

GEORGE LOUNSBERY.

Improvement in End Gate for Wagons.

No. 124,902.

Patented March 26, 1872.

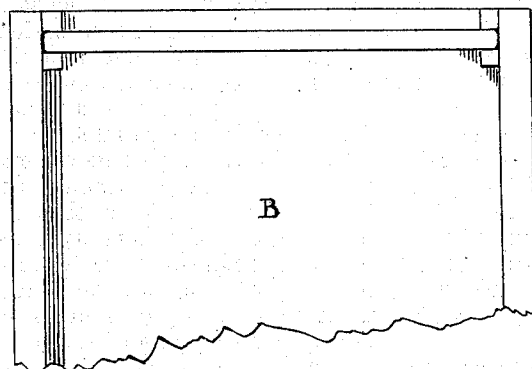
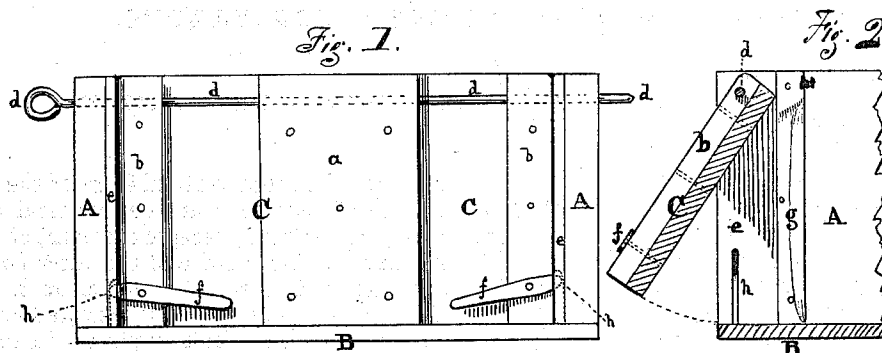
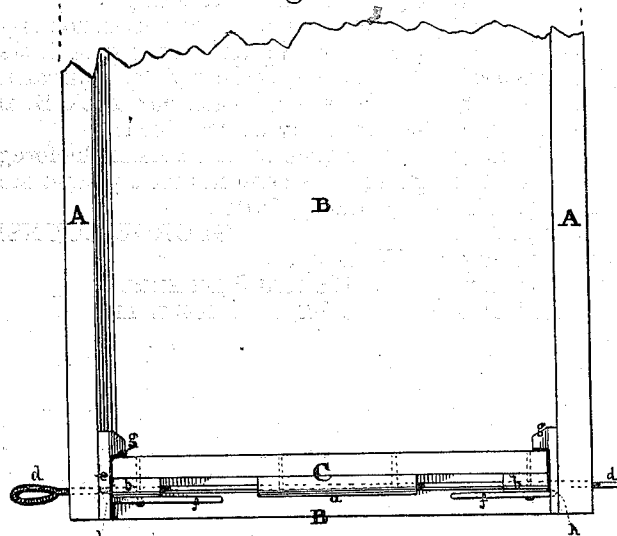


Fig. 3.



Witnesses
Henry M. Wells
Jas. Thurston

Inventor
George Lounsbury.
by Edmund Thurston
his attorney

UNITED STATES PATENT OFFICE.

GEORGE LOUNSBERY, OF CHENOA, ILLINOIS.

IMPROVEMENT IN END GATES FOR WAGONS.

Specification forming part of Letters Patent No. 124,902, dated March 26, 1872.

To all whom it may concern:

Be it known that I, GEORGE LOUNSBERY, of Chenoa, in the county of McLean and in the State of Illinois, have invented an End Gate or Tail-Board for Wagons; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the annexed drawing making a part of this specification, in which like letters of reference refer to like parts, and in which—

Figure 1 represents a rear elevation of wagon-gate; Fig. 2, a vertical cross-section of the same; Fig. 3, a plan of the same.

Scale of drawing, one inch to the foot.

This invention consists of an end-board gate or tail-board of a wagon, hung at its upper edge on a horizontal rod, which braces the wagon sides together, the lower edge of said gate being secured by catches which enter that part of the wagon sides which is adjacent to the gate—the whole constituting a swinging-gate.

A A represent the side boards of the wagon; B, the bottom of same; C, the swinging-gate, hung, as before stated, upon a horizontal rod, *d*, which also acts as the brace-rod for the wagon sides. This rod *d* passes from the side boards A A through each of the cleats *a b b* of the gate C. These cleats are fastened vertically across the latter—the middle one, *a*, in the center, and the others, *b b*, one at either end of the same, and coming flush with the ends of the said gate. To the rear part or vertical end of each side of the wagon A A is fastened a vertical cleat, *e e*, each terminating, on its interior edge, in a vertical jamb or stop, *g*, which parts, together, form a recess which

receives the inner vertical edge of the gate C. In these cleats *e e* are cut vertical slots, *h*, which respectively receive the point of a catch, *f*, affixed to the surface of the outer end of the gate, or rather that of the cleat *b*. These catches consist of unequally-pivoted levers *f f*, each turning on a bolt or pin set in the lower corner of the gate, or rather on the cleat *b*, which covers the end of the same.

The operation of this invention is as follows: The gate C is suspended upon the brace-rod *d*, which at once holds the sides A A of the wagon together and acts as a pivot for said gate, the latter being capable of opening wide enough for the discharge of produce or other material generally without taking the gate from its pivot. The catches *f f* secure the lower edge of the gate by passing laterally beyond the edge of the latter into the slots *h h* in the cleats *e e*, and the gate shuts within against the stops *g g* on either side, the latter (stops) also—lapping over the inner juncture of the gate with the cleats *e e*—covers said joint, and prevents the extrusion of grain or other included commodity.

What I claim as my invention is—

The combination of the gate C, cleats *b b* or equivalents, catches *f f* or equivalents, cleats *e e*, stops *g g*, wagon-box A A B, and rod *d*, substantially as described.

In testimony that I claim the foregoing end gate I have hereunto set my hand this 23d day of January, 1872.

GEORGE LOUNSBERY.

Witnesses:

MARTIN SHEPHERD,
JOHN E. WIGHTMAN.