

No. 859,754.

PATENTED JULY 9, 1907.

C. W. EDELBLUTE.
WAGON END GATE.
APPLICATION FILED AUG. 16, 1906.

2 SHEETS—SHEET 1.

FIG. 1.

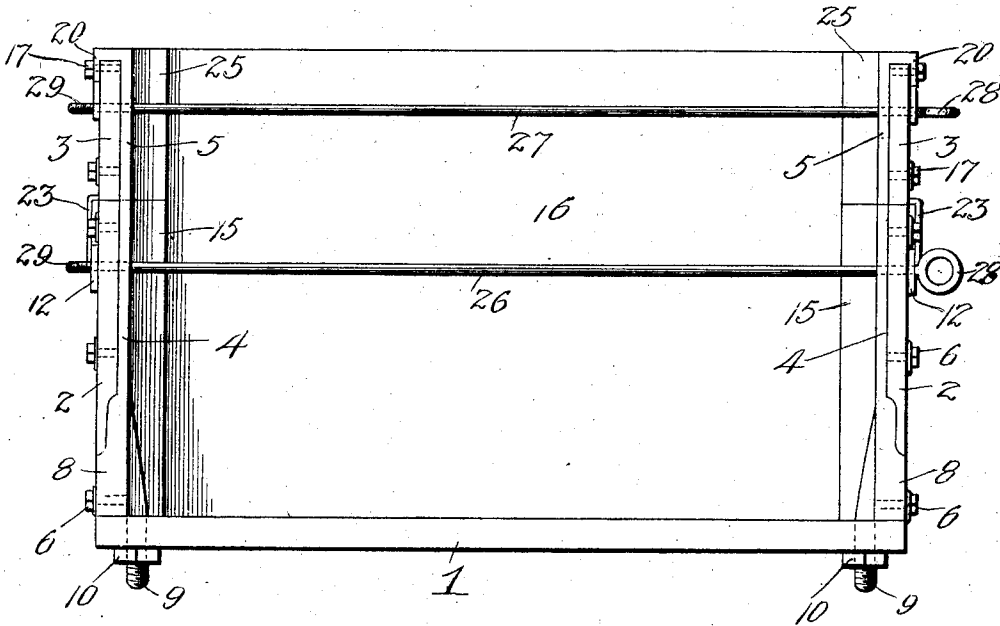
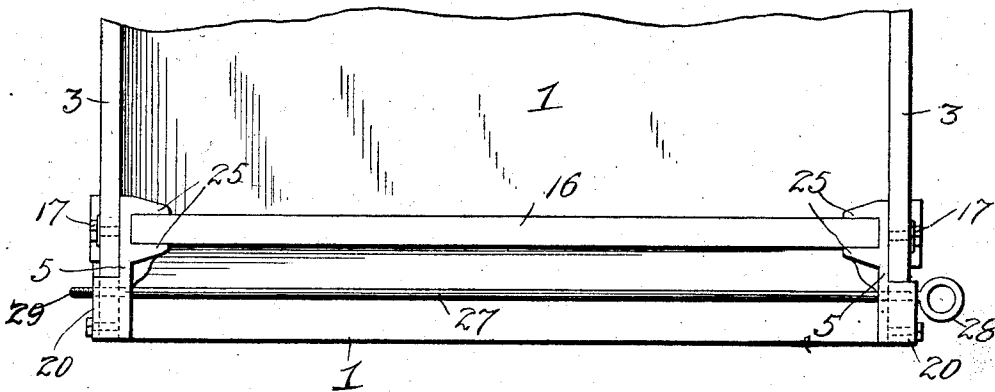


FIG. 2.



Witnesses

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2 SHEETS—SHEET 2.

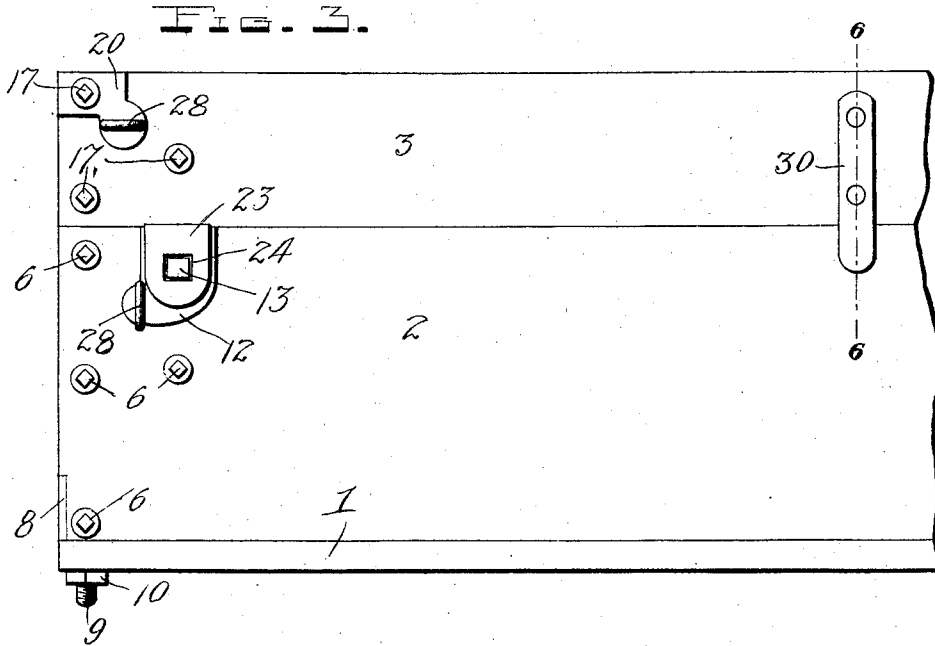
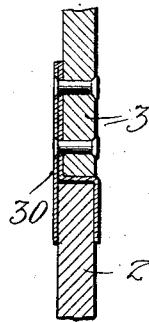
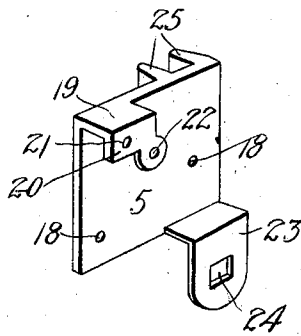
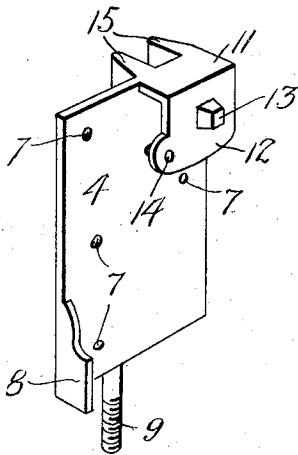


FIG. 4. FIG. 5. FIG. 6.



Witnesses

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UNITED STATES PATENT OFFICE.

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WAGON END-GATE.

No. 859,754.

Specification of Letters Patent.

Patented July 9, 1907.

Application filed August 16, 1906. Serial No. 330,827.

To all whom it may concern:

Be it known that I, CHARLES W. EDELBLUTE, a citizen of the United States, residing at Croton, in the county of Licking and State of Ohio, have invented certain new and useful Improvements in Wagon End-Gates; and I do 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.

My invention relates to improvements in end gates for wagons and other vehicles, and it consists in the novel form of construction, combination and arrangement of parts hereinafter shown and described.

The object of the invention is to provide a simple, strong, durable, and comparatively inexpensive means for removably securing the end gate in a wagon, and at the same time strengthening the body of the latter.

The above and other objects, which will appear as the nature of my invention is better understood, are accomplished by means of the construction illustrated in the accompanying drawings, in which,—

Figure 1 is an end elevation of the wagon body, showing its end gate secured therein in accordance with my invention; Fig. 2 is a top plan view of the same; Fig. 3 is a side elevation; Figs. 4 and 5 are perspective views of the two reinforcing guide plates; and Fig. 6 is a detail section, taken on the plane indicated by the line 6—6 in Fig. 3.

The numeral 1 denotes the bottom of the body of a wagon or other vehicle, and the numerals 2, 3, denote the lower and upper sections of the sides of the same. The lower side sections 2 have secured upon their rear ends combined guide and re-inforcing plates 4, and the corresponding portions of the upper side sections 3 carry similar plates 5.

Each of the plates 4 is of substantially rectangular form and is adapted to be secured upon one of the side sections 2, by screws or bolts 6, which enter threaded apertures 7 in said plate. At the bottom of the rear or outer edge of the plate 4 is formed a right-angularly-projecting flange 8, which is countersunk in the rear end of the section 2, and serves to protect the same, and depending from the bottom of the plate 4 is an integral screw-threaded stud 9, which passes through an opening in the bottom 1 and receives a clamping nut 10, as seen in Fig. 1. At the inner end of the top of the plate 4 is an angular clip 11, which fits over the upper edge of the side section 2 and has a portion 12 engaged with the outer face of said section. This portion or plate 12 is formed with an integral lug or projection 13 and with an aperture 14. Upon the outer face of the plate 4 are formed vertically-extending ribs 15, which provide a guide adapted to receive one end of the end gate 16 of the wagon.

Each of the plates 5 is secured upon the inner face of one of the side sections 3 by screws or bolts 17, which

enter threaded openings 18 in said plate. At the rear end of the top of each plate 5 is formed an angular clip 19, which is similar to the clip 11, and has a portion 20 to engage the outer face of said section 3. Said portion 20, is formed with a bolt-receiving aperture 21 and with an aperture 22, the purpose of which latter will presently appear. At the rear of the bottom edge of the plate 5 is formed a right-angular clip 23, adapted to fit over the clip 11 on the plate 4 and formed with an aperture 24 to receive the stud 13, as shown in Fig. 3. Upon the outer face of the plate 5 are formed parallel ribs or flanges 25, which aline with the flanges 15 on the plate 4 and receive one end of the gate 16.

The end gate 16 is retained in guide grooves formed by the alining flanges 15, 25, on said plates 4, 5, by lower and upper tie rods 26, 27, the former connecting the lower side sections 2 and the latter the upper side sections 3. Each of said tie rods has a loop or handle 28, at one end, and a threaded portion 29 at its opposite end. The rod 26 is passed through the opening 14 in the plate 4 on one side and is engaged with the screw-threads in the corresponding opening of the plate upon the other side of the wagon, alining openings being formed in the sides of the wagon and in the plates 4 to receive said rod, as will be readily understood. The upper rod 27 is passed through the opening 22 in the plate 5 on one side of the wagon, and is engaged with the threads in the corresponding opening in the plate 5 upon the other side, as will be readily understood upon reference to Figs. 1 and 2 of the drawings.

While the upper rod 27 of the end gate and the clips 23 serve to hold the removable upper side sections 3 in position, I also preferably employ for the purpose a clip 30, shown in Figs. 3 to 6 of the drawings. Said clip is formed by bending a strip of metal upon itself, so that one of its ends engages the inner face of the sections 2, and its other angularly-bent end engages the outer face of said sections, the doubled portion of the clip being riveted, bolted or otherwise secured to the adjacent section 3, as will be readily understood.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention, as defined by the appended claims.

Having thus described my invention, what I claim as new, and desire to secure by Letters-Patent, is,—

1. The combination with the bottom and sides of a wagon, each of said sides having a lower and an upper section, of vertically-alining plates secured upon the inner faces of the sections of said sides, clips upon the plates on the lower side sections to fit over the tops of said sec-

tions, projections upon said clips, clips upon the plates on said upper side sections to fit over the first-mentioned clips and apertured to receive said projections, and tie rods connecting the plates and other side sections.

5 2. The combination with the bottom and sides of a wagon, each of said sides having a lower and an upper section, of vertically-aligning plates secured upon the inner faces of the sections of said sides, clips upon the plates on the lower side sections to fit over the tops of said sections, projections upon said clips, clips upon the plates on
10 said upper side sections to fit over the first-mentioned

clips and apertured to receive said projections, clips upon the upper ends of the plates upon said upper sections, and screw rods passed through the clips at the upper ends of the plates on said upper and lower side sections, substan- 15
tially as shown and described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

CHARLES W. EDELBLUTE.

Witnesses:

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S. M. SIEGFRIED.