

(No Model.)

J. S. & H. L. PHILLIPS.
END GATE FOR WAGONS.

No. 499,579.

Patented June 13, 1893.

Fig. 1.

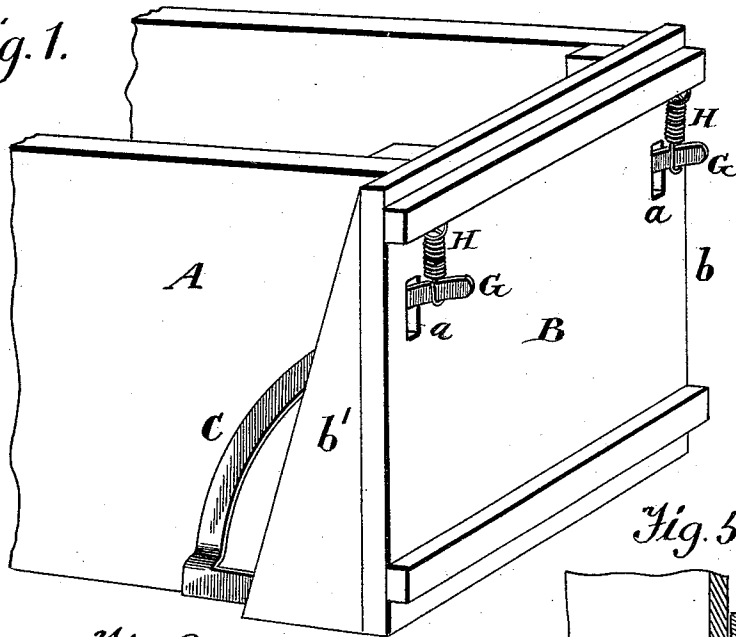


Fig. 4.

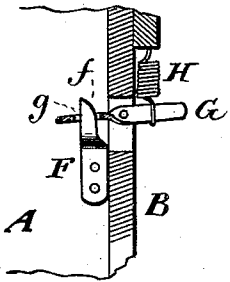


Fig. 2.

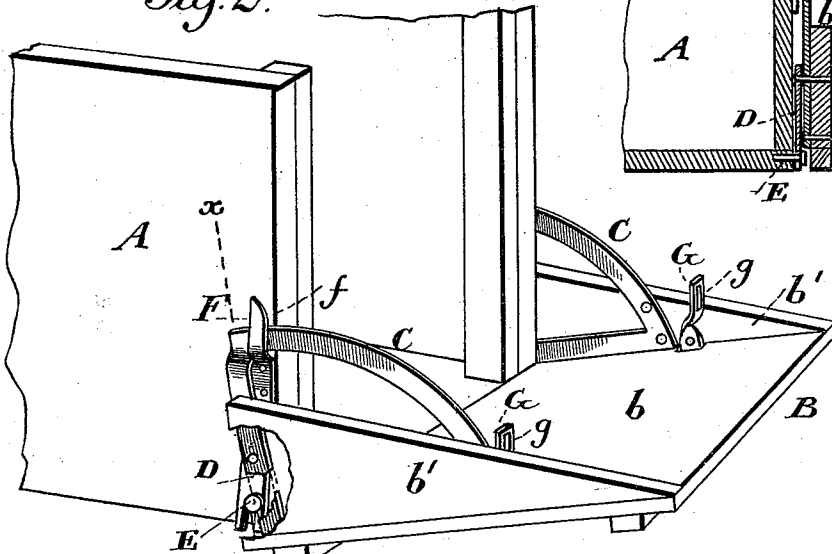
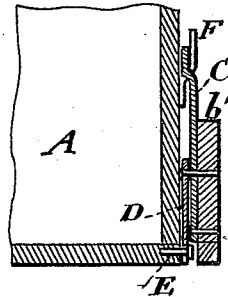
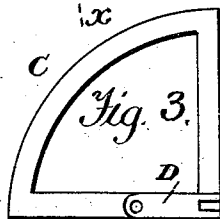


Fig. 5.



Witnesses.
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UNITED STATES PATENT OFFICE.

JAMES S. PHILLIPS AND HARRY L. PHILLIPS, OF HOPEDALE, ILLINOIS.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 499,579, dated June 13, 1893.

Application filed May 20, 1892. Serial No. 433,768. (No model.)

To all whom it may concern:

Be it known that we, JAMES S. PHILLIPS and HARRY L. PHILLIPS, citizens of the United States, residing at Hopedale, in the county of Tazewell and State of Illinois, have invented certain new and useful Improvements in Vehicle End-Gates; and we 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 apper-

tains to make and use the same.
The special object of our invention is to make the endgate of the body of a wagon, cart or other vehicle, lock, unlock and turn down easily.

Figure 1 of the drawings is a perspective view of our endgate locked on the wagon body; Fig. 2 a similar view showing it open; Fig. 3 a detail view of the skeleton frame, and Fig. 4 a detail view of the locking catch and latch. Fig. 5 is a detail view in section on line xx of Fig. 2 to show the relative position of the headed pin on the wagon body and the forked swinging plate on the segment.

In the drawings, A represents the vehicle body and B the tailgate, the latter being provided with a tail-piece b and the sides $b' b'$. To the inner faces of the sides, we attach the skeleton quadrant pieces C C, each having a pivoted and end-slotted plate D which works in connection with the headed pivot pin at the bottom corner of the rear of the body A, the said pin E made fast being intended to be fixed in position. Between the pins E E and the top of the side boards we make fast the catches F F on the outside of the body; the upper half being made to set out from the body so that the skeleton frames C C may run between them and the body.

G G are lever latches having the slots g to receive the catches F and thus lock the endgate. These latch levers are pivoted to work in a vertical slot a of the end-gate, while they are held up in the rear by an outside spiral spring H.

When it is desired to turn the end-gate down and open the rear end of the wagon, it

is unlatched and then thrown back until the bottom of endgate abuts against the rear edge of the bottom of the body A. The skeleton frames C C then hold the gate securely in position in connection with the body bottom.

When it is desired to close the end-gate, it is turned against the rear of body A, the levers running up the inclines ff of the catches until the slots g are over the ends of catches when the springs H will cause the levers to engage the catches, the endgate being thereby locked to the body while the plates D prevent the bottom of gate from pressing out and leaving a crack or opening between the gate and body. The endgate is thus loosely connected with the body of the wagon by the quadrantal segments C C and the catches F F so that it can be conveniently opened or closed—the sides of the gate being made to embrace the sides of the body. In order to lock the gate so that it will snugly joint with the rear of body and leave no cracks, we use the levers G G slotted at g and held over the catches F by the springs H H. The gate carrying the slotted levers is raised, as the same is opened and closed, by the bifurcated plates D which swing on the segments and bear on the pivots E rigidly attached to the wagon body. This allows the levers to latch on and unlatch from the catches F. The forked plates D straddle the pins or pivots E on the wagon body and are pivoted at top to the segments.

What we claim as new, and desire to protect by Letters Patent, is—

A vehicle body having a beveled catch F and fixed pivot E on each side in combination with an end-gate carrying the levers G slotted at g and the bifurcated swinging plates D, the said levers being held in position by springs H as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

JAMES S. PHILLIPS.
HARRY L. PHILLIPS.

Witnesses:

J. R. OGDEN,
E. R. DAVIES.