

C. I. JOHNSON.
WAGON END GATE.
APPLICATION FILED MAY 9, 1912.

1,037,628.

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Fig. 1.

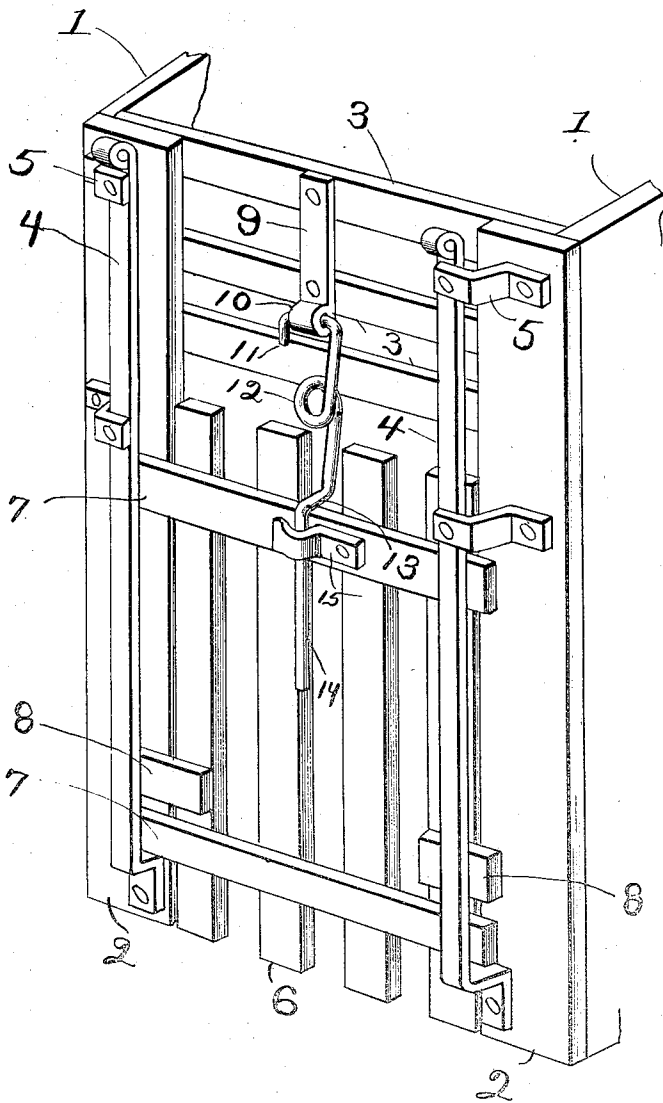
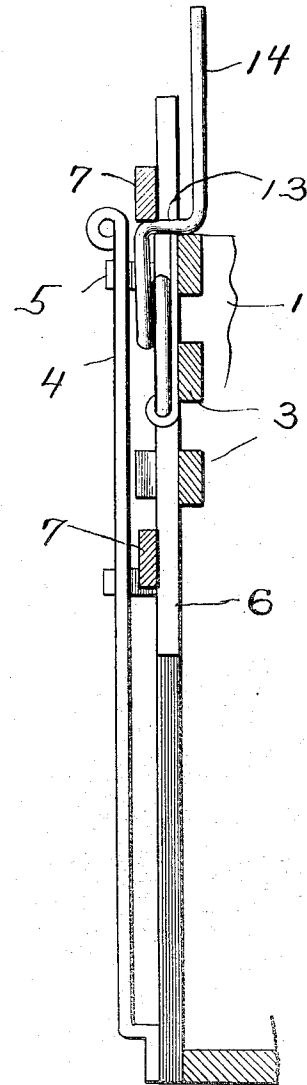


Fig. 2.



WITNESSES

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WAGON END-GATE.

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Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES I. JOHNSON, a citizen of the United States, residing at Leshara, in the county of Saunders and State of Nebraska, have invented certain new and useful Improvements in Wagon End-Gates, of which the following is a specification.

The object of my invention is to provide an end-gate for wagons to facilitate the loading and unloading of hogs, etc., and with this and minor objects in view, my invention consists of the parts and combination of parts, as will be hereinafter more fully described.

In the drawing, Figure 1 is a perspective view of the end of a wagon, broken away, to which my gate is applied; and Fig. 2 is a vertical central section of the same.

1 represents the sides of a wagon body of any suitable construction.

2 are cleats secured to the ends of the sides, at the rear of the wagon.

3 are slats secured to the cleats 2 and extending across the rear end of the wagon body.

4 are guides secured to the cleats by means of brackets 5, the brackets being of such construction that the guides 4 are spaced from the cleats, as more clearly seen in Fig. 2; thereby a run-way is formed between said guides and said cleats.

6 is an end-gate of suitable construction, the stiles 7 of which extend beyond the sides of the gate and project into the slide-way between the guides 4 and the cleats 2.

8 are supplemental blocks secured to the gate and extending into the guide-way.

9 is a bracket firmly secured to the slats 3 and terminating at its lower end in a cylindrical bearing 10.

The latch for the gate is composed of a single piece of wire passed through the cylindrical bearing 10 and turned down at its end as at 11, whereby it is locked in said bearing. This wire is then bent upon itself as at 12 to form a single coil spring, thence

bent outward as at 13 to form a shoulder, thence forward at right angles to form an operating arm 14.

15 is a spring clasp secured to the upper stile 7 of the gate, under which the operating arm 14 of the latch is adapted to pass, as shown in Fig. 1.

When the gate is in its lowered position, as shown in Fig. 1, the shoulder 13 engages the upper edge of the upper stile 7, thereby locking the gate in its lowered position. When it is desired to open the gate, the operating handle 14 is pulled from beneath the spring clasp 15, the single coil 12 permitting the deflection of the clasp, whereupon the locking arm is thrown to its uppermost position, as shown in Fig. 2, leaving the gate 6 free to be moved upwardly in the guide-way between the guides 4 and the cleats 2, whereupon the locking lever is then pulled forward so that the shoulder 13 engages the under edge of the upper stile 7, thereby locking the gate in its raised position.

I claim:—

1. The combination with an end gate for a wagon and guide ways for said gate, of a latch pivoted above said gate and comprising a single piece of wire coiled intermediate its ends and offset between said coil and one of its ends to form a stop constructed to engage the gate and lock it in its raised and lowered positions.

2. A latch for an end gate of a wagon comprising a single piece of wire bent at right angles at one end, coiled intermediate its ends in the same general plane of the said right angle end and thence bent at a right angle to the coil and thence extending in a plane parallel with the vertical plane of the coil.

3. In an end gate for a wagon body, the combination with the sides, of cleats secured to the rear ends of said sides, guide ways formed on said cleats, cross bars secured to said cleats and extending across the wagon body, and a gate slidably mounted in said

guide ways, of a latch composed of a single
piece of wire pivoted at one end on said
cross bars and coiled intermediate its ends
to form a spring and bent at right angles
5 to and below the coil and thence extended
in a plane parallel to the general plane of
the coil and serving as an operating handle,
and a catch on said gate to engage said
handle, said right angle portion being con-

structed to engage the gate and lock it in
its open or closed position.

The foregoing specification signed at Fremont, Nebr., this 13th day of April, 1912.

CHARLES I. JOHNSON.

In presence of—

F. W. BUTTON,
B. R. PEARSON.