No. 622,049. Patented Mar. 28, 1899.

W. KISSINGER.

ADJUSTABLE WAGON GATE LOCK.

(Application filed Apr. 18, 1898.)

(No Model.)

Fig. 1.

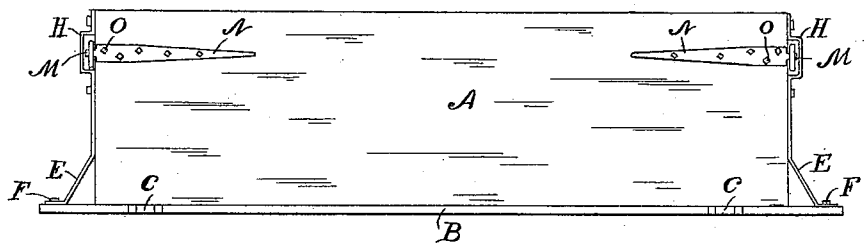


Fig. 2.

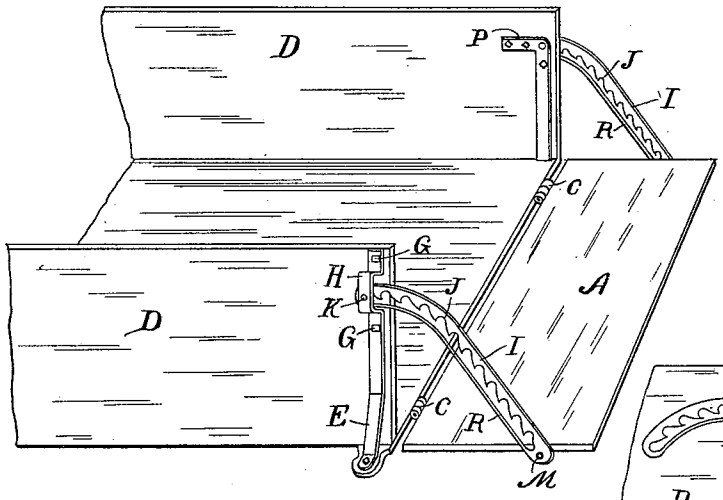
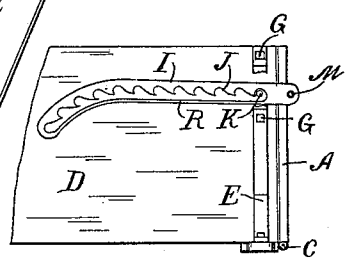


Fig. 3.



Witnesses.

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UNITED STATES PATENT OFFICE.

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ADJUSTABLE WAGON-GATE LOCK.

SPECIFICATION forming part of Letters Patent No. 622,049, dated March 28, 1899.

Application filed April 18, 1898. Serial No. 677,915. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM KISSINGER, a citizen of the United States, residing at Jackson, in the county of Washington and State of Wisconsin, have invented new and useful Improvements in Adjustable Wagon-Gate Locks, of which the following is a specification.

My invention relates to improvements in devices for adjustably supporting and locking the end-gates of wagons, and its construction is explained by reference to the accompanying drawings, in which—

Figure 1 represents an end view of a wagon-body provided with my device for adjusting and locking the end-gate. Fig. 2 is a perspective view of the same, showing the wagon-gate open; and Fig. 3 is a side view showing the gate secured in its closed position.

Like parts are referred to by the same reference-letters throughout the several views.

The end-gate A is secured to the cross-piece B of the wagon body or box by hinges C C. The cross-piece B projects past the sides D D and forms supports for the brace-irons E E. The irons E E are secured at their lower ends to the projecting ends of the cross-piece B by bolts F F and at their upper ends to the sides D by bolts or rivets G. A loop or bracket H is formed in the upper ends of the brace-irons E for the reception of the gate-adjusting bars I. The loops or brackets H are provided with a supporting pin or bolt K, upon which the angular teeth or hooks J of the gate-bars are adapted to engage.

The lower or outer end of the gate-bars I are secured to the ends of the gate A upon the rounded projecting end M of the plates N. The plates N are secured to the end-gate A by bolts or nails O.

The sides D are provided with strengthening-brackets P, which are secured thereto by the inner ends of the bolts G. The lower edges of the bars I are provided with a retaining-piece R, which prevents the teeth of such bars from becoming disengaged from the supporting-bolt K. It is obvious that by this arrangement I am enabled to support the end-gate A in a horizontal position, as shown in Fig. 2, in line with the bottom of the body or to adjust it at an angle thereto at any intermediate point between the horizontal position shown in Fig. 2 and the closed position shown in Fig. 3 corresponding with the adjusting-teeth J. It is also obvious that this adjustment or change of position can be accomplished simply by raising the end-gate, when the teeth J of the respective bars I will automatically engage the supporting-bolts K, and that when the end-gate is thrown to the vertical position shown in Fig. 3 the adjusting-bars I will drop by their own gravity into the position shown in Fig. 3, when they lock and retain the end-gate in its closed position.

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

In a wagon, the combination with the respective sides of the body and the respective ends of the end-gate; of adjustable supporting-bars I, provided with retaining-pieces R and pivotally secured at a fixed point to the end of said end-gate, each provided with a series of supporting teeth or hooks J adapted to engage upon supporting pins or bolts K; pins or bolts K projecting from the respective sides of the body; brackets H formed integral with the brace-irons E, adapted to support the outer end of said bolt K and retain the supporting-bars in place thereon; and gate-supporting hinges connecting said end-gate at its lower inner edge with said body, all substantially as and for the purpose specified.

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

WILLIAM KISSINGER.

Witnesses:
JOHN MENGEL,
C. W. FRANK.