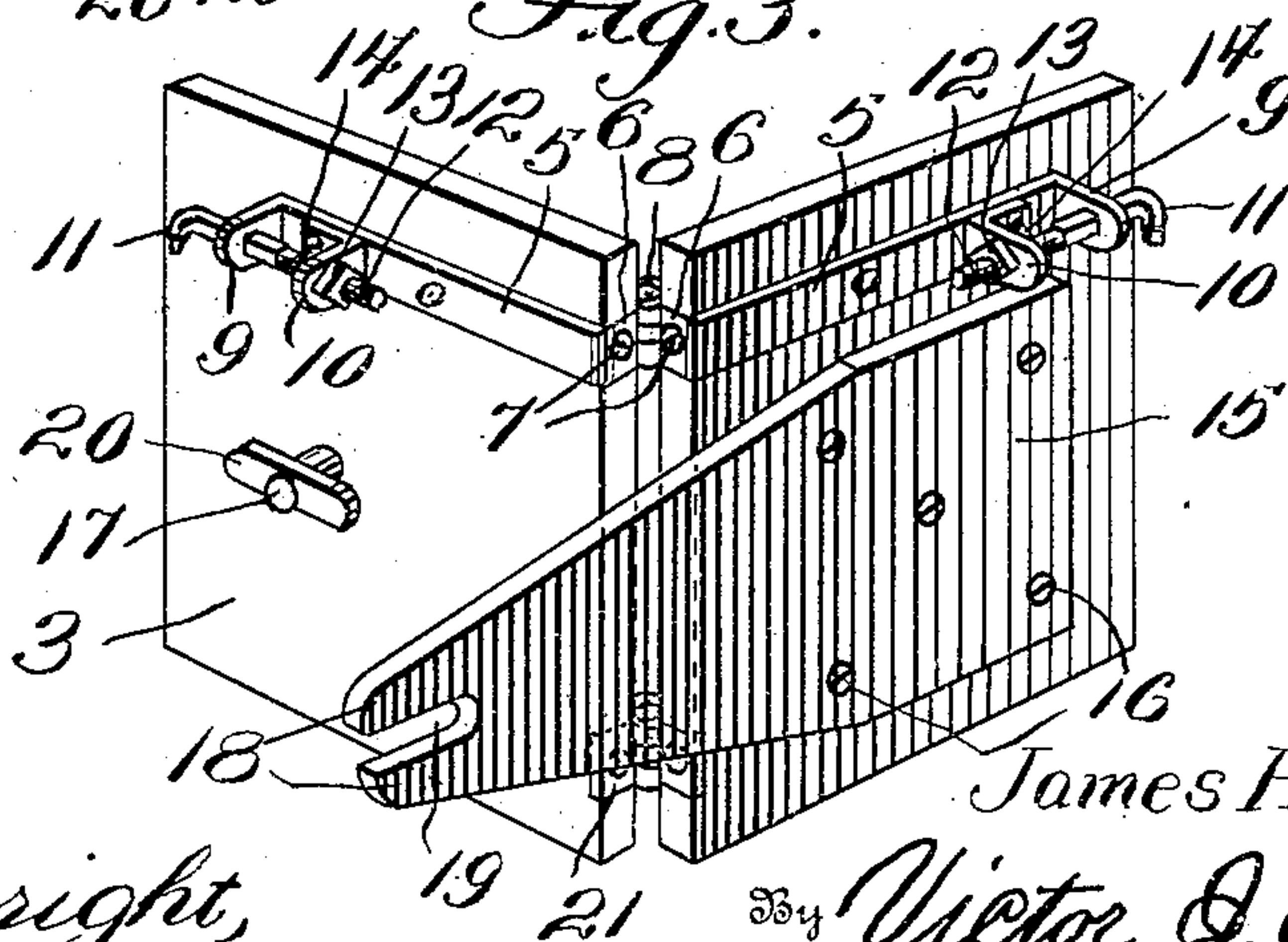


Fig. 3.



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UNITED STATES PATENT OFFICE.

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END-GATE.

935,498.

Specification of Letters Patent. Patented Sept. 28, 1909.

Application filed September 29, 1908. Serial No. 455,236.

To all whom it may concern:

Be it known that I, JAMES H. HARVEY, a citizen of the United States of America, residing at Platte, in the county of Charles Mix and State of South Dakota, have invented new and useful Improvements in End-Gates, of which the following is a specification.

This invention relates to end gates for wheeled vehicles, and one of the principal objects of the same is to provide an end gate which can be quickly opened without the removal of cross rods.

Another object of the invention is to provide an end gate which will dispense with the ordinary cross rods and which can be readily opened from the center outwardly and can be firmly locked in place whenever required.

These and other objects may be attained by means of the construction illustrated in the accompanying drawing, in which,—

Figure 1 is a view, showing the rear end of a wagon box and an end gate secured thereto, said end gate being made in accordance with my invention. Fig. 2 is a horizontal sectional view on the line 2—2 of Fig. 1. Fig. 3 is a perspective view, showing the two members of one section of my end gate opened outward in position for removal of the gate from the wagon box.

Referring to the drawing, the numeral 1 designates the wagon box provided near the rear end thereof with vertical cleats 2 spaced apart to form a guideway for the side edges of the gate.

The end gate comprises a lower member 3 and an upper member 4, said members each comprising two sections. The member 3 comprises the two sections or boards connected together centrally by means of the hinge members 5, said members being bent inwardly at 6 and secured to the inner meeting edges of the sections by means of screws 7. The pintle 8 is connected to the hinge members inside of the end gate. The hinge members 5 have formed upon their outer ends lugs 9, and secured to said members in spaced relation to said lugs are brackets 10. Hooks 11 having threaded shanks 12 extending through the lugs 9 and the brackets 10 have applied thereto nuts 13 and lock nuts 14. The locking bar 15 is secured to one of the sections by means of screws 16 and is connected to the outer section by means of a

pivoted turn button 17 which engages the projections 18 on the free end of said locking bar, a slot or recess 19 being formed in said bar and the cross bar 20 of said button adapted to lie across said slot, as shown in Fig. 1. The lower end of the cross bar 20 is longer than the upper end to form a weight to hold said button in locking position by gravity. The sections of the lower member 3 are also provided with an independent hinge 21. The upper member 4 is also provided with a locking bar 22 which is secured to one of the sections and is locked by means of the pivoted button 23, said sections being also provided with hinged members 24, substantially identical with the hinged members 5 hereinbefore referred to. The upper member 4 is also provided with hooked bolts 25 of similar or identical construction with those already described. These hooked bolts are connected to eyes 26 formed on bolts extending through the outer cleats 2 and through the sides of the wagon box, said eye-bolts being secured in place by means of the nuts 27.

From the foregoing it will be obvious that the hooked bolts can be adjusted to hold the end gate sections in proper position to engage the guideway between the cleats 2. By turning the buttons 17, 23 the locking bars 15 and 22 can be swung outward to move the sections of the end gate to the position shown in Fig. 3, after which the end gate can be removed from the wagon box.

My invention is of simple construction, does not require cross bolts or rods, can be quickly adjusted and can be readily removed from the wagon and replaced by merely turning the pivoted buttons.

I claim:—

An end gate comprising an upper and a lower member, each of said members consisting of two sections connected together by central hinge members, brackets on said hinge members, lugs on said brackets, hooked bolts engaging eyes on the wagon box, said bolts having threaded shanks extending through said lugs and lock nuts for said threaded shanks.

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

JAMES H. HARVEY.

Witnesses:

W. F. McCall,
OMER M. HUGHES.