

C. H. COMSTOCK.

Wagon End Gate.

No. 101,102.

Patented March 22, 1870.

Fig. 1

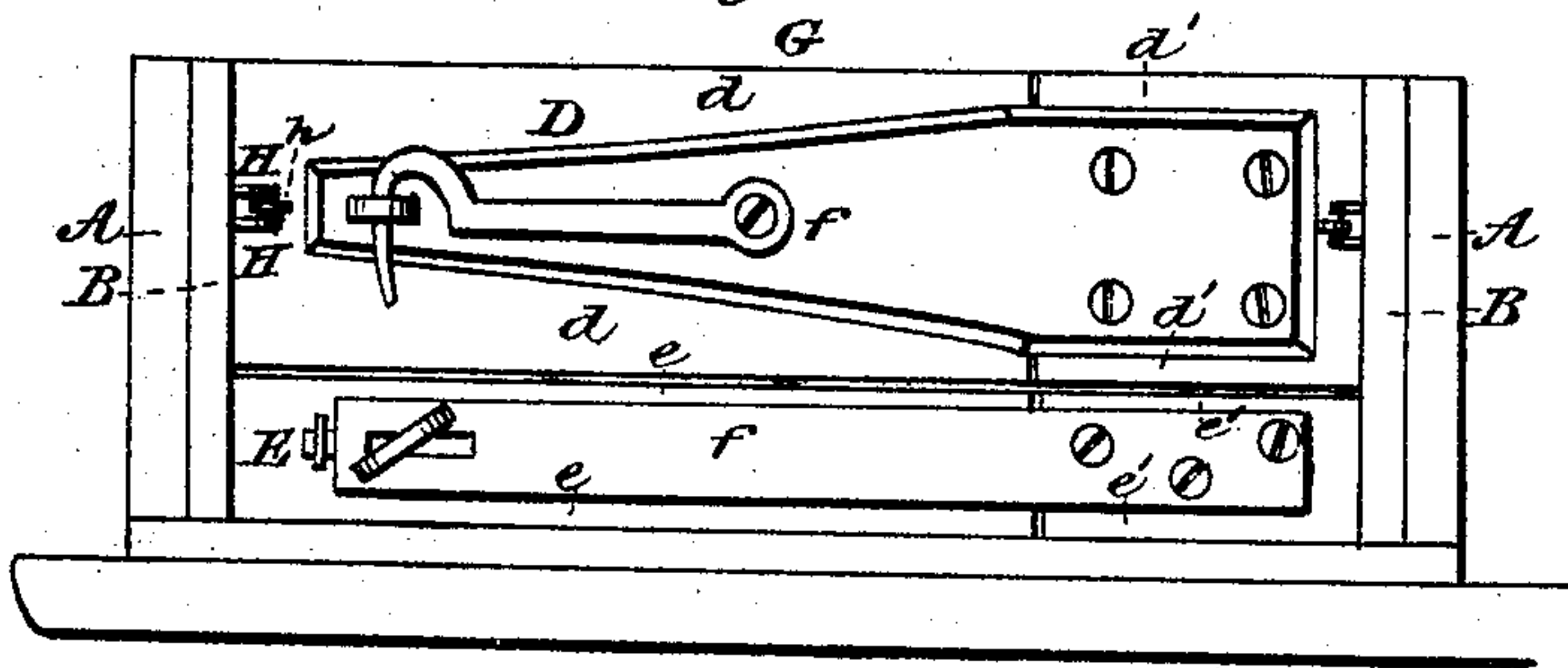


Fig. 2

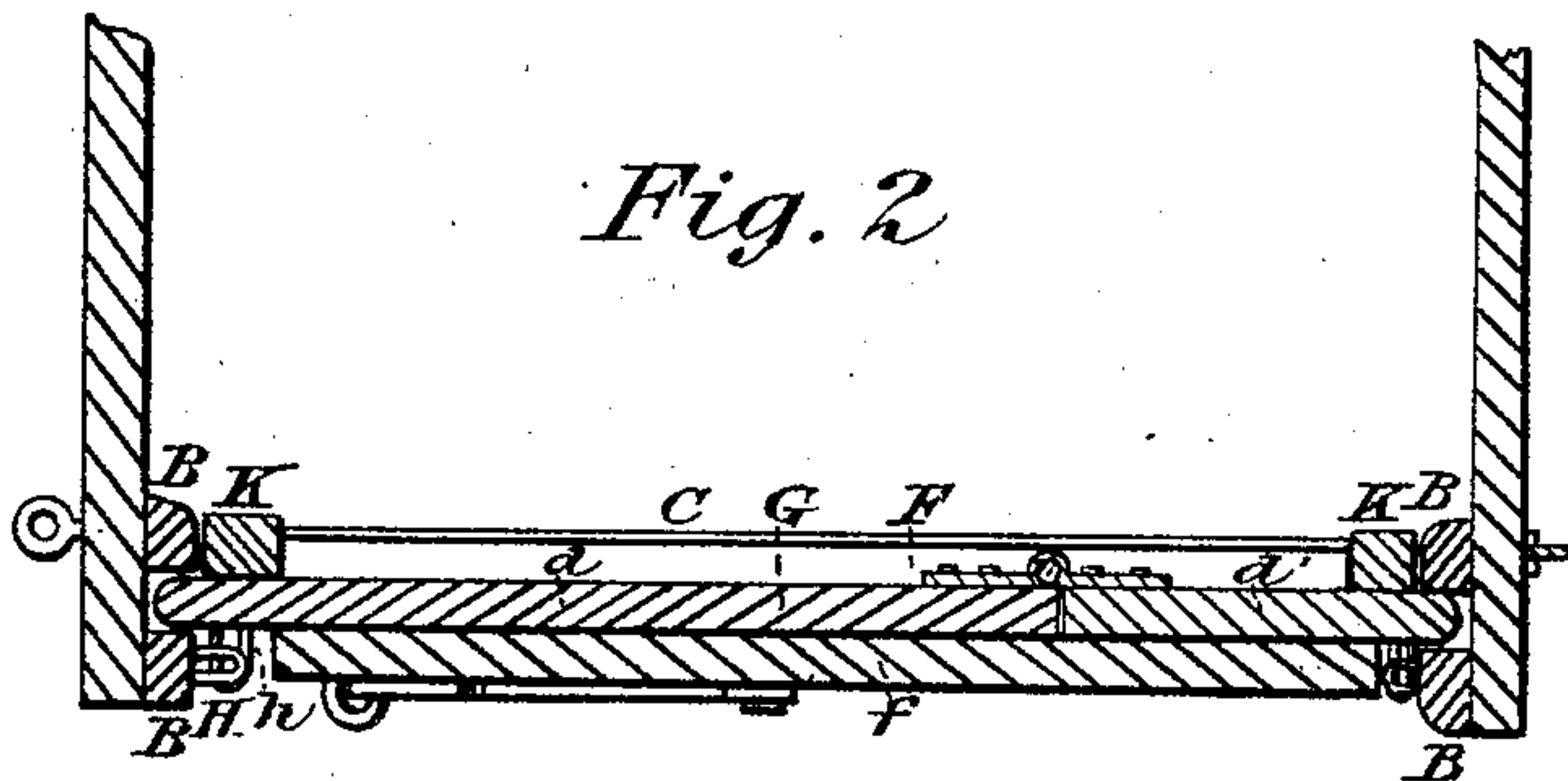
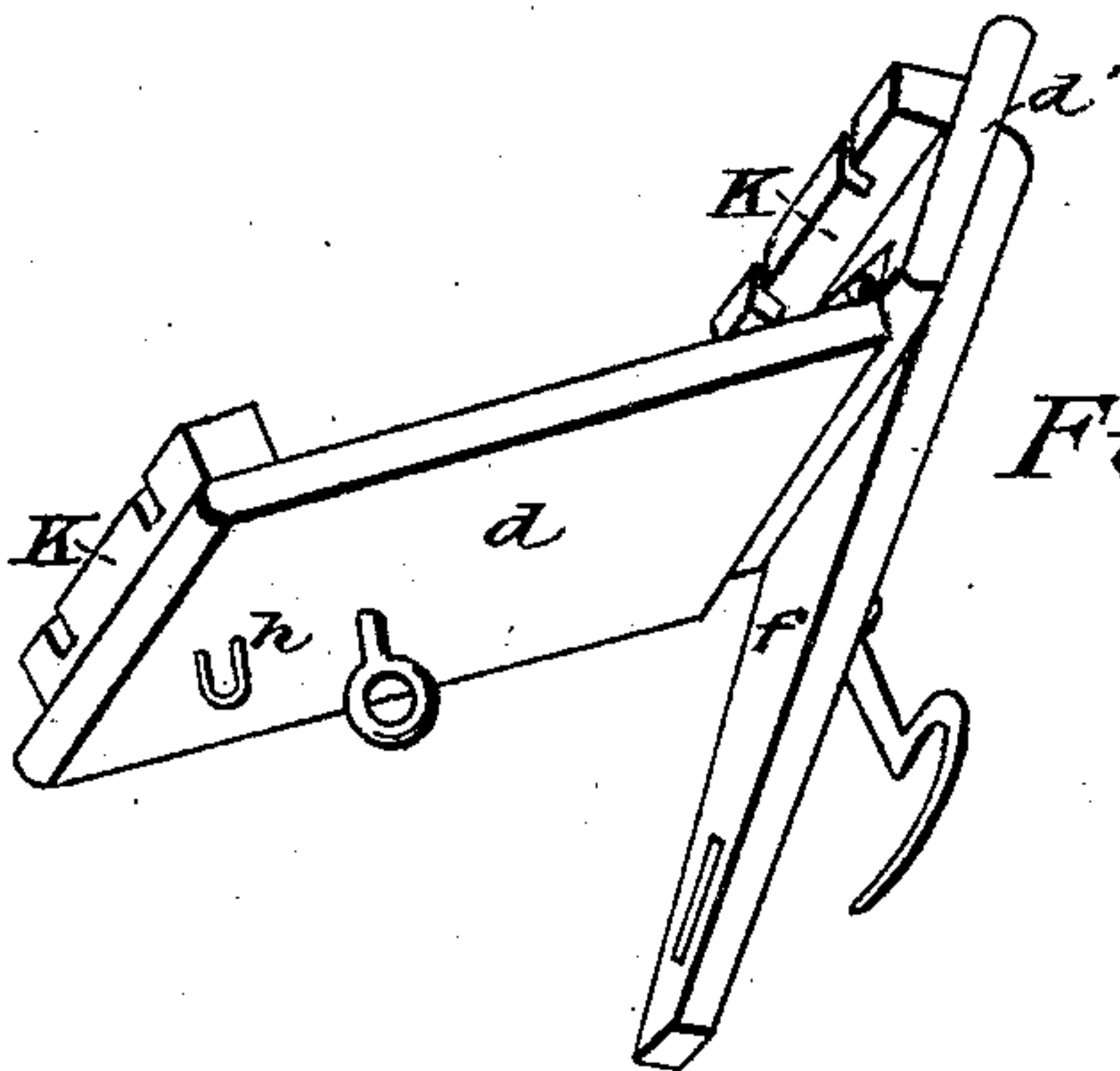


Fig. 3



Witnesses:

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Inventor:

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CHARLES H. COMSTOCK, OF CHEBANSE, ILLINOIS.

Letters Patent No. 101,102, dated March 22, 1870.

IMPROVED END GATE FOR GRAIN-WAGONS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, CHARLES H. COMSTOCK, of Chebanse, in the county of Iroquois and State of Illinois, have invented certain new and useful Improvements in End Gate for Grain-Wagons, &c.; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings making part of this specification, and to the letters of reference marked thereon, like letters indicating like parts wherever they occur.

To enable others skilled in the art to construct and use my invention, I will proceed to describe it.

Figure 1 represents the rear elevation, and Figure 2, the plan of the gate.

Figure 3 is a perspective view of the gate.

The nature of my invention consists in arranging the end board or gate of wagons, carts, &c., in such a manner as to have the said gate folding, and so constructed as to be conveniently taken out or replaced, in part or in whole, as will be hereinafter fully explained.

A A are the side boards of a vehicle.

B B are the cleats, forming grooves, into which the ends of the gate G are placed.

C C are the rods binding the sides.

The gate G may be made single or double; when double it consists of two parts or gates, D and E, one placed above the other, and the narrowest of them, E, being underneath.

Each of the gates D and E is made of two unequal parts, *d d'* and *e e'*, which parts are jointed by hinge or hinges F F.

To the smaller parts *d'* and *e'* levers or tails *f f* are firmly affixed, the ends of which levers are secured to the larger parts *d* and *e* of the gates by hook and staple, spring-catch, or any other suitable fastening.

The gates D and E are provided with cleats K K on the inside, which cleats are provided with suitable notches *l l* for the rods C C to pass through, and keep the gates down in place.

If desirable, instead of the rods C C, loops or staples H H can be affixed onto the cleats B B, between which come staples *h h* affixed to the gate G, and pins or bolts can be put through the said staples, thus binding the side boards of the vehicle to the gate.

For ordinary wagons, a gate made of one piece, or single gate, made in the manner as above described, can be used.

The operation of the gate consists in this, that when the gate is double, and the vehicle containing grain is to be unloaded, the lower gate alone is taken out, but for unloading ear-corn both gates are taken out.

This gate can also be used for unloading vegetables, coal, and some other articles.

The advantages of the above-described gate consist in the convenience of taking it out or placing it in without slackening or taking out the rods C C, as in folding or unfolding the gates a great leverage is obtained by means of the levers *f f*. Another advantage is, that the grain can be very conveniently unloaded from wagons on the grain-dumpers.

What I claim as new, and desire to secure by Letters Patent, is—

1. The end gate, consisting of two gates, D E, each made of two unequal parts, *d d'* and *e e'*, hinged together and made folding, the smaller parts *d' e'* of the said gates provided with levers or tails *f f* secured to the other parts by any suitable fastenings, the whole arranged and operating substantially as herein set forth and specified.

2. In combination with the above the staples H H, secured together by a pin or bolt, substantially as set forth, and for the purpose specified.

CHARLES H. COMSTOCK.

Witnesses:

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JOHN R. SILER.