(No Model.) 2 Sheets—Sheet 1.

P. ANDERSEN.

END GATE FOR WAGONS.

No. 270,363. Patented Jan. 9, 1883.

Fig. 1.

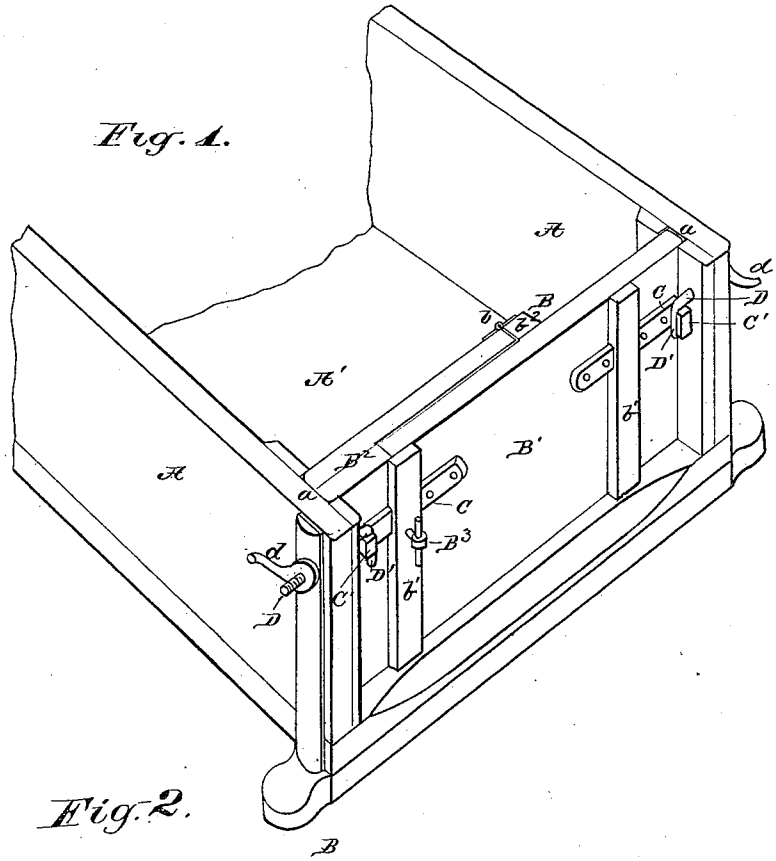
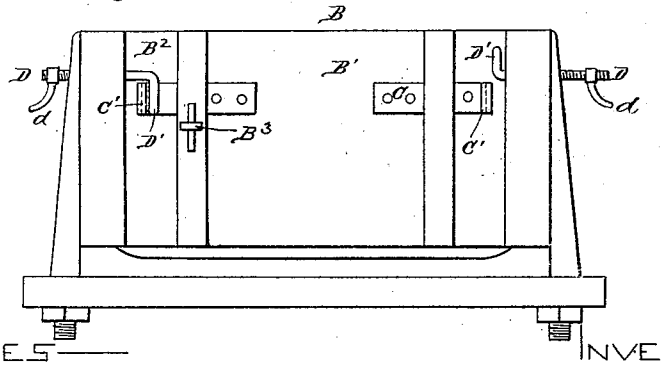


Fig. 2.



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(No Model.)

2 Sheets—Sheet 2.

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Fig. 3.

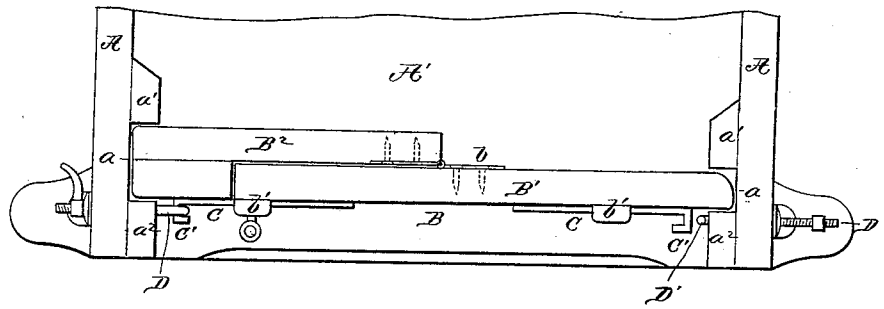
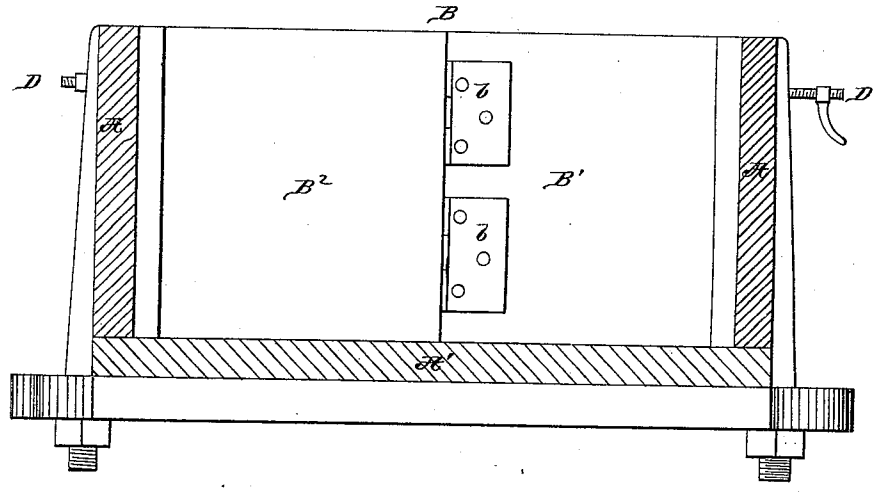


Fig. 4.



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UNITED STATES PATENT OFFICE.

PETER ANDERSEN, OF FORT WAYNE, INDIANA.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 270,363, dated January 9, 1883.

Application filed August 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, PETER ANDERSEN, of the city of Fort Wayne, in the county of Allen and State of Indiana, have invented certain new and useful Improvements in Jointed End-Gates for Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in hinged or jointed end-gates for grain-wagons; and it consists essentially in devices whereby the side-boards of the wagon-bed are secured to one of the hinged parts of the end-gate, whereby such fastenings serve both to hold the end-gate in its extended form and also to secure the end-gate to the side-boards.

It also consists in certain features of construction which are more fully explained, and pointed out in the appended claims.

In the drawings, Figure 1 is a perspective view of my improved end-gate in place in the wagon-bed. Fig. 2 is a rear elevation of the same. Fig. 3 is a top view of the improved end-gate, showing a modification in the manner of hinging the parts. Fig. 4 is an inner view or elevation of the end-gate shown in Fig. 3.

A A are the side-boards, and A′ the bottom board of a wagon-bed, and B is my improved form of jointed end-gate. Said end-gate consists of two parts, B′ and B², hinged or flexibly joined with each other, about midway between the side-boards, at *b*. The part B′ is nearly the length of the entire end-gate and overlaps the part B² for the greater portion of its length, the two together forming a complete end-gate, filling the space between the side-boards and entering the usual grooves, *a*, provided in the side-boards to receive it, as shown clearly in Figs. 1 and 3. The fastenings by which the end-gate is secured to the side-boards are, so far as their connection with the end-gate is concerned, attached exclusively to the part B′. These fastenings consist, first, of the metal straps C, provided with the rearwardly and inwardly projecting hooks C′, arranged to stand at a short distance from the end of the side-boards or their end cleats when the end-gate is in place. Said fastenings further consist of the hooks D′, having the threaded shanks D, which pass through the side-boards, and are externally provided with the crank-nuts *d*, as clearly shown in the several figures of the drawings. The hooks D′ are adapted to engage with the hooks C′ of the straps C, and are drawn into engagement to firmly hold the side-boards and end-gate in place, and also to hold the latter extended, as shown clearly in Fig. 1. When it is desired to release the end-gate the nuts *d* are loosened, so that the hooks D′ may be thrust inward, disengaged from the hooks C′, and thereafter turned upward, as shown at the right in Fig. 2. The weight of the load will thereupon force the end of the gate outward, bending the same out at its joints *b;* or the end-gate may be drawn outward by the handle B³, attached to the free end of the part B′. When the end-gate is to be inserted the hooks D′ are drawn outward against the cleats, so as to clear the hooks C′ on the end-gate, and the latter, being extended, is let down into the grooves *a a* of the side-boards in the usual manner, and thereafter engaged by the fastening devices, as already described.

The construction shown in Figs. 3 and 4 differs from that shown in Fig. 1 only in respect to the manner of hinging the two parts B′ and B² of the end-gate to each other. In Fig. 1 a cleat, *b*², is shown as being rigidly secured to the inner face of the part B′ of the end-gate, and the hinges *b* are attached to the inner face of said cleat and to the corresponding face of the part B². In the modification shown in Figs. 3 and 4 the cleat *b*² is dispensed with and the hinges *b* are applied directly to the two parts B′ and B² of the end-gate in the relation shown clearly in Fig. 3. I prefer this latter construction, for the reason that kernels of grain are less likely to be caught between the hinged parts and interfere with the operation of the gate or tend to loosen the hinges.

In hinged end-gates as heretofore constructed the parts forming the same have been held extended by means of some form of fastening which locks said parts one to the other. It will be seen that in my improvement no such fastening is employed, but that the side-boards are held inward against the end-gate. This construction has an advantage over that men-

tioned in relieving the hinges of all strain from outward pressure of the grain or other load upon the side-boards.

The part B^2 of the gate, instead of being made of double thickness at its outer end, as shown, may be only of single thickness, and the groove *a* therefor between the side-board cleats narrowed from its rear side to correspond.

I am aware that it is common to secure unjointed end-gates to the side-boards by similarly-operating fastenings, and do not therefore claim such fastenings by themselves. I am, however, the first to provide a construction in jointed end-gates by which the advantages of such mode of fastening the end-gate to the side-board are obtained in this class of gates; and

I claim as my invention—

1. In a wagon-bed, the combination, with the fastenings which support the side-boards, of a jointed end-gate composed of a short inner part and an outer longer part hinged to each other, and devices applied to said longer part, arranged and adapted to engage with the fastenings which support the side-boards, whereby said fastenings both sustain the side-boards and hold the end-gate extended.

2. In combination with the parts B' and B^2 of the end-gate, flexibly joined to each other at *b*, hooks C' C', attached to the outer surface of the part B', and hooks D', having threaded shanks D, provided with tightening-nuts *d*, arranged to engage the hooks C', substantially as described, and for the purposes set forth.

In testimony that I claim the foregoing as my invention I affix my signature in presence of two witnesses.

PETER ANDERSEN.

Witnesses:

FINIS CARTWRIGHT,

PETER MORGANTHALER.