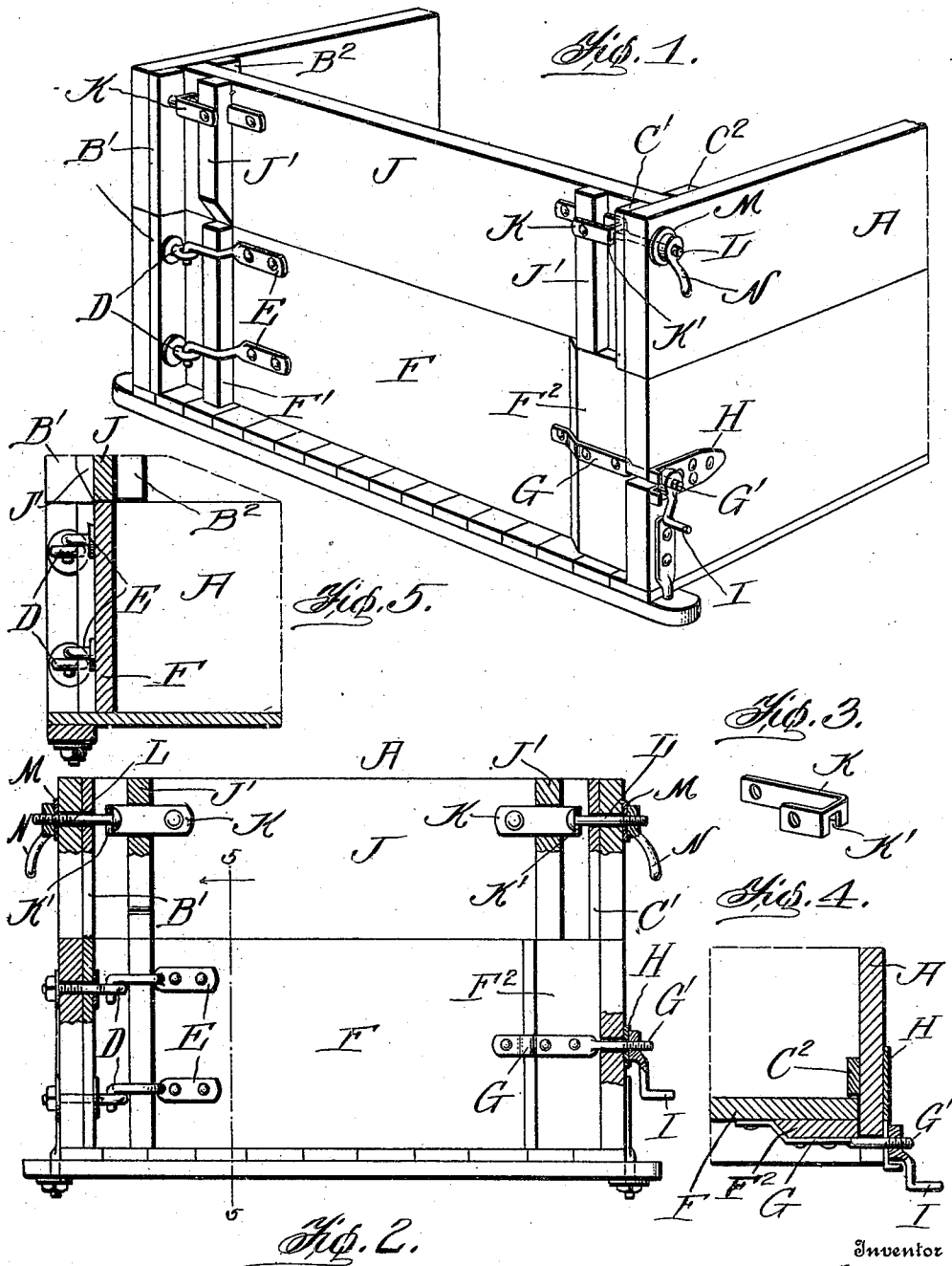


A. D. WAGNER.
 END GATE FASTENER.
 APPLICATION FILED AUG. 12, 1908.

990,931.

Patented May 2, 1911.



Witnesses

Oliver W. Holmes
 Reed P. Wright

Argus D. Wagner,
 By O'Meara & Buck

Attorneys

UNITED STATES PATENT OFFICE.

ARGUS D. WAGNER, OF MANILLA, INDIANA.

END-GATE FASTENER.

990,931.

Specification of Letters Patent.

Patented May 2, 1911.

Application filed August 12, 1908. Serial No. 448,177.

To all whom it may concern:

Be it known that I, ARGUS D. WAGNER, a citizen of the United States, residing at Manilla, in the county of Rush and State of Indiana, have invented a new and useful Improvement in End-Gate Fasteners, of which the following is a specification.

This invention relates to end gates for wagons, the object being to provide an end gate which is formed of two sections, each section being independently connected to the body of the wagon so that each section can be operated separately.

A further object of the invention is to pivotally connect one of the sections and mount the other section so that it can be moved upwardly.

A further object is to provide very novel means for fastening the sections to the body so that all danger of the same accidentally becoming detached is prevented.

Figure 1 is a perspective view of the rear portion of the body of a wagon showing my improved tail gate in position. Fig. 2 is a rear view of the same partly broken away to show the manner of connecting the members. Fig. 3 is a perspective view of one of the fastening members detached. Fig. 4 is a detail horizontal section. Fig. 5 is a section taken on the line 5—5 of Fig. 2.

In carrying out my improved invention, I employ a body A which is of the ordinary construction having guide strips B', B², C', C² secured to the respective sides adjacent the end, the strip B² being cut away adjacent its lower end and the strip C' cut away at its lower end for a purpose hereinafter fully described. Connected to the strip B' are parallel spaced eyes D adapted to receive the hook members E carried by the lower section F of the tail gate. The hooks are secured to the section F by a bolt or any other suitable means and extend outwardly over cleats F' secured to the section. The other end of the section F is provided with a cleat F² over which is secured a plate G provided with a reduced, rounded, threaded end G' adapted to extend through a slot formed in the body of the wagon and a bifurcated angled end of the plate H secured to the outside of the body, the bolt being locked in its adjusted position by a crank nut I. It will be seen that by this arrangement, the lower section F can be readily swung outwardly by simply

loosening the crank nut. It will also be seen that the section can be readily detached if desired by swinging the section outwardly and drawing upwardly on the section which will draw the hooks out of the eyes D.

Slidably mounted between the respective cleats is the upper section J on the outer face of which are secured cleats J' adjacent each end over which are secured fastening members K having bifurcated portions K' adapted to fit over the heads of bolts L which extend through the sides of the body and washers M secured thereto. The bolts are locked in their adjusted positions by hand nuts N and it will be seen that the section J can be readily drawn upwardly by simply loosening the hand nuts N and when the hand nuts are screwed tightly down, the sides of the body will be drawn tightly against the ends of the section J so as to securely hold it in its adjusted position without any danger of its moving in any way. The lower end of the section J rests upon the upper edge of the section F which supports the same, but at the same time allows the section F to be readily swung outwardly when desired as the cleats are cut away for this purpose so that the section will not bind in any way when swung outwardly and at the same time the section will be braced by the cleats.

From the foregoing description, it will be seen that I have provided an end gate for wagons formed of a swinging section and a slidable section, each section being so mounted that they can be readily operated independently and so connected to the body that the sides of the body can be readily drawn inwardly whereby the ends will be securely clamped between the same.

What I claim is:—

1. The combination with a wagon body having spaced cleats secured on the inside of the body adjacent each end, the outer cleat on one side being reduced in length, of a sectional end gate mounted between said cleats, the upper section of said gate being slidably mounted between the cleats, a fastening member carried by one end of the upper section having a bifurcated portion, a headed bolt mounted in the adjacent end of the body adapted to fit in the bifurcation of said member, a hand nut working on said bolt for tightening the same, hooks carried by one end of the lower section adapted to fit in eyes secured to the

body, a plate carried by the other end of
the lower section having a reduced rounded
threaded bolt portion adapted to fit within
a slot formed in the body portion of the
5 wagon, and a crank nut working on said
bolt portion for locking said section in
position.

2. The combination with a wagon body,
of a sectional end gate arranged therein
10 comprising a pivotally mounted lower sec-
tion, and a slidably mounted upper section,
a plate carried by one end of the lower sec-
tion provided with a reduced rounded

threaded end adapted to extend through
the slot formed in the body, a bifurcated 15
plate having an angled end arranged over
said slot, a crank nut mounted on said
threaded end, substantially U-shaped mem-
bers carried by the upper section adjacent
each end and provided with bifurcated por- 20
tions, and bolts mounted in the sides of
the body adapted to fit in said bifurcations.

ARGUS D. WAGNER.

Witnesses:

SAMUEL M. FESSLER,
THURMAN CONNOR.

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