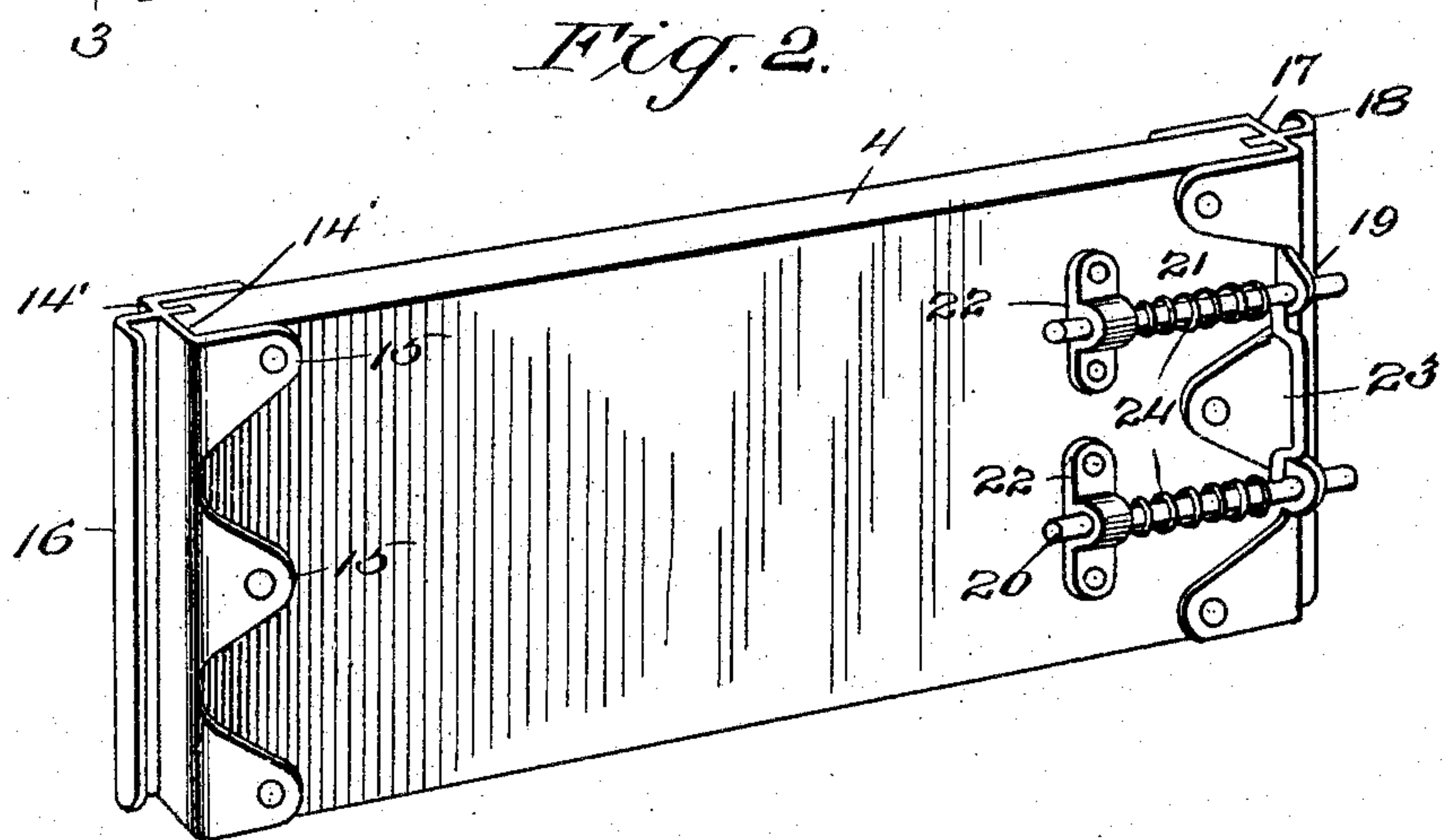
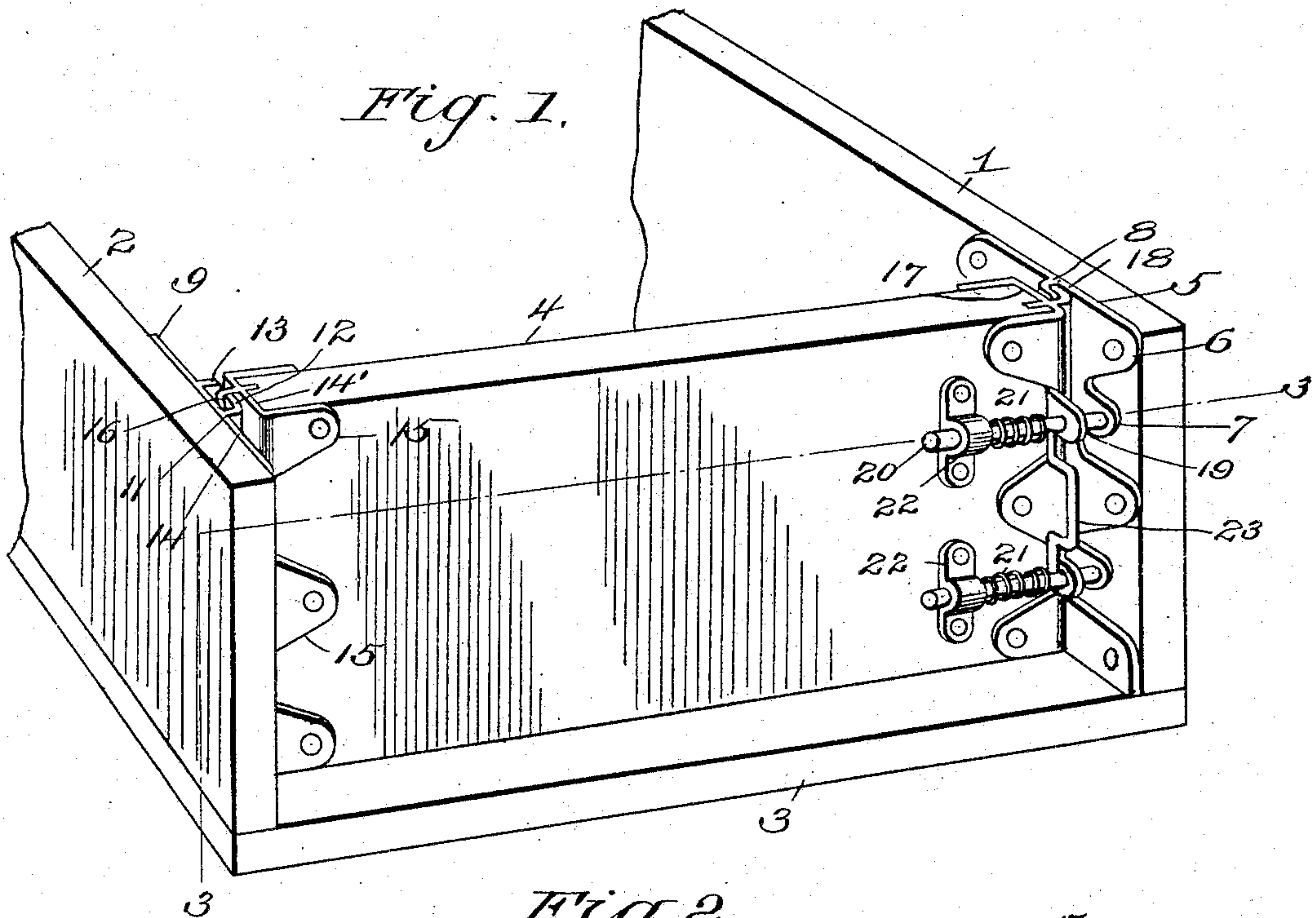


O. A. BURULL.
END GATE FOR WAGONS.
APPLICATION FILED JUNE 12, 1909.

947,193.

Patented Jan. 18, 1910.
2 SHEETS—SHEET 1.



Witnesses

J. M. Fowler Jr.
E. A. Johnson

Inventor

Oscar A. Burull

By

W. J. Johnston

Attorney

O. A. BURULL.
END GATE FOR WAGONS.
APPLICATION FILED JUNE 12, 1909.

947,193.

Patented Jan. 18, 1910.
2 SHEETS—SHEET 2.

Fig. 3.

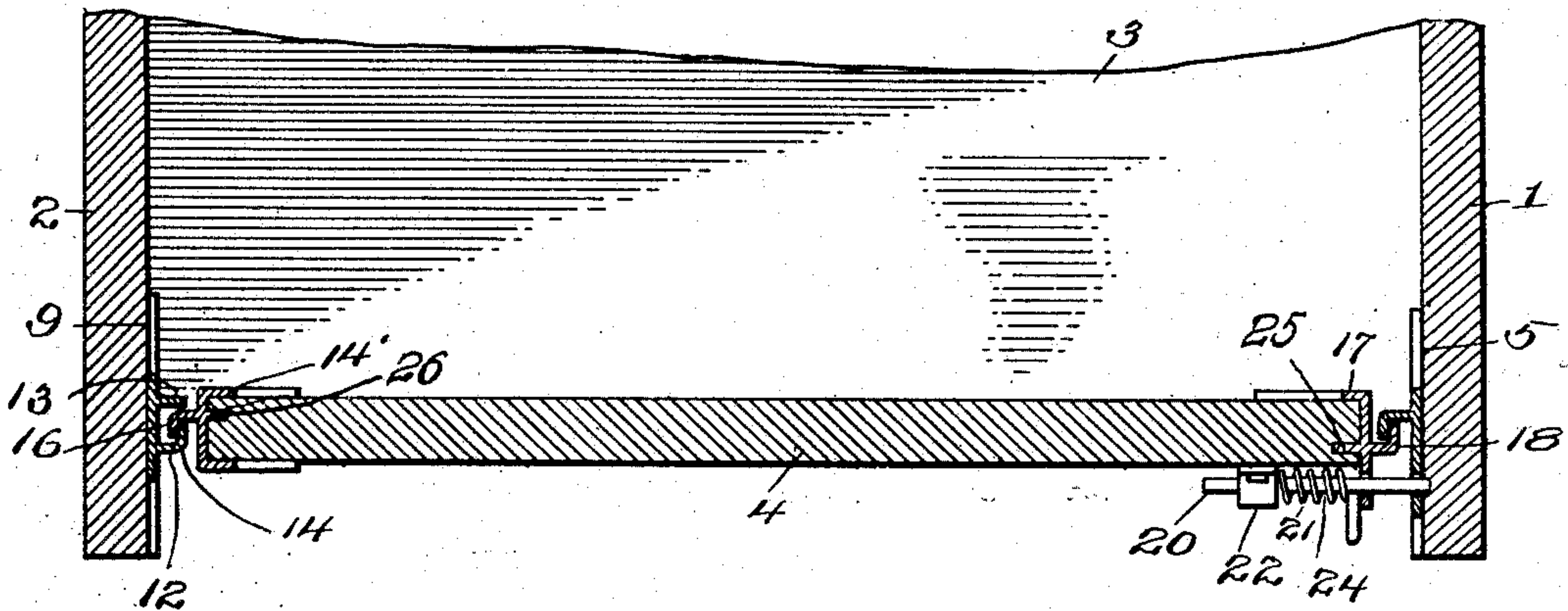


Fig. 4.

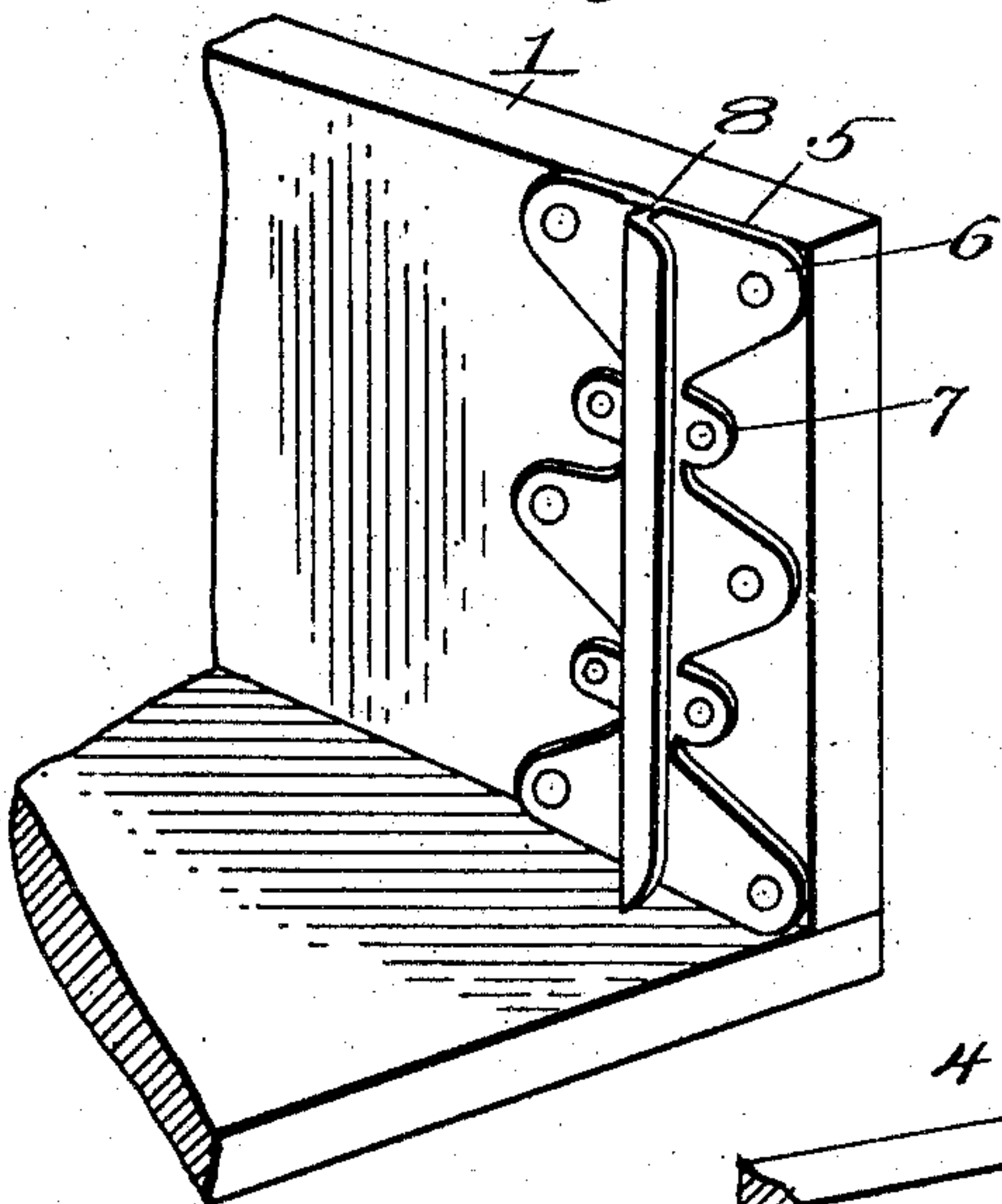


Fig. 5.

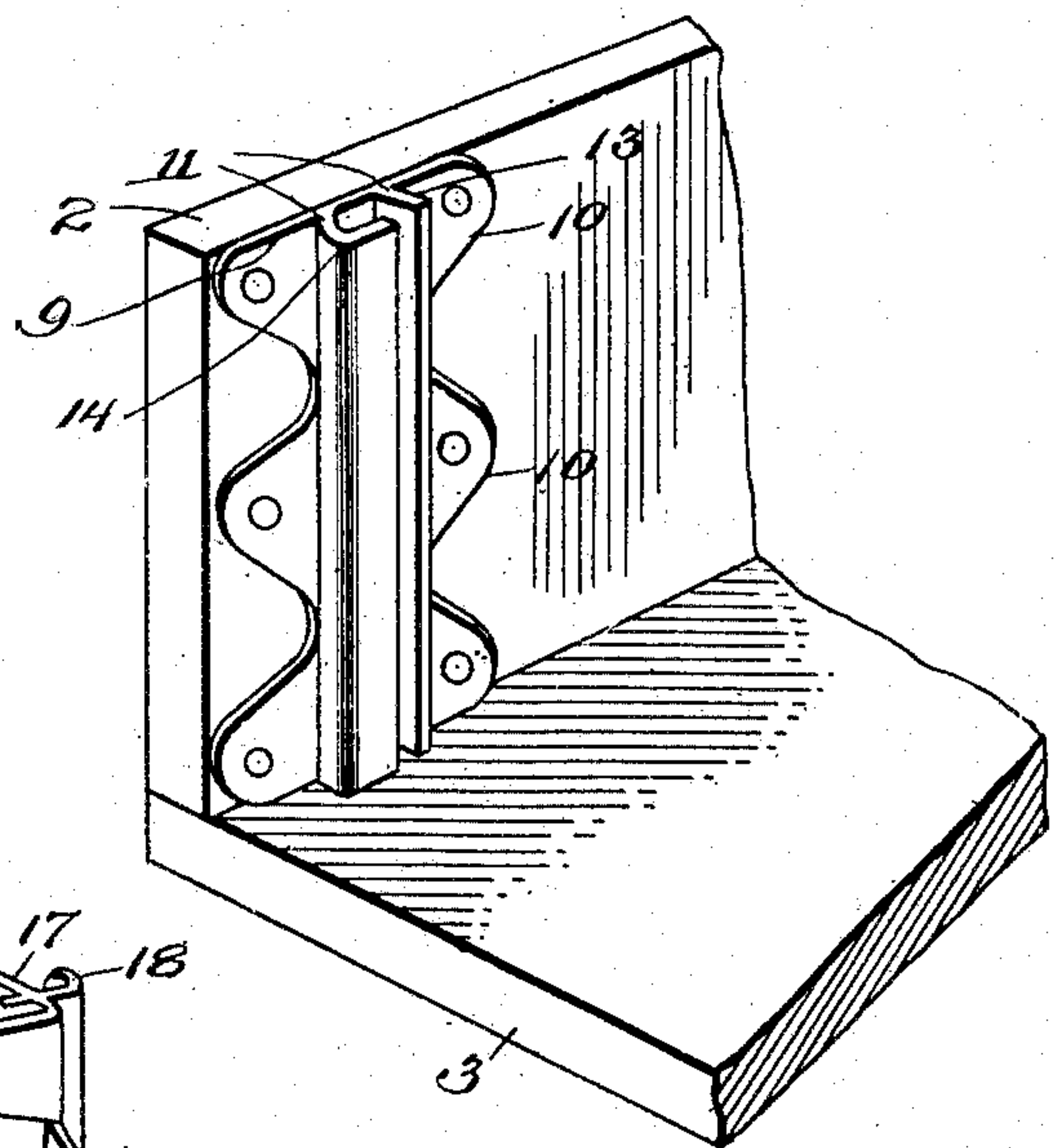
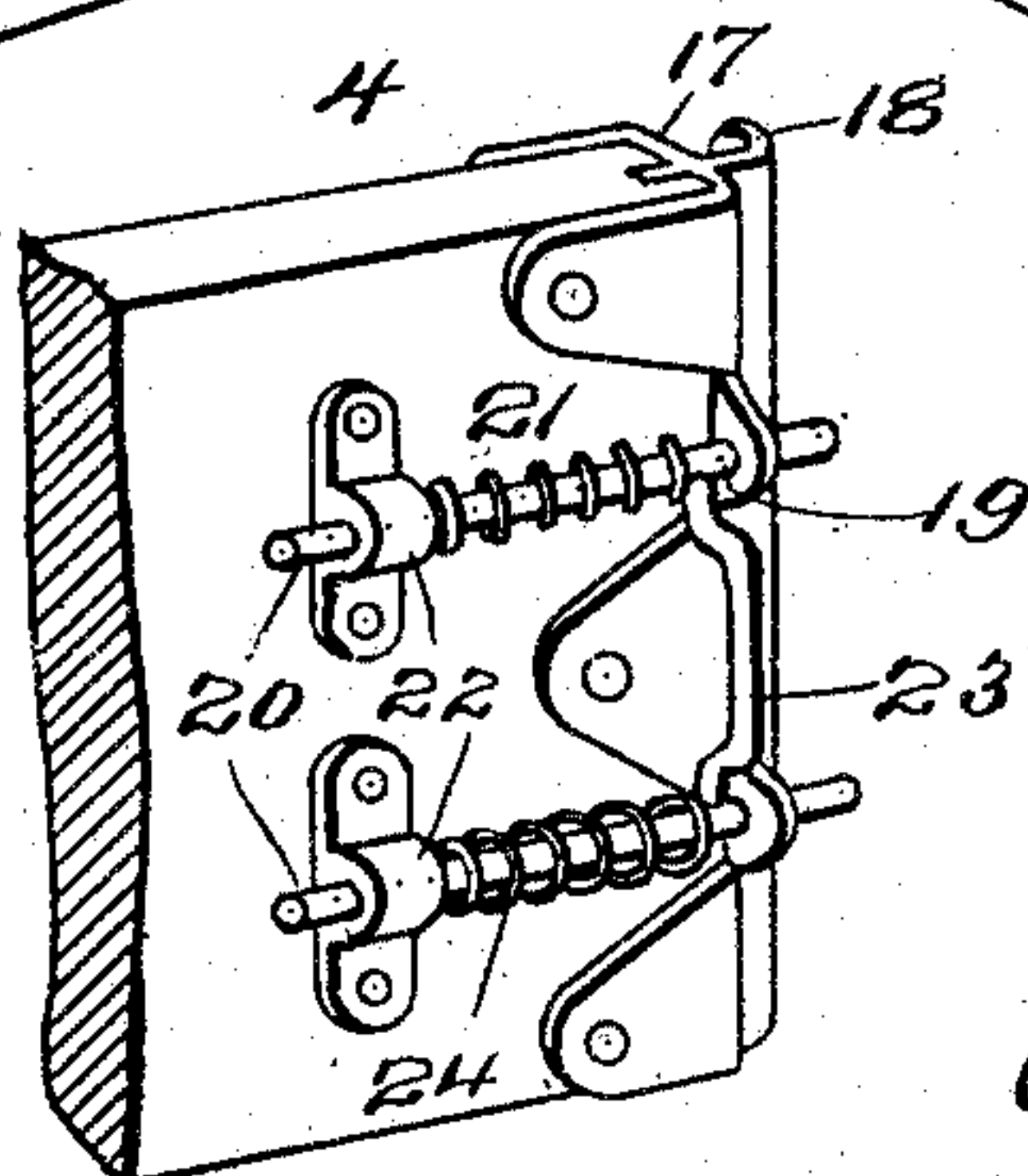


Fig. 6.



Witnesses
J. M. Fowler
E. A. Johnson

By

Inventor
Oscar A. Burull
H. J. Johnston
Attorney

UNITED STATES PATENT OFFICE.

OSCAR A. BURULL, OF BELOIT, WISCONSIN.

END-GATE FOR WAGONS.

947,193.

Specification of Letters Patent.

Patented Jan. 18, 1910.

Application filed June 12, 1909. Serial No. 501,859.

To all whom it may concern:

Be it known that I, OSCAR A. BURULL, a citizen of the United States, and residing at No. 1121 Union street, Beloit, in the county of Rock and State of Wisconsin, have invented certain new and useful Improvements in End-Gates for Wagons, of which the following is a specification.

This invention relates to end-gates for wagons, and has for its object to provide a device of this character which will be durable and easily manipulated.

Another object is to provide such a device that it will serve as a brace to prevent the sides of the wagon from spreading.

Other objects will appear as the detailed description proceeds.

The invention consists of an endgate having at its ends hook means for engaging similar means on the sides of the wagon, and a spring actuated latch.

The invention is illustrated in the accompanying drawings in which—

Figure 1 is a perspective view of a rear portion of a wagon body showing my gate applied. Fig. 2 is a perspective view of the gate removed from the wagon. Fig. 3 is a horizontal section on the line 3—3 of Fig. 1. Fig. 4 is a detached view in perspective of the slide way on the right side of the wagon. Fig. 5 is a similar view of the slide on the left side of the wagon, and Fig. 6 is a similar view of the lock mechanism.

In the drawings 1, 2, and 3 are the right and left sides and bottom of a wagon box, and 4 the end-gate.

To the inner face of the side 1 is secured a plate 5, formed with the oppositely disposed large wings 6 and the small wings 7 having apertures therein. Projecting centrally from the plate 5 is an angular rib 8 extending from the top of the side 1 to the bottom of the wagon 3. To the inner face of the side 2 is secured a plate 9 having oppositely disposed wings 10. The wings 6 of the plate 5 and wings 10 of the plate 9 serve as braces to prevent the warping of the sides 1 and 2.

Secured to the middle of the plate 9 and extending its entire length is a track 11 which, in cross-section, is of U shape, except that one of the lugs 12 of the U is longer than the other lug 13, and is bent at right angles thereto at 14, and extends across and toward the other lug 13. Thus is formed an L shaped slide opening.

A plate 14' having the brace wings 15 is bent to embrace the left end of the gate and has the L shaped rib 16 projecting from its middle portion and adapted for engagement in the L shaped slide opening of the track 11. A similar plate 17 is secured to and embraces the right end of the gate, and is provided with a rib 18 similar to 16, but disposed in opposite relation thereto, to engage with the rib 8. The plate 17 is provided with the apertured lugs 19 through which pass the bolts 20 of the lock 21, the rear ends of said bolts passing through the apertured guide plates 22. The bolts 20 are connected by a hand piece 23. Springs 24 are disposed on the bolts 20 between the hand piece 23 and the guide plates 22, and serve to keep the lock in its outward position.

It will be noticed that, in Fig. 3 the ribs 25 and 26 extend into the ends of the gate, and furnish braces for the same.

The small wings or lugs 7 of the plate 5 are provided with apertures to receive the free ends of the bolts 20.

To place the gate in position, the rib 16 is engaged in the track 11, and the gate swung until the rib 18 engages the rib 8 of the plate 5. The bolts 20 are withdrawn until their ends are opposite the apertures of the lugs 7, when they are released and seated in said apertures.

It will readily be seen that the device described not only provides an efficient gate and fastening but one in which the gate, when in position, serves as an effective brace for the sides of the wagon box and prevents the spreading of same. The wings of the side plates also serve as anti-warping devices for the ends of the sides.

The ribs 8 and 11 may be cast integral with the plates, or may be made of sheet metal bent to the forms shown.

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

The combination with a wagon-body having on one side a plate with oppositely disposed wings of different sizes, the smaller ones having apertures therein, said plate having a central angular rib, a plate having wings secured to the other side of the body and having on its central portion a track consisting of lugs, one of which is bent at right angles so as to extend toward the other to provide a space between said lugs, of an end gate having plates provided with

angular wings embracing and secured to the
opposite ends thereof, said last named plates
being also provided with outstanding ribs
which are inserted into the ends of the gate,
5 the said plates of the gate also having L
shaped ribs projecting in opposite directions
from each other, one of the plates of the
gate having outstanding apertured lugs
which register with the apertures in said
10 smaller wings, a plurality of spring actuated

bolts arranged one above the other, which
are adapted to engage the apertures in said
lugs and said wings, and means connected
to said bolts whereby to operate the same.

In testimony whereof I affix my signature 15
in presence of two witnesses.

OSCAR A. BURULL.

Witnesses:

J. S. BURULL,
C. A. GAULT.