

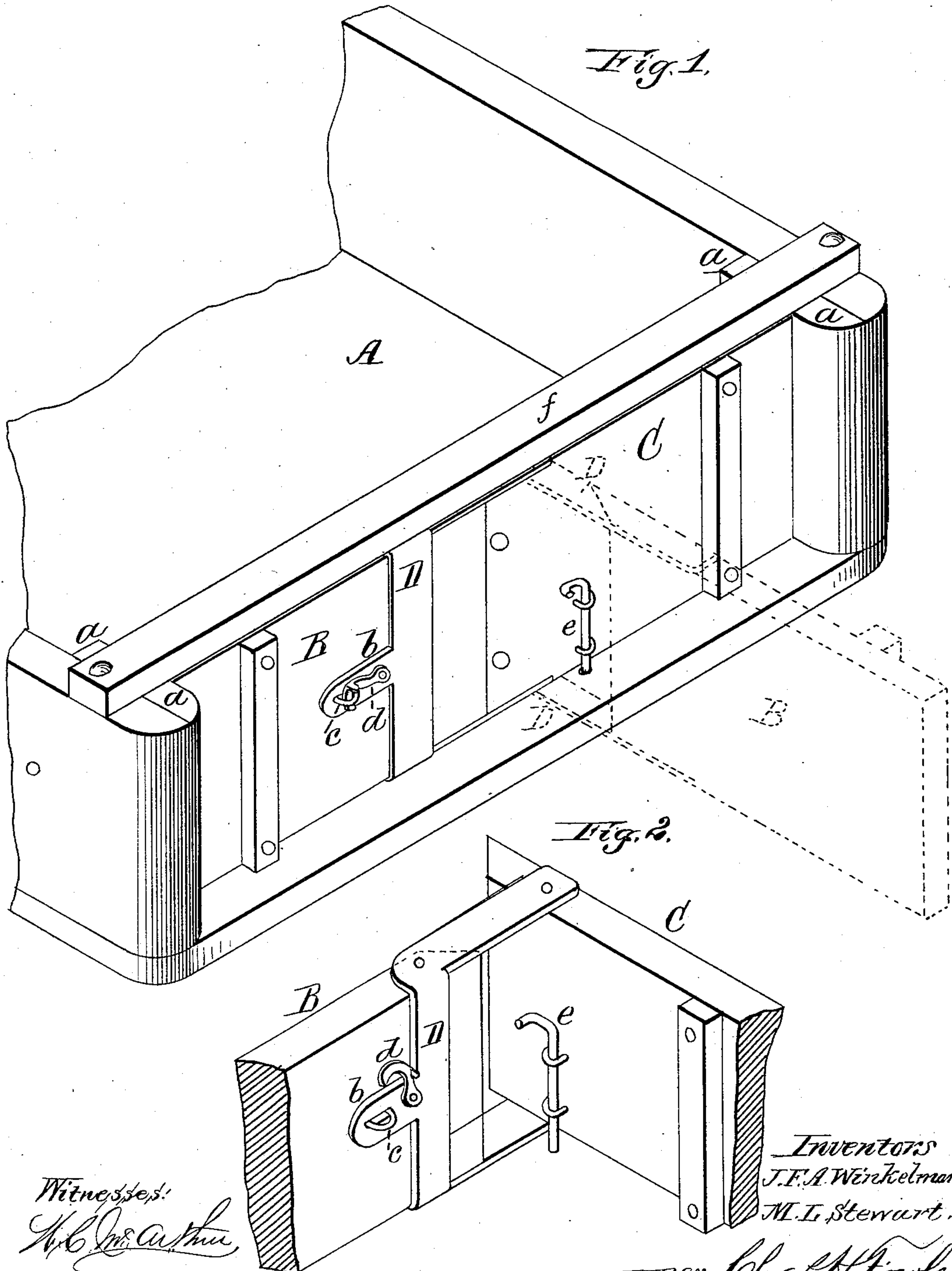
(Model.)

J. F. A. WINKELMANN & M. L. STEWART.

END GATE FOR WAGONS.

No. 245,687.

Patented Aug. 16, 1881.



Witnesses:
W. C. Arthur
S. S. Miller.

Inventors
J. F. A. Winkelmann
M. L. Stewart.
per *Cha. H. Fowler*
Attorney.

UNITED STATES PATENT OFFICE.

JOHANN F. A. WINKELMANN AND MADISON L. STEWART, OF SCHELL CITY,
MISSOURI.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 245,687, dated August 16, 1881.

Application filed June 23, 1881. (Model.)

To all whom it may concern:

Be it known that we, JOHANN F. A. WINKELMANN and MADISON L. STEWART, citizens of the United States, residing at Schell City,
5 in the county of Vernon and State of Missouri, have invented certain new and useful Improvements in End-Gates for Wagons; and we do hereby declare that the following is a full, clear, and exact description of the same,
10 reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a perspective view of our invention, showing in dotted lines
15 one of the sections of the gate thrown open; and Fig. 2 is a perspective view, in detail, of the two sections, one of which is shown as open.

The present invention has relation to certain
20 new and useful improvements in that class of end-gates for wagons composed of two sections pivoted together at their inner ends, the same having edges that are beveled in opposite directions, so that they will close against each
25 other and form a strong and durable gate. These sections, in order to enable them to be brought to an angle with each other for removing the gate from the wagon-box, it was usually necessary to cut away at their inner
30 ends, one being L-shaped and the other in the form of an inverted L. This construction, when the sections were together, formed a rectangular tail-board, and admitted of the sections being brought at an angle to each
35 other for removing them in unloading the wagon. The beveled inner edges of the sections would not admit of their being swung outward, or a portion of the gate only open for unloading sand, dirt, &c.

40 The object of our invention is to provide a gate for wagons of such construction and the sections thereof connected together in such a manner that either section will or may be swung outward independent of the other, or
45 both sections removed, as found necessary; and when brought together and closed and properly fastened a firm, solid end-gate is obtained. These objects we obtain by the construction substantially as shown in the drawings, and hereinafter described.

In the accompanying drawings, A represents the rear end of a wagon-box, provided upon its inner sides with the usual cleats, *a*, for receiving the ends of the tail-board or gate. The end-gate consists of two rectangular sections, B C, each section at its inner end being pivoted to the horizontal arms of a metallic yoke, D, by pins passing vertically through the arms and ends of the sections. The vertical portion of the yoke D is cast with a hasp, *b*, to engage with or pass over the end of an eyebolt or staple, *c*, secured to the outer side of the section B of the gate, said hasp being held to the eyebolt or staple by a hook, *d*, pivoted to the hasp and engaging with the eyebolt or staple in front of the hasp, which firmly hold the sections B C together.

To provide an additional fastening for the gate, the section C has connected to it a bolt, *e*, which engages with a hole in the bottom of the wagon-box A.

The sections B C may have cleats or strips of wood connected across their ends to strengthen them, and a strip, *f*, may be connected across the wagon-box to prevent the gate from jumping up. The inner ends of the sections B C are beveled in opposite directions, as shown in Fig. 2 of the drawings, so that they will overlap each other and take off any undue strain upon the fastenings by the load in the wagon, each of the bevel ends forming a kind of a brace for the other.

It is frequently found necessary to open one section only of the gate for unloading sand, dirt, grain, or other like material.

Should it be desirable to unload from the side closed by section B, it is only necessary to withdraw the hook *d*, when the peculiar construction of the yoke D and the manner of pivoting the section thereto will admit of it being swung out at a right angle to section C, as shown in dotted lines, Fig. 1; and by raising the bolt *e* both sections may be removed when loading the wagon, or when preferred to have the entire width of wagon-box at its end open for unloading.

The manner of connecting the sections B C together by the yoke D admits of either section being swung outward, the beveled edges not interfering in the least with their being

thus operated to unload the wagon. Heretofore these sections which had their inner ends beveled were pivoted directly to each other, and not to a yoke or equivalent device, and consequently they were not capable of being swung outward, but of necessity had to be swung in an opposite direction, or toward the interior of the wagon-box. This rendered it very difficult, when the gate was required to be removed for unloading, especially when the wagon was full of sand, dirt, grain, or other like material, a portion of it having to be shoveled away from the rear end of the wagon-box in order to make room for the sections to swing clear of any obstruction, and brought to the required angle to each other for ready removal. This objection is entirely removed by pivoting the sections to the yoke D, the horizontal portions of the yoke, when the sections are closed, being on the same horizontal line upon the upper and under side thereof, which, together with the vertical portion of the yoke, make a strong, firm, and durable brace for the sections, and at the same time admit of their being readily swung apart when required.

Having now fully described our invention,

what we claim as new and desire to secure by Letters Patent, is—

1. An end-gate for wagons, consisting of the sections B C, having their inner ends beveled, as shown, and pivoted to a metallic yoke, D, whereby either section is capable of being swung outward independent of the other, for unloading from one side of the wagon only, substantially as and for the purpose set forth.

2. The end-gate for wagons, consisting of the sections B C, provided respectively with the staple or eyebolt *c* and bolt *e*, in combination with the yoke D, of the form shown and described, and having the hasp *b* and hook *d*, said sections B C being pivoted to the yoke D, and adapted to swing outward independently of each other, substantially as and for the purpose specified.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

J. F. A. WINKELMANN.
MADISON L. STEWART.

Witnesses:

JACOB P. MAUS,
P. R. HARRIS.