

No. 781,570.

PATENTED JAN. 31, 1905.

W. G. STROH.
WAGON GATE.

APPLICATION FILED JUNE 7, 1904.

Fig. 1.

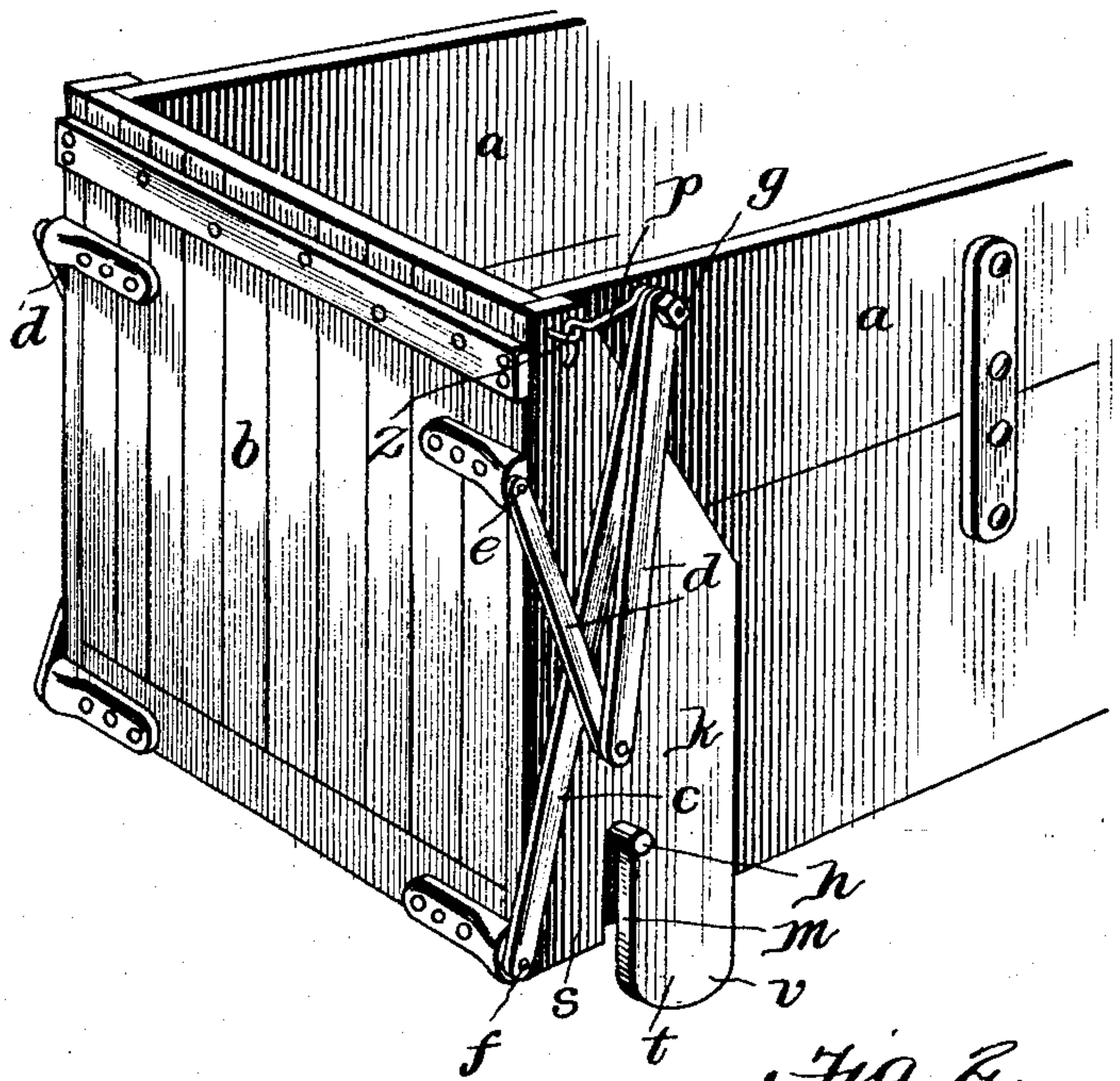
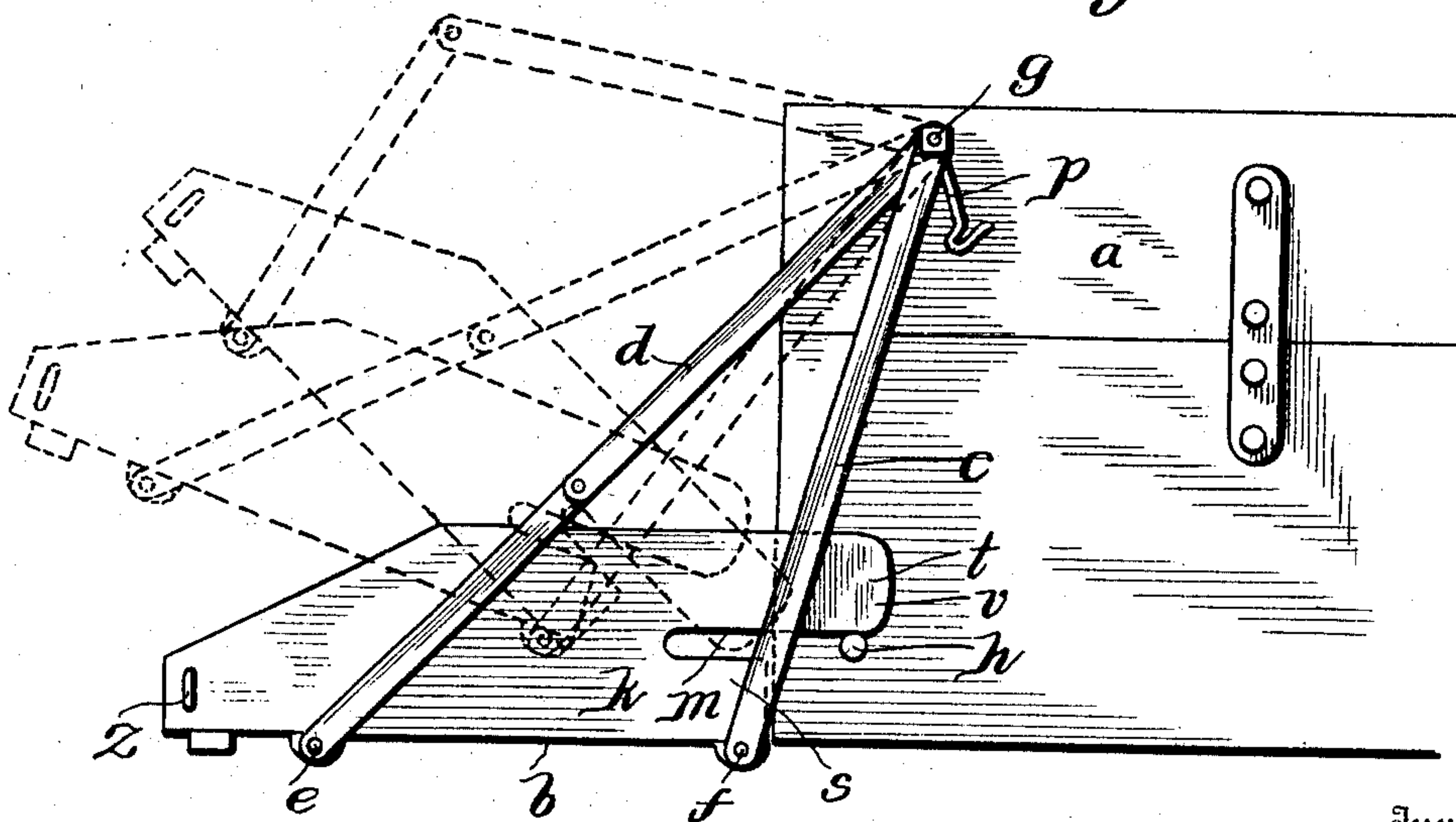


Fig. 2.



Witnesses

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WAGON-GATE.

SPECIFICATION forming part of Letters Patent No. 781,570, dated January 31, 1905.

Application filed June 7, 1904. Serial No. 211,494.

To all whom it may concern:

Be it known that I, WILLIAM G. STROH, a citizen of the United States, and a resident of Hume, in the county of Edgar and State of Illinois, have made a certain new and useful Invention in Wagon-Gates; and I declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it appertains to make and use the invention, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective view of the invention. Fig. 2 is a side view of the same.

The invention relates to the end-gates of wagons; and it consists in the novel construction and combinations of parts, as hereinafter set forth.

In the accompanying drawings, illustrating the invention, the letter *a* designates the side wall of a wagon, which is provided near its rear end with an upper pin *g* and with a lower pin *h* below said upper pin. These pins may be provided with antifriction-sleeves, and the upper pin should be threaded to receive a holding-nut in its end. The opposite side of the wagon is provided with similar pins in like position. A hook *p* is connected to each upper pin *g*. The end-gate *b* of the wagon is provided with the side pieces or cheeks *k*, which are placed at the proper distance from each other to pass outside the side walls of the wagon and embrace the same. These sides or cheeks *k* are rigidly attached to the back-board of the gate and extend at right angles thereto. At their lower ends each cheek is formed with an open-end slot *m* between the part *s*, of the same length as the main board and the longer part *t* in front thereof. The latter part *t* extends, when the gate is in closed position, below the bottom of the wagon, its extended portion *v* serving as a bearing on the pin *h* when the gate is let down to horizontal position to serve as a bridge or scoop. The breadth of the part *s* is equal to the depth of the slot *m*, so that when the gate is in horizontal position the end of the main board will abut against the end of the wagon-bottom.

Plates carrying lateral pivot-pins *f* are se-

cured to the bottom of the gate, and plates also carrying lateral pins *e* are secured to the upper portion of the gate. Jointed connections *d* are provided on each side of the end-gate, engaging the upper pins *e* of the end-gate and the pins *g* of the wagon-body. When extended, these jointed arms hold the outer end of the gate in horizontal position, its inner end being held by the connections *c* engaging the lower pins *f* of the end-gate and said pins *g* of the wagon-body. On each side of the end-gate at its upper part it is provided with a staple *z* for engagement with the hook *p* of the wagon-body. By removing the nuts from the pins *g* the entire end-gate, with its connections *c* and *d*, can be taken off the wagon-body.

To operate the end-gate for ordinary bridge or scoop work, the hooks are disengaged and the gate is turned down to horizontal position, bringing its main board level with the bottom of the wagon-body, against which it abuts, the connections *c* and *d* holding it in proper position, with its cheek-bearings *v* extending past the ends of the wagon-box sides in bracing form and engaging the pins *h*. To operate for dumping, after the gate has been let down as just described it is pulled away from the wagon-body until the bearings *v* pass the end of said body. Then the gate is turned up as if to close it, swinging on the connections *c*, and the portions *t*, bearing with their extended ends *v* as props against the pins *h*, hold the gate in oblique position, leaving an opening between the gate and the end of the wagon-bed for discharging the contents of the wagon. To close the gate, bring it to the bridge or scoop position and then turn it upward against the edge of the wagon-body and connect the hooks *p* with the staples of the gate.

The operation is very simple. The disengagement of two hooks permits the end-gate to be lowered to scooping or dumping position without the removal or attachment of any extra part. If desired, the end-gate may be let down and then turned up on top of the wagon-body out of the way.

Having described the invention, what I claim, and desire to secure by Letters Patent, is—

The combination with a wagon-body having upper and lower lateral pins, of an end-gate, the cheeks thereof slotted at their lower ends and having extended drop-bearings in
5 front of the slots, upper and lower lateral pins, jointed connections in engagement with the upper pins of the gate and upper pins of the wagon-body, pivot connections in engagement with the lower pins of the gate and

upper pins of the body, and the hook connections, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM G. STROH.

Witnesses:

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