

G. LINDQUIST.
END GATE.

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993,260.

Patented May 23, 1911.

FIG. 1.

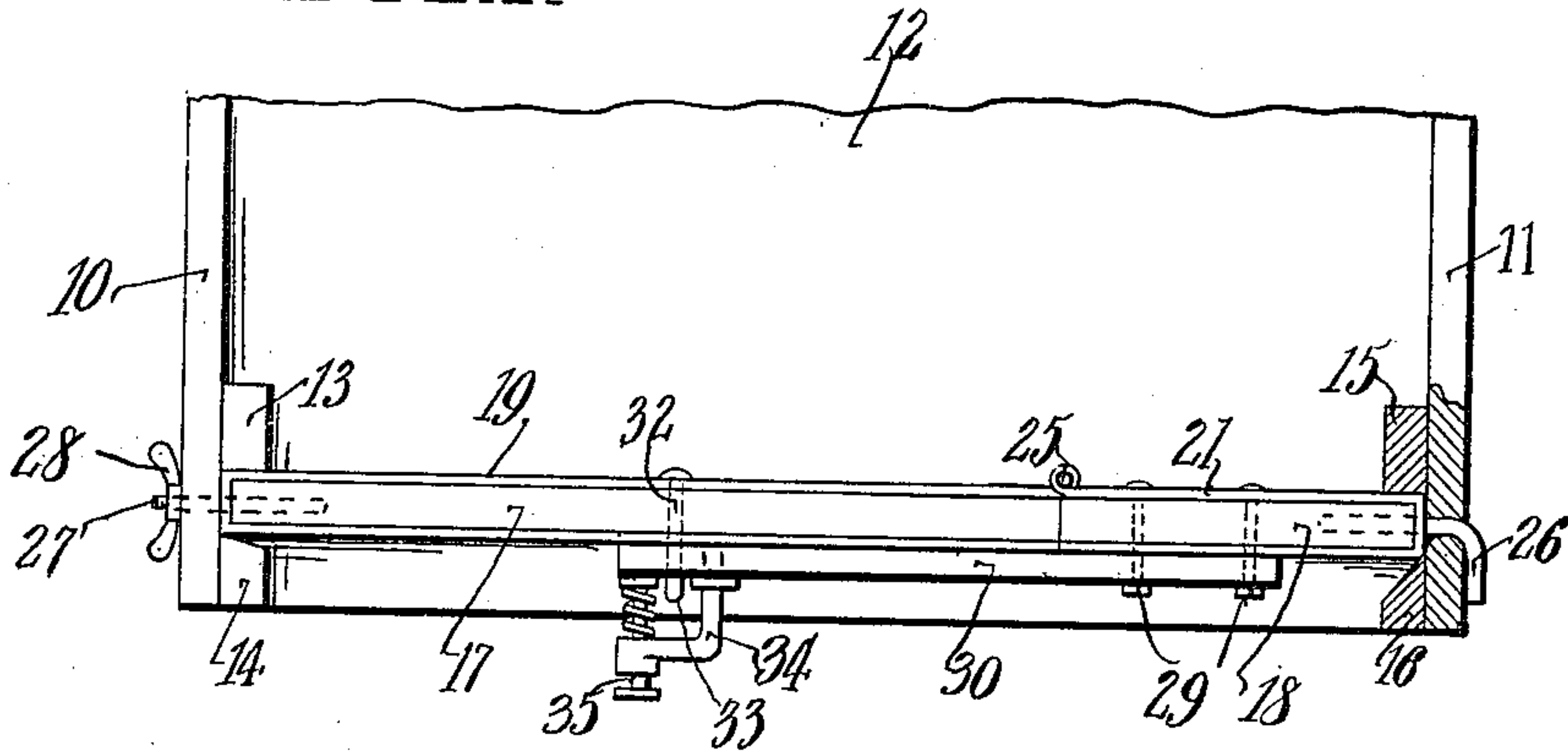


FIG. 2.

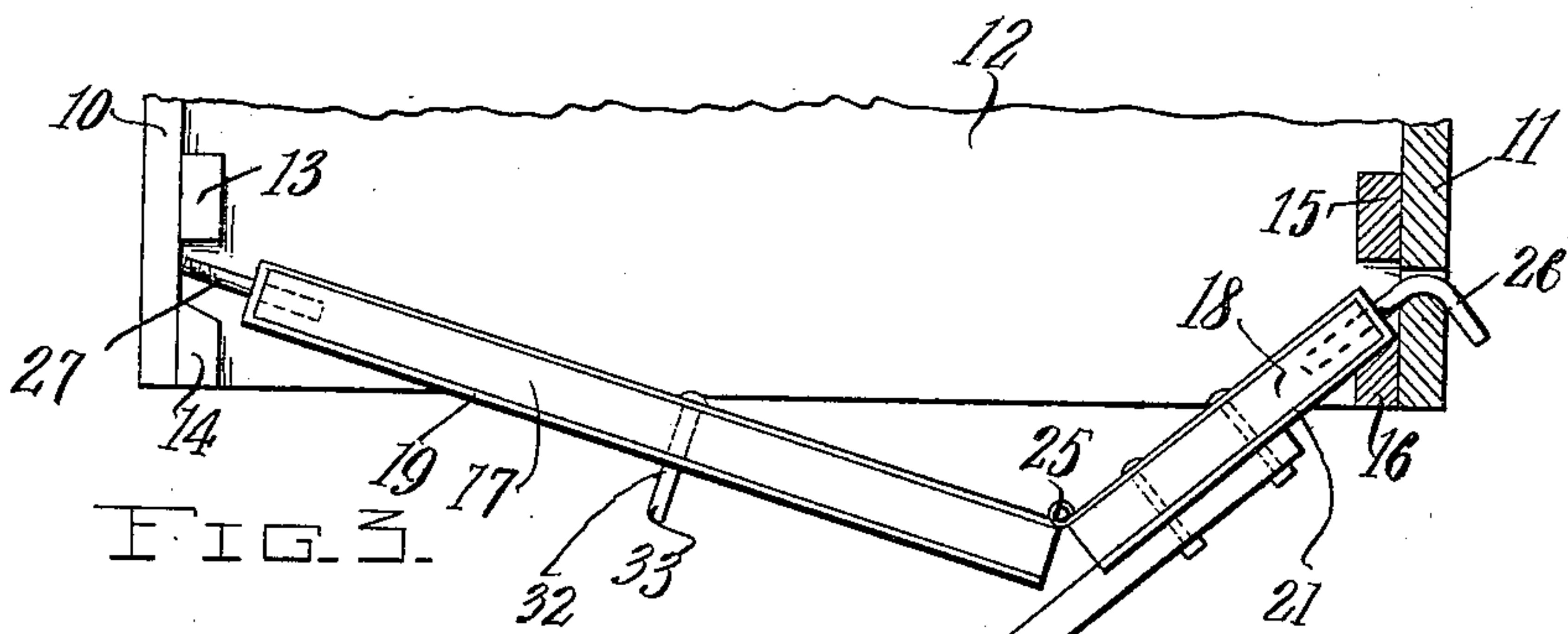
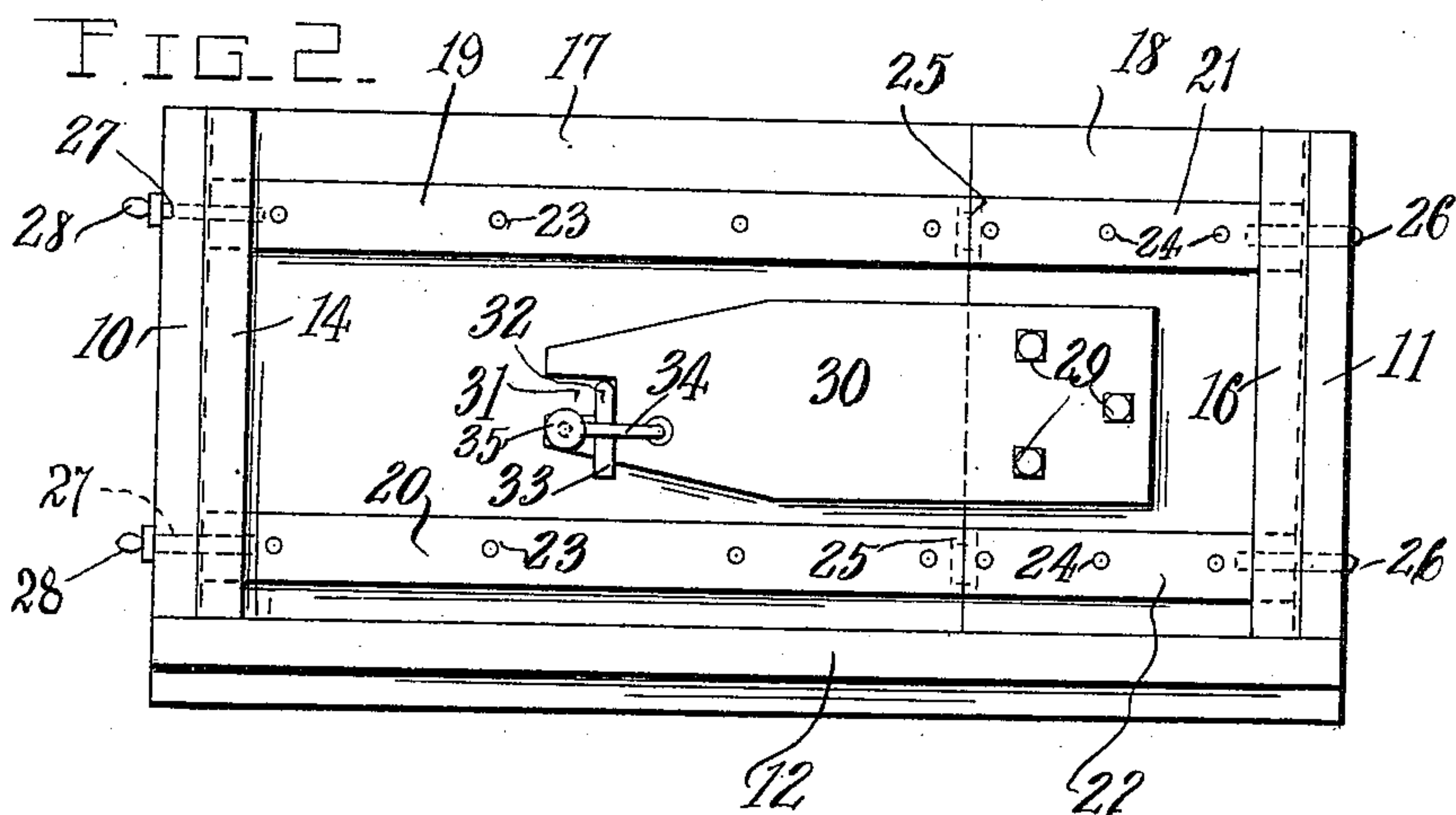


FIG. 3.

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UNITED STATES PATENT OFFICE.

GUSTAF LINDQUIST, OF NISBET, NORTH DAKOTA.

END-GATE.

993,260.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, GUSTAF LINDQUIST, a citizen of the United States, residing at Nisbet, in the county of Oliver, State of North Dakota, have invented certain new and useful Improvements in End-Gates; and I do hereby 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.

This invention relates to improvements in the end gates of wagons, and has for one of its objects to provide a simply constructed device of this character which is firmly coupled to the wagon and will not be shaken loose therefrom under the severe jars and concussions to which the average farm wagon is subjected when passing over rough roads.

With this and other objects in view, the invention consists in certain novel features of construction as hereinafter shown and described and then specifically pointed out in the claims; and, in the drawings illustrative of the preferred embodiment of the invention, Figure 1 is a plan view of a portion of the rear or tail end of a wagon body with an end gate of the improved construction applied, and in closed position. Fig. 2 is a rear elevation of the same. Fig. 3 is a view similar to Fig. 1, with the improved device in open position.

The improved device may be applied to any of the ordinary farm wagons, and for the purpose of illustration is shown applied to a structure of this character in which 10—11 represent the side members and 12 the bottom member of a conventional wagon body. Attached to the inner face of the side member 10 are the usual end gate cleats 13 and 14, while similar cleats 15—16 are attached to the inner face of the side member 11. The end gate structure is formed of two main portions, a relatively long portion 17 and a shorter portion 18, the two portions when arranged end to end extending between the sides 10—11 and bearing upon the bottom 12, the bearing at the ends being between the cleats, as shown.

Extending around the longer member 17 of the end gate are two elongated U-shaped straps 19—20, while similar straps 21—22 extend around the shorter section 18 of the end gate. The straps extend around the outer ends of the members 17—18 and are

secured by rivets or other suitable fastening means 23—24. The straps not only form supports for the members 17—18 to protect them from fracture when in use, but likewise serve as wear plates to protect the sections from abrasion. The ends of the straps are extended at the inner ends of the members 17—18 and bent into hinge members as shown at 25, by which means the two parts 17—18 are hingedly united.

Projecting from each of the straps 21—22 where they pass over the end of the member 18 is an L-shaped rod 26 designed to pass through suitable apertures in the side member 11, and thus firmly lock the member 18 to the side member when in use.

The apertures for the members 26 will be of sufficient size to permit them to be inserted through the member 11 when the member 18 is disposed at an angle to the member 11, but which will not permit the member 18 to be withdrawn unless it is so placed. By this means so long as the member 18 is located at right angles to the member 11, the hook members 26 will firmly lock the member 18 in position. Projecting from each of the straps 19—20 where it passes over the end of the member 17 is a threaded stud 27, the studs being designed to pass through suitable apertures in the member 10 and each stud is provided externally of the member 10 with a wing nut 28, by means of which the member 17 is firmly locked in position relative to the member 10. To the outer face of said end gate section 18, a locking plate or arm 30 is secured by bolts or the like 29, the arm being extended over the outer face of the section 17 and provided at its free end with an open longitudinal slot 31. A rod 32 is passed through the member 17 and is rotatable therein, the rod being so positioned that when the extending arm 30 is disposed in contact with the outer face of the member 17 the slot 31 will pass over the rod. The end of this rod is bent laterally as at 33 and it will be seen that when the sections 17 and 18 are alined as shown in Fig. 1, the laterally directed terminal 33 may be turned downwardly to bear over the outer face of the arm 30, as clearly shown in Fig. 2. The bent rod thus serves as a latch to retain the sections 17 and 18 in the alined or closed position.

Extending from the arm 30 is a small bracket 34, and slidably arranged through this bracket at its free end is a spring

pressed bolt 35, the inner end of the bolt being arranged to bear against the member 30. By this means an effectual locking device is produced whereby the lateral projection 33 of the rod 32 may be locked in position and prevented from rotary movement. By this means an effectual locking means is provided whereby the members 17—18 and the arm 30 may be firmly locked together and the members 17—18 retained in their closed position. When it is desired to detach the end gate the wing nuts 28 are detached, the bolt 35 withdrawn to release the rod 32 which is then rotated to bring the lateral member 33 in horizontal position and opposite the slot 31. The arm 30 is then drawn outwardly which will "break" the members 17—18 at their hinged point 25 and withdraw the studs 27 from the member 10 and likewise withdraw the L-shaped hooks 26 from the member 11, and release the end gate.

When the end gate is to be restored the operations are repeated in reverse order, as will be obvious.

The improved device is simple in construction, is strong and durable, and cannot work loose under the severe jars to which devices of this character are subjected.

What I claim is:

An end gate comprising two sections hingedly united at their confronting ends, straps extending around the ends of said sections and bearing upon opposite sides of and secured to the same, L-shaped members extending from the straps of one of said sections and adapted to pass through one of the sides of a wagon body, threaded studs provided with clamp nuts and extending from the straps of the other section and adapted to pass through the other side of a wagon body, and means operating to maintain said sections in longitudinal alinement.

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

GUSTAF LINDQUIST.

Witnesses:

JOHN PULLES,

GEO. I. REIMESTAD.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
