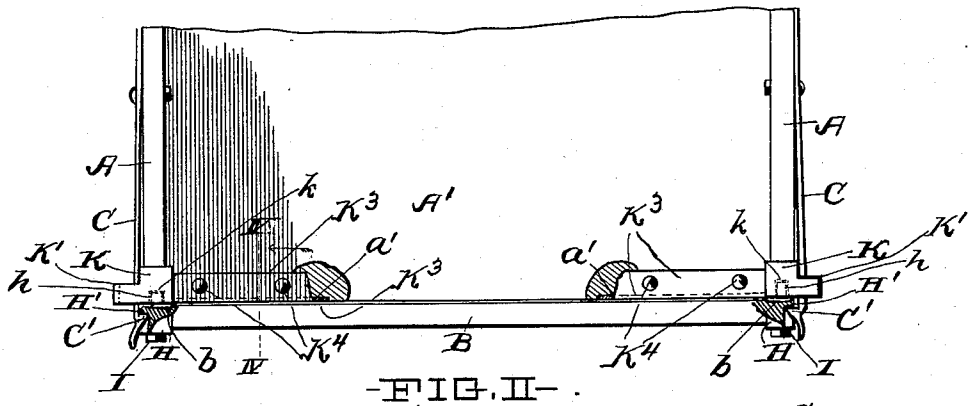
(No Model.)

F. SELLE.

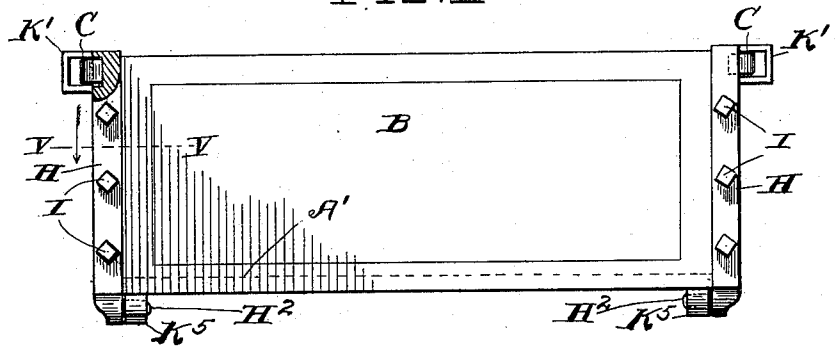
WAGON END GATE.

No. 596,632. Patented Jan. 4, 1898.

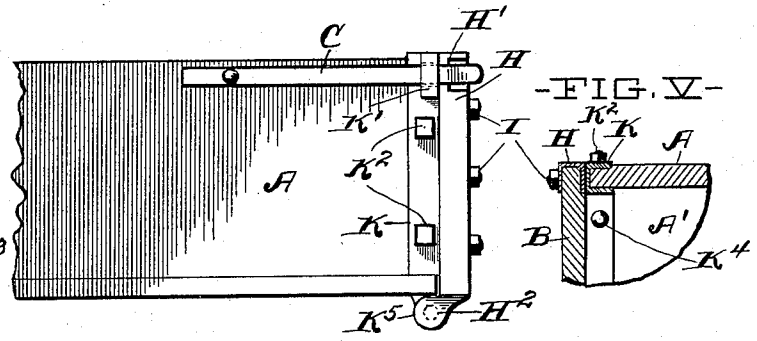
-FIG. I-



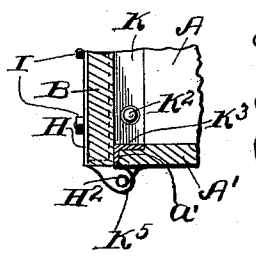
-FIG. II-



-FIG. III-



-FIG. IV-



-FIG. V-

WITNESSES.

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UNITED STATES PATENT OFFICE.

FERDINAND SELLE, OF AKRON, OHIO.

WAGON END-GATE.

SPECIFICATION forming part of Letters Patent No. 596,632, dated January 4, 1898.

Application filed May 17, 1897. Serial No. 636,865. (No model.)

To all whom it may concern:

Be it known that I, FERDINAND SELLE, of Akron, Summit county, Ohio, have invented certain new and useful Improvements in Wagon-Bodies Having End-Gates; and I 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 pertains to make and use the same.

My invention relates to improvements in a wagon-body having end-gates.

The object of my invention is to so enlarge or extend and arrange certain metallic members that participate directly or indirectly in the holding of the end-gate in its closed position as to protect the rear ends of the wooden sides and bottom of the wagon-body and the ends of the wooden end-gate against splitting or other mutilation; and to the end of rendering the construction durable and inexpensive my invention consists in certain features of construction and combinations of parts hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure I is a top plan, partly in section, of the rear end of a wagon-body provided with my improvements. Fig. II is a rear end elevation of the wagon-body, partly in section. Fig. III is an outer side view of the rear portion of one of the sides of the wagon-body and the adjacent end of the end-gate. Fig. IV is a vertical section on line IV IV, Fig. I. Fig. V is a horizontal section on either one of lines V V, Fig. II. The end-gate is shown in its closed position in all of the figures.

Referring to the drawings, A A designate the two wooden sides of a wagon-body, A′ the wooden bottom of said body, and B the wooden end-gate. Each side of the wagon-body has a spring-latch C secured to the upper side of its upper portion a suitable distance from its rear end. In the case illustrated this latch has its forward portion fixed to the wagon-body and extends rearwardly in a horizontal plane to the rear extremity of the wagon-body and is provided at its rear end and inner side with a forwardly-facing shoulder C′, that is arranged to render it capable in the operative position of the latch to engage a rearwardly-facing shoulder H′, formed in or upon a metallic cap H, that fits over and tightly embraces the adjacent end of and is secured to the wooden end-gate. The forward sides of said caps H H are approximately flush with the forward side of the wooden portion of the end-gate, and each end of the wooden portion of the end-gate upon its forward side is rabbeted or cut away, as at *b*, to receive the caps approximately flush with said forward side—that is, each end of the wooden portion of the end-gate to prevent splitting or mutilation of said end of the gate is embraced by a metallic cap that at its upper end has a rearwardly-facing shoulder arranged to be engaged by the forwardly-facing shoulder of the latch when the gate is in its closed position.

I designates the securing devices employed in fastening caps H. Each cap H upon its forward side and near its upper extremity and below the latch is provided with a forwardly-projecting bolt or member *h*, that has the arrangement required to render it capable, in the closed position of the end-gate, of engaging a mortise or hole *k*, formed in the rear face of the upper portion of a metallic cap K, that fits over and snugly embraces the rear end of the wooden portion of the adjacent side of the wagon-body—that is, each wooden side of the wagon-body has its rear end covered by a metallic cap that prevents splitting or mutilation of said end, and said cap has its rear side arranged approximately flush with the rear edge of the bottom of the wagon-body, and said cap, below the location of the adjacent latch, is provided with a mortise arranged to be engaged by a bolt or projection formed upon the forward side of the cap that protects the adjacent end of the end-gate. Each cap K, at its upper end and upon its outer side, is provided with an eye K′, through which the respective latch extends and that is formed integral with the cap. The hole through said eye is wide enough to accommodate the latch's outward and lateral movement that is required to render the latch inoperative, and the outer side wall of said hole prevents the latch from being pressed or moved outwardly too far. Each cap K is fastened to the wooden portion of the respective wagon side by any suitable number of securing devices K^2. Each cap K, at its lower end, has a lateral and inward extension K^3, that

covers the rear edge and top of the adjacent portion of the wooden bottom of the wagon-body, and said end is rabbeted or cut away, as at a', as required to receive the rear or vertical side of said extension of the cap approximately flush with the rear edge of said bottom. The inward cap-forming extension of each cap K is fastened to the wooden portion of the bottom by securing devices K^4. Members K^3 possess the function of preventing splitting or mutilation of the wooden bottom of the wagon-body, and said members K^3 and the caps K, with which they are integral, also brace apart the sides and bottom of the wagon-body and render the latter strong.

Each member K^3 is provided with a downwardly-projecting ear K^5, that has the hole therethrough arranged horizontally and engaged by a horizontally-arranged pin or cylindrical lug H^2, formed upon the lower end of the adjacent cap H of the end-gate—that is, the end-gate is hinged to the bottom of the wagon-body and the hinges are formed by horizontally-arranged pins or cylindrical lugs that are integral with the lower ends of caps H and extend into ears formed upon and integral with the inward cap-forming extensions of caps K.

It will be observed that by my improved construction the wooden parts of the wagon-body are not injured by the blow occasioned in the swinging of the end-gate into its closed position, but the rear ends of the wagon sides and bottom and ends of the end gate are rendered strong and durable.

What I claim is—

1. The combination with a wagon-body having metallic caps K attached to and embracing the ends of the side-boards, said caps being provided with holes or mortises k and lateral extensions attached to and embracing the wagon-body bottom, and provided with downwardly-projecting ears K^5 integral with said extensions; of an end-gate provided with metallic caps H attached to and embracing the sides and end of said gate, said caps being provided near their upper portion with rearwardly-facing shoulders and bolts or members h and at the lower or bottom portion with horizontally-arranged pins or lugs adapted to engage aforesaid ears K^5; and latches suitably secured to the side-boards provided with a forwardly-facing shoulder adapted to engage the rearwardly-facing shoulder upon the aforesaid end-gate cap, substantially as described.

2. A wagon, having a body portion, metallic caps attached to and embracing the ends and adjacent portions of the side-boards and extending laterally and inwardly at their lower ends to cover the adjacent rear edge portions of the bottom, said caps upon their outer sides and upper portion being provided with eyes or ears and having mortises or holes in their rear sides, the said lateral extension of the caps being provided with depending ears having horizontal holes therein; an end-gate provided with metallic caps attached to and embracing the ends and the adjacent portions of the bottom of said gate, said caps at their upper portions being provided with rearwardly-facing shoulders and forwardly-projecting bolts or lugs, and at their lower portion provided with horizontally-arranged pins engaging the holes in the aforesaid ears; spring-latches secured at their forward end to the side-boards a suitable distance from the end-gate and extending rearwardly through the aforesaid eyes, and provided at their free ends with forwardly-facing shoulders, all arranged and operating substantially as shown and described.

In testimony whereof I sign this specification, in the presence of two witnesses, this 1st day of May, 1897.

FERDINAND SELLE.

Witnesses:
C. H. DORER,
ELLA E. TILDEN.