

UNITED STATES PATENT OFFICE.

BETTE E. J. EILS, OF NEW YORK, N. Y.

GRILLE.

SPECIFICATION forming part of Letters Patent No. 529,719, dated November 27, 1894.

Application filed March 16, 1894. Serial No. 503,823. (No model.)

To all whom it may concern:

Be it known that I, BETTE E. J. EILS, a citizen of the United States, residing at New York, in the county and State of New York, have invented a new and useful Improvement in Grilles, of which the following is a specification.

My invention consists of a grille constructed of crimped wires or bars interlocking in pairs—that is, the projecting portions of either wire enter the concavities of the other.

Figure 1 of the annexed drawings represents one design of my improved grille. Fig. 2 illustrates a pair of interlocked crimped wires, of which the grille shown in Fig. 1 is made.

The grille illustrated is made of what is known in the trade as flat wires, so crimped that when they are properly assembled in interlocked pairs the result is a design of apparently interlaced circles. The wires A and B, which make a pair, are crimped alike but

the crimpings of one alternate with those of the other, so that the wires may be properly interlocked. Where the crimped wires touch each other they are fastened together by clamps, C, and the grille is completed by a surrounding frame D.

The design of the grille and the mode of fastening the bars together may be changed or added to without departing from the principle of the invention.

I claim as my invention—

1. A grille constructed of crimped wires or bars which interlock in pairs, substantially as before set forth.

2. A grille composed of assembled pairs of interlocking crimped wires or bars fastened together at the touching points substantially as before set forth.

BETTE E. J. EILS.

Witnesses:

F. S. BELLEVUE,
FRANCIS C. MORSE.

(No Model.)

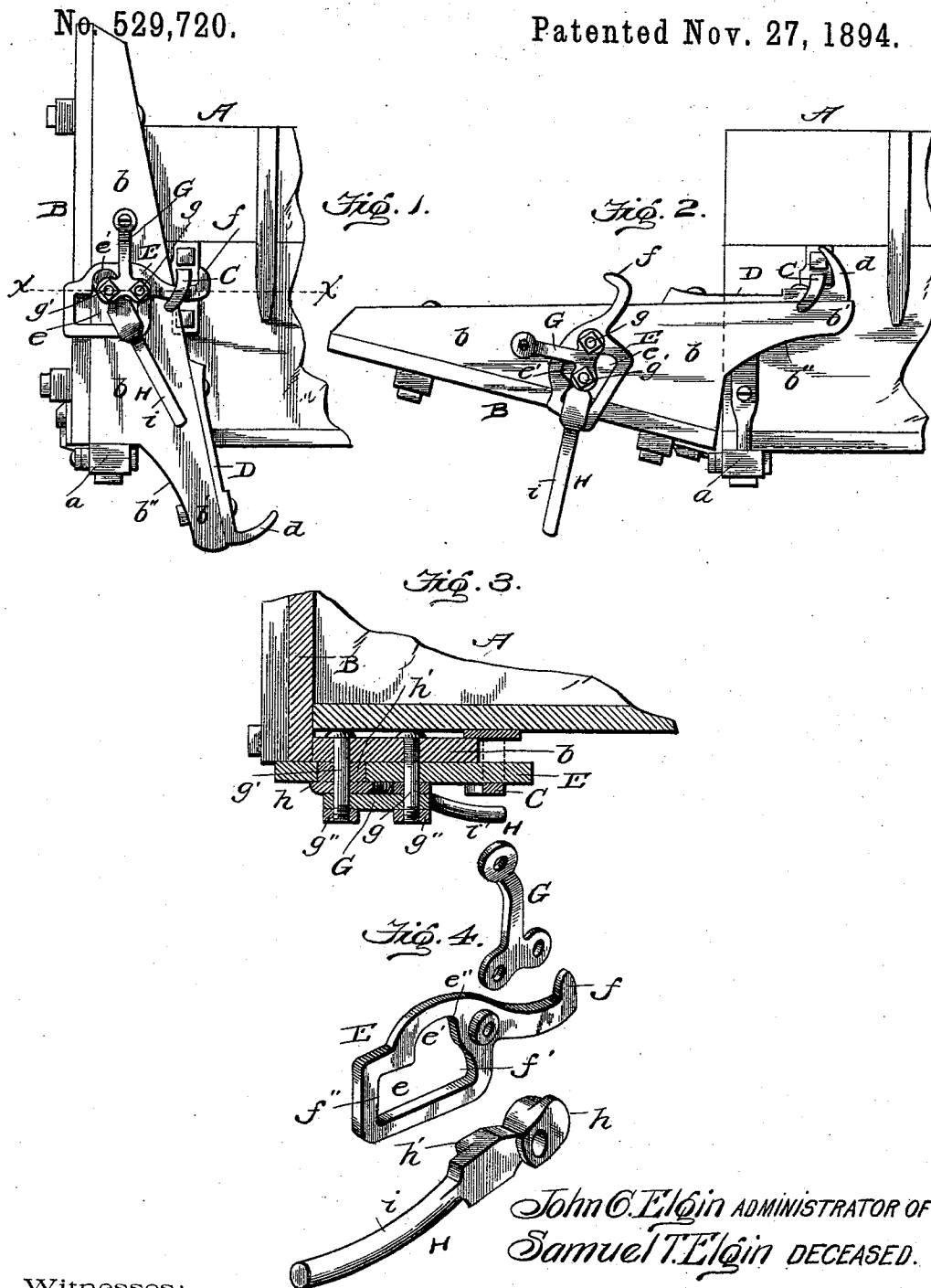
S. T. ELGIN, Dec'd.

J. C. ELGIN, Administrator.

LATCH FOR END GATES.

No. 529,720.

Patented Nov. 27, 1894.



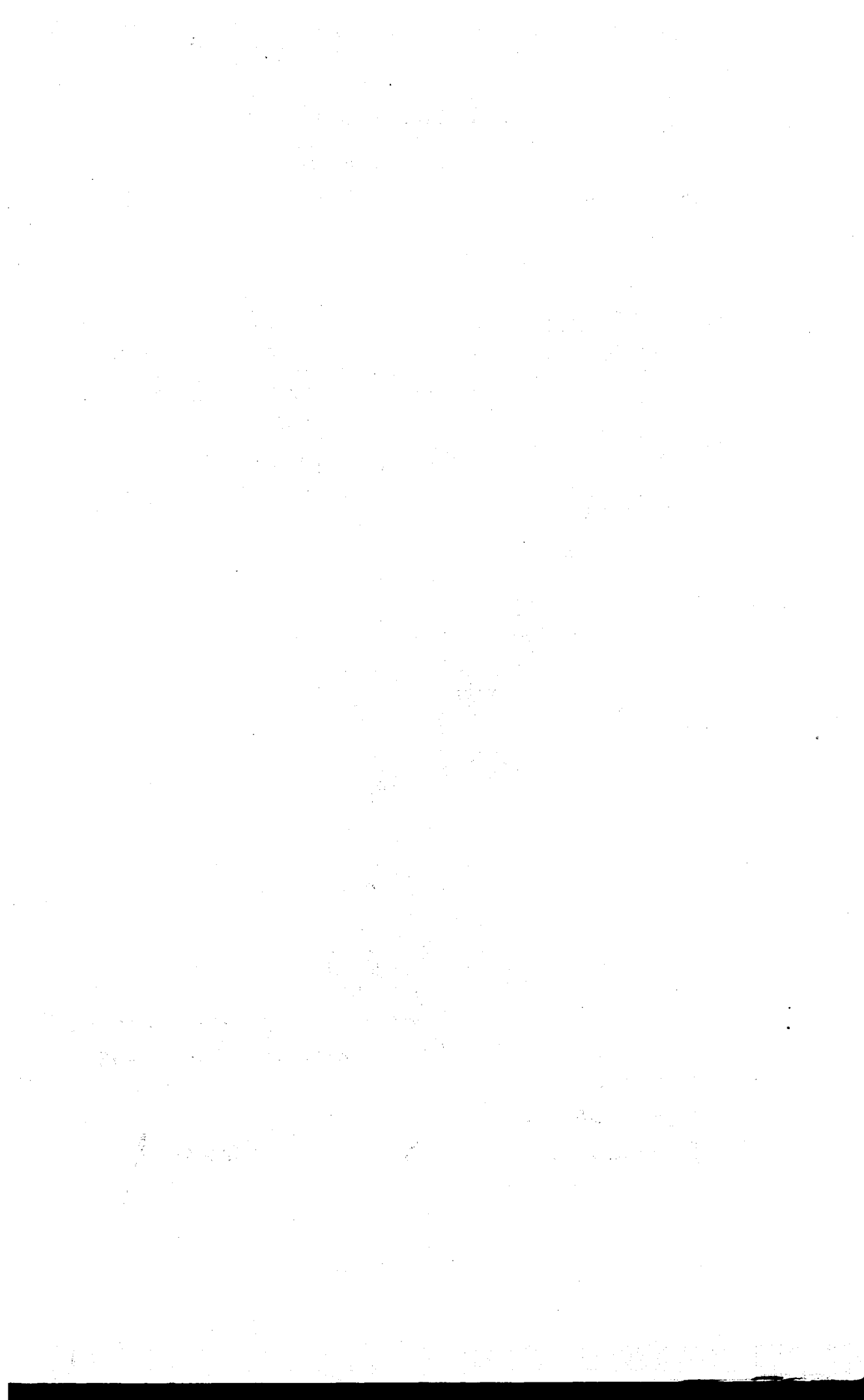
Witnesses:

Wm. C. Dashiell
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John C. Elgin ADMINISTRATOR OF
Samuel T. Elgin DECEASED.

Inventor.

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UNITED STATES PATENT OFFICE.

JOHN C. ELGIN, OF AMBOY, ILLINOIS, ADMINISTRATOR OF SAMUEL T. ELGIN, DECEASED.

LATCH FOR END-GATES.

SPECIFICATION forming part of Letters Patent No. 529,720, dated November 27, 1894.

Application filed January 30, 1894. Serial No. 498,503. (No model.)

To all whom it may concern:

Be it known that SAMUEL T. ELGIN, deceased, late a citizen of the United States, and a resident of Astoria, in the county of Fulton and State of Illinois, (by JOHN C. ELGIN, administrator of the estate of SAMUEL T. ELGIN, deceased, and a citizen of the United States, residing at Amboy, in the county of Lee and State of Illinois,) did invent certain new and useful Improvements in Latches for End-Gates, of which the following is a full, clear, and exact specification of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

In a prior application filed the 28th day of February, 1893, Serial No. 464,083, for a combined end gate and shoveling board is shown an end gate which is hinged or pivotally connected to a wagon body to enable the device to be turned up against the open end of the body, to close the same, or to be turned down to a position substantially in line with or slightly inclined to the bottom of the body and serve as a shoveling board, for conveniently removing the contents of the vehicle. In the application to which reference has been made, the end gate or board is shown as constructed with projecting side pieces and hooks which, when the gate or board is turned down, are adapted to engage with keepers on the sides of the vehicle body, and the object of the present improvement is to provide latching means adapted to engage with the aforesaid keepers for the purpose of locking the gate or board when it is turned to its upright position, said latch being simple and durable in construction, efficient and reliable in operation, easy of manipulation, and cheap of manufacture.

With these ends in view, the invention consists in the combination with a suitable support, of a pivoted latch, and a lever constructed to engage with the latch so as to confine it in place when the latch is engaged with the keeper and to turn the latch on its pivot to free it from the keeper or to cause it to engage therewith. In the preferred embodiment of the latch, it is provided with a longitudinal slot and with a lateral offset, and the lever is provided with a lug and is so pivoted or fulcrumed in relation to the latch that its

lug fits in the slotted part of the latch and is adapted to ride or bear against the edges thereof so that when the lever is turned its lug will move the latch; and the invention further consists in the peculiar construction and arrangement of parts which will be hereinafter more fully described and pointed out in the claims.

The accompanying drawings, forming a part of this specification, illustrate the preferred embodiment of the improved latch, referring to which—

Figure 1 is a side elevation of so much of the vehicle body and the end gate as is necessary to an understanding of the invention, the gate being shown closed against the end of the vehicle body and the latch being adjusted to engage with the keeper. Fig. 2 is a similar view with the latch released from the keeper and the gate or board lowered. Fig. 3 is a horizontal sectional view through the parts on the plane indicated by the dotted line *xx* of Fig. 1, and Fig. 4 is a detail view showing the several parts of the latch detached or separated from one another.

Like letters of reference denote corresponding parts in all the figures of the drawings.

A indicates the body of the vehicle.

B is the combined end gate and shoveling board, and C is the keeper, one of which is fixed or provided on each side of the vehicle-body, although in the drawings I have only shown one of said keepers. As is usual, the body A is provided with the transverse sill *a*, at its rear part, and as in my former application, the gate or board B has the side wings *b* which are extended or projected at their inner ends, as at *b'*, and shaped or curved to provide the rests or ledges, *b''*, which are designed to rest or bear upon the projecting ends of the transverse sill *a* of the body A when said gate or board is turned to the upright position shown by Fig. 1 of the drawings. This gate or board, B, is hinged or pivotally connected to the rear part of the vehicle body either in the manner shown in the prior application to which reference has been made, or in any other suitable manner; and the projecting ends, *b'*, of the side wings, *b*, of said board or gate are provided with the hooks, *d*, which are preferably integral with