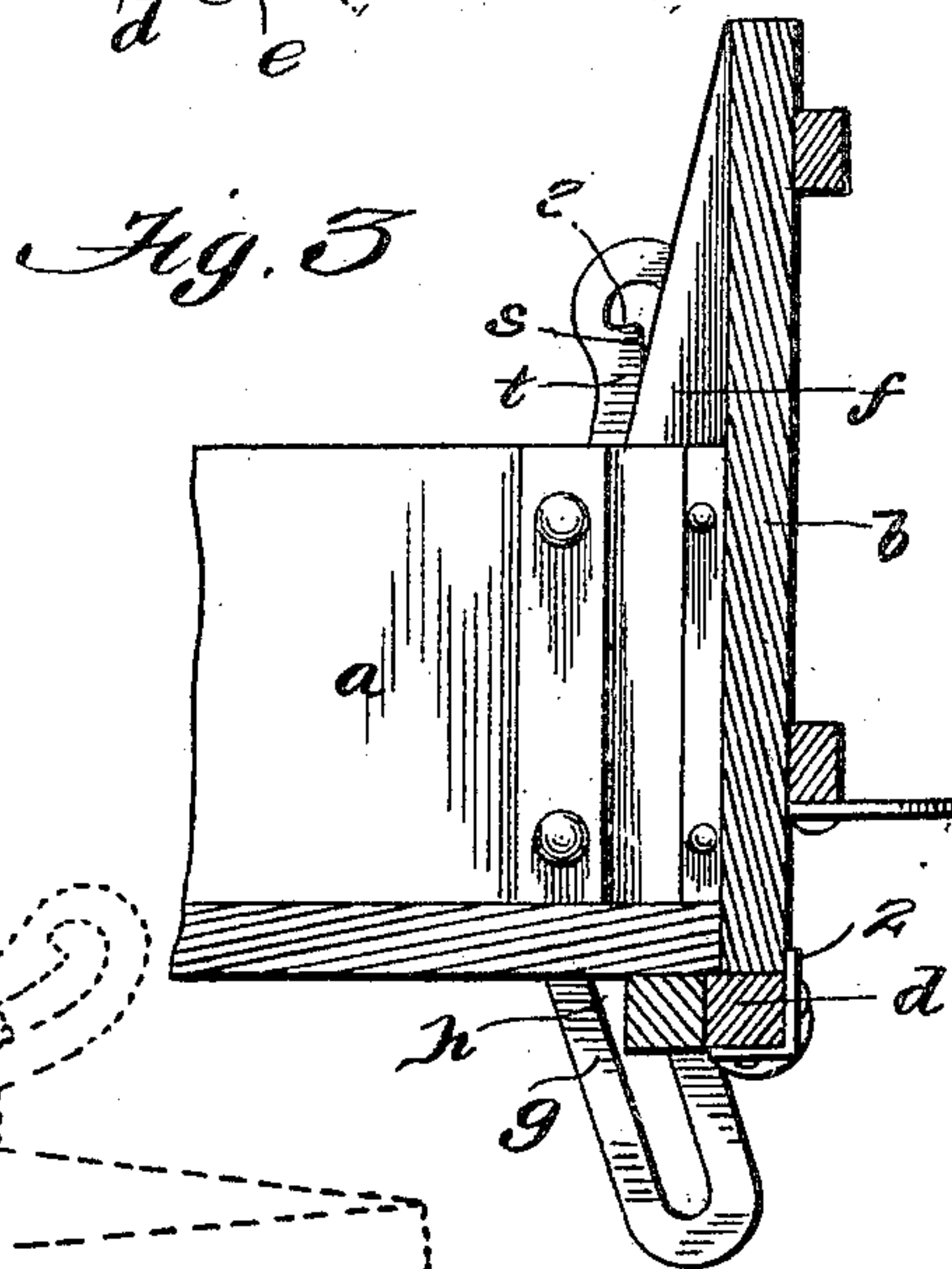
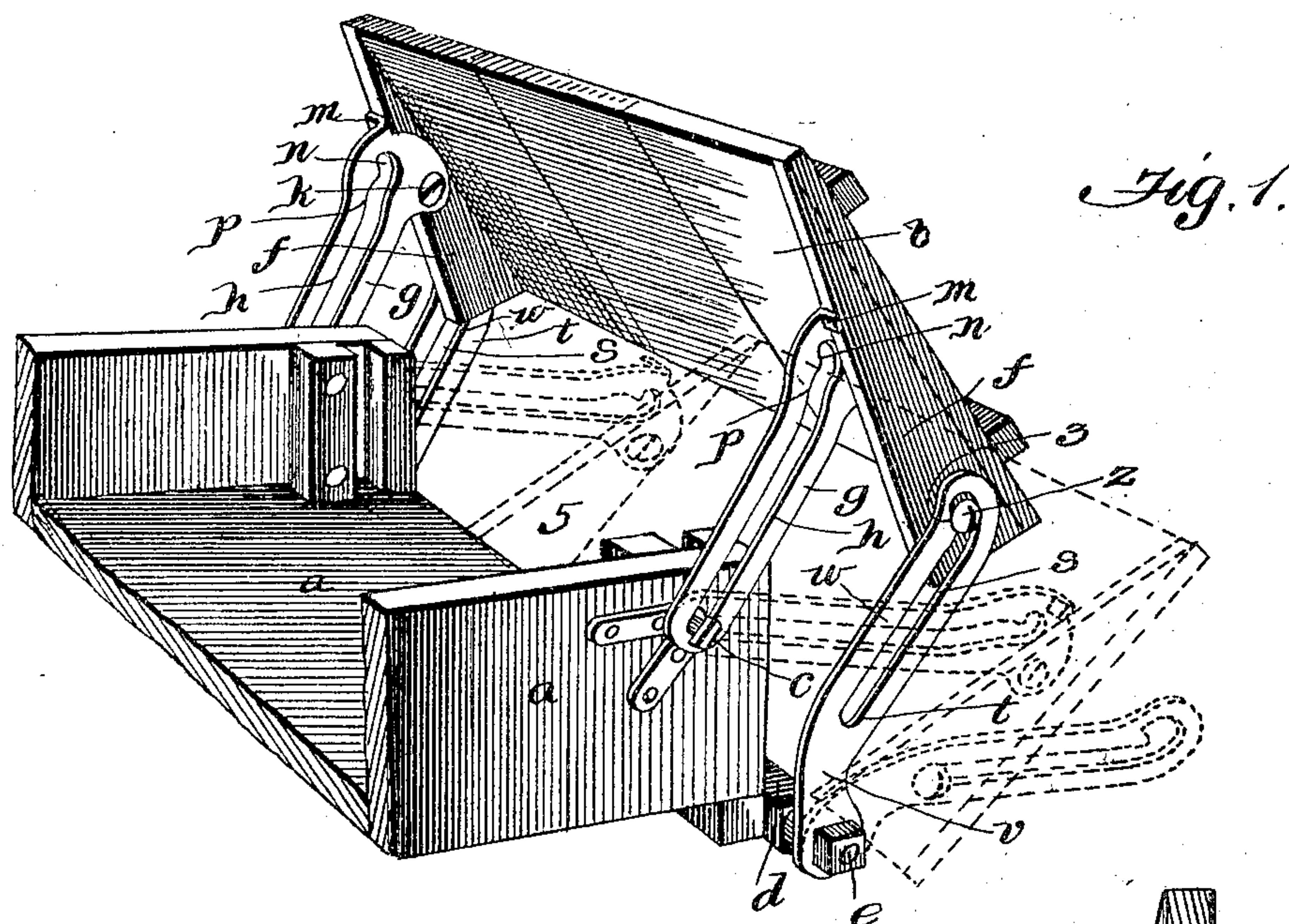


No. 797,900.

PATENTED AUG. 22, 1905.

R. LOWRY,
WAGON SCOOP END GATE.
APPLICATION FILED NOV. 26, 1904.

2 SHEETS—SHEET 1.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 4.

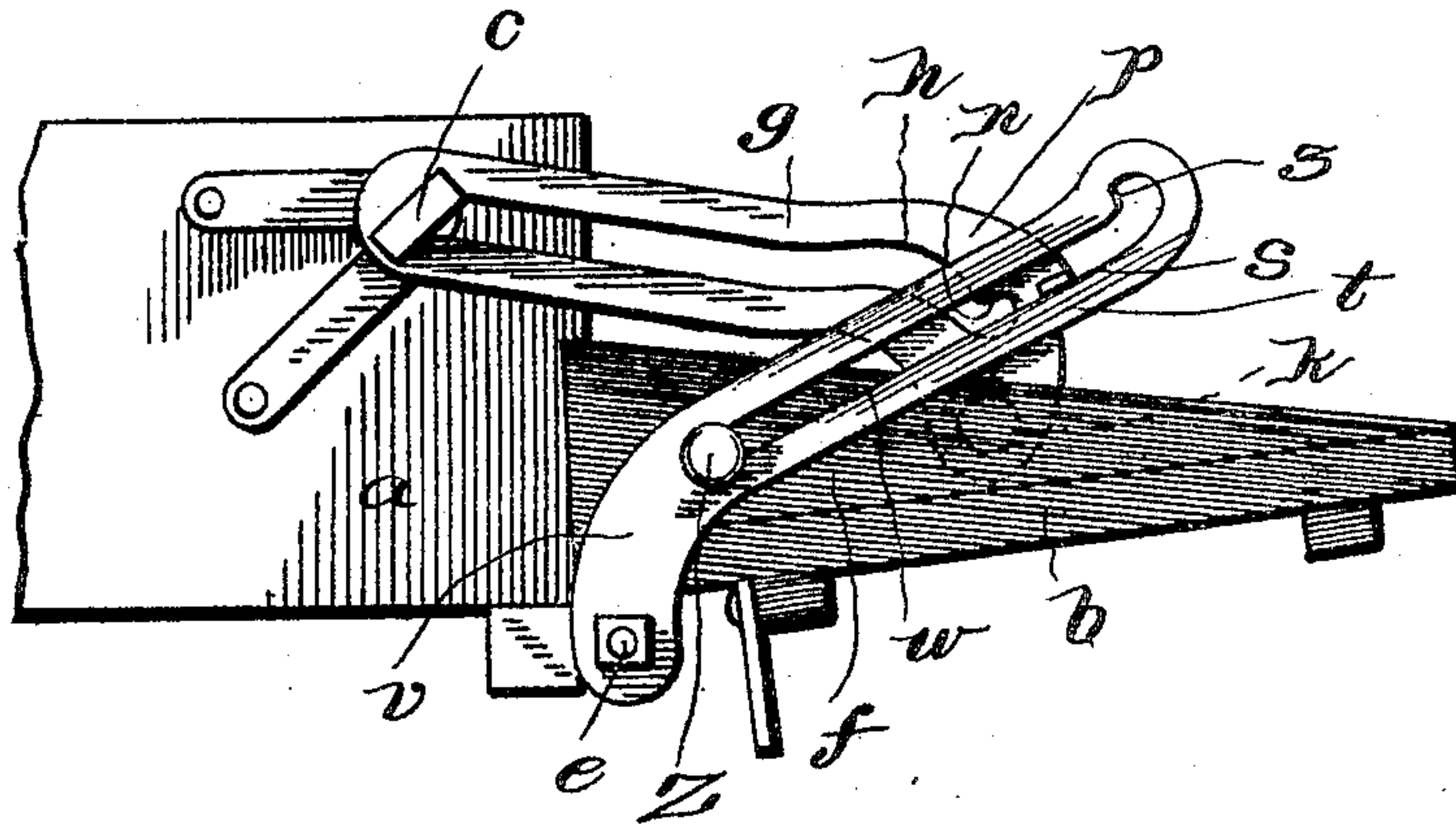
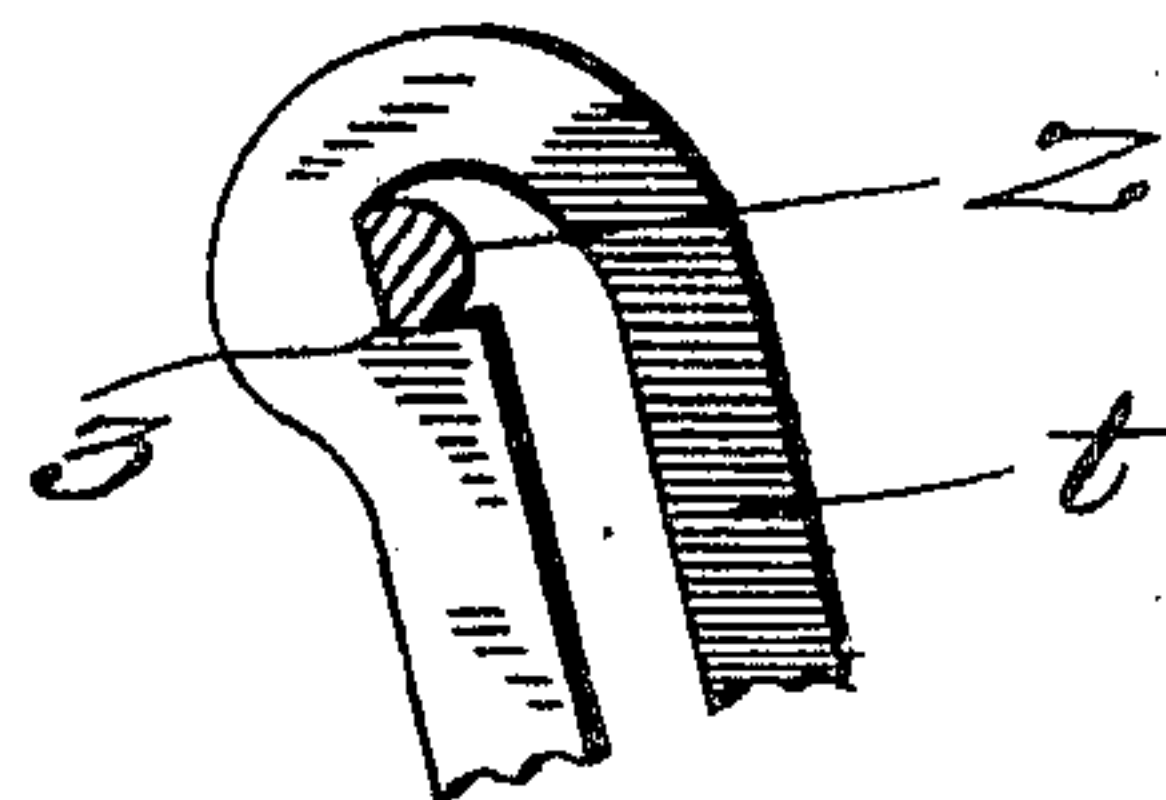


Fig. 5



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WAGON SCOOP END-GATE.

No. 797,900.

Specification of Letters Patent.

Patented Aug. 22, 1905.

Application filed November 26, 1904. Serial No. 234,411.

To all whom it may concern:

Be it known that I, RICHARD LOWRY, a citizen of the United States, and a resident of Sullivan, in the county of Moultrie and State of Illinois, have made a certain new and useful Invention in Wagon Scoop End-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 or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective view of my invention in raised position, the lowered or scoop position of gate being shown in dotted lines. Fig. 2 is a side elevation of the end-gate in closed or end-gate position, the lowered or scoop position thereof being shown in dotted lines. Fig. 3 is a central vertical section through the end-gate in closed or end-gate position. Fig. 4 is a companion view to Fig. 2, the end-gate being shown in lowered or scoop position. Fig. 5 is a detail view.

The invention relates to end-gates for 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 a wagon-body, and *b* an end-gate.

The body is provided with the upper guide-studs *c* near the rear upper corners of the sides of the wagon on the outside thereof.

The body is also provided with the transverse rear ledge or support *d*, having at its ends the lower pivot-stud *e*. This transverse support is in rear of the side walls and is usually arranged with its upper or bearing surface even with the lower surface of the bottom of the wagon-body. The ends of the side walls and bottom of the wagon-body are in the same vertical plane and provide a bearing for the end-gate when in position on the ledge *d*.

The pivot-studs *e* of the ledge *d* are farther from the plane of the wagon sides than the guide-studs *c*, an interval being allowed for the operation of the side flanges *f* of the end-gate, which play outside the sides of the wagon-body.

Pivoted to the inside of each flange *f* at about its middle portion is an arm *g*, having

an elongated slot *h*, which engages the upper guide-stud *c*. Near the pivot *h* this arm is provided with a brace-lug *m*, extending outward, and the slot *h* of the arm begins near the brace-lug in a lock-notch *n*.

The slot *h* is made somewhat convex in its first portion, as shown at *p*, its other portion being straight, or nearly so. The length of the slot is sufficient to hold the end-gate in scoop position when the same is turned down, its lower end portion bearing on the ledge *d*. The arms *h* also, by means of their lock-notches *n*, serve to lock the end-gate in position against the end of the wagon-body when said gate is turned up and rests on the supporting-ledge *d*. These arms play between the end flanges and wagon sides and serve as scoop-braces and end-gate locks. They also serve to hold the end-gate on the top of the wagon-body in horizontal transverse position when desired.

Pivoted to the outer and lower studs *e* are the outer arms *t*, which are provided each with an elongated slot *s*, engaging a guide-stud *z* of the end-gate flange. The arm *t* is of bent form, having a downward-extending portion *v* toward the pivot end and a straight slotted portion *w* extending therefrom, as indicated. The slot *s* beginning at the bend or angle extends along the straight portion and terminates in the catch-notch 3. When the end-gate is raised upward and backward, the catch-notches of the arms *t* engage the studs *z* and hold it in raised position, wherein it is braced by the lugs of the arms *h* in position to form a guide for unloading.

The ledge *d* is usually provided with stops 2 to fix the bottom of the end-gate in its seat on said ledge.

The catch-notch 3 of the arms *t* is of angular form, and the studs *z* have their stems flattened in front in order to give them a trip action. When the end-gate is in raised position, as shown in Fig. 1, it may be tripped out of engagement with the catch-notches of said arms by pushing its lower portion forward. It will then fall and may be guided easily into scoop or end-gate position.

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

1. The combination with an end-gate, of outer arms pivoted to the wagon-body and having a pivotal pin-and-slot connection with the

end-gate, and inner arms having a pivotal pin-and-slot connection with the wagon-body and a pivotal connection with the end-gate, substantially as specified.

2. The combination with an end-gate having pins, of outer arms pivoted to the wagon-body and having each a slot engaging one of said pins, said slot having a catch offset at one end thereof to hold the gate in raised position, and inner arms having a pivotal connection with the end-gate and having each a slot engaging a pin of the wagon-body, the slots of said inner arms having each a locking offset to lock the gate closed, substantially as specified.

3. The combination with an end-gate member, of a pair of arms connecting the same with a wagon-body member, said arms having at one end thereof a pivotal connection with one of said members and at the other end thereof a pivotal pin-and-slot connection with the other of said members, and a second pair of arms having at one end thereof a pivotal connection with one of said members and at the other end thereof a pivotal pin-and-slot connection with the other of said members, substantially as specified.

4. The combination with an end-gate member, of a pair of arms connecting the same with a wagon-body member, said arms having at one end thereof a pivotal connection with one of said members and at the other end thereof a pivotal pin-and-slot connection with the other of said members, and a second pair of arms having at one end thereof a pivotal connection with one of said members and at the other end thereof a pivotal pin-and-slot connection with the other of said members, means in connection with said arms for holding the gate in raised position and means in connection therewith for locking the gate in closed position, substantially as specified.

5. The combination with the transverse rear ledge of the wagon-body and its guide-studs of the end-gate, its flanges and guide-studs and the outer and inner slotted brace-arms, substantially as specified.

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

RICHARD LOWRY.

Witnesses:

WILLIAM K. WHITFIELD,
FREDA O. STRICKLAN.