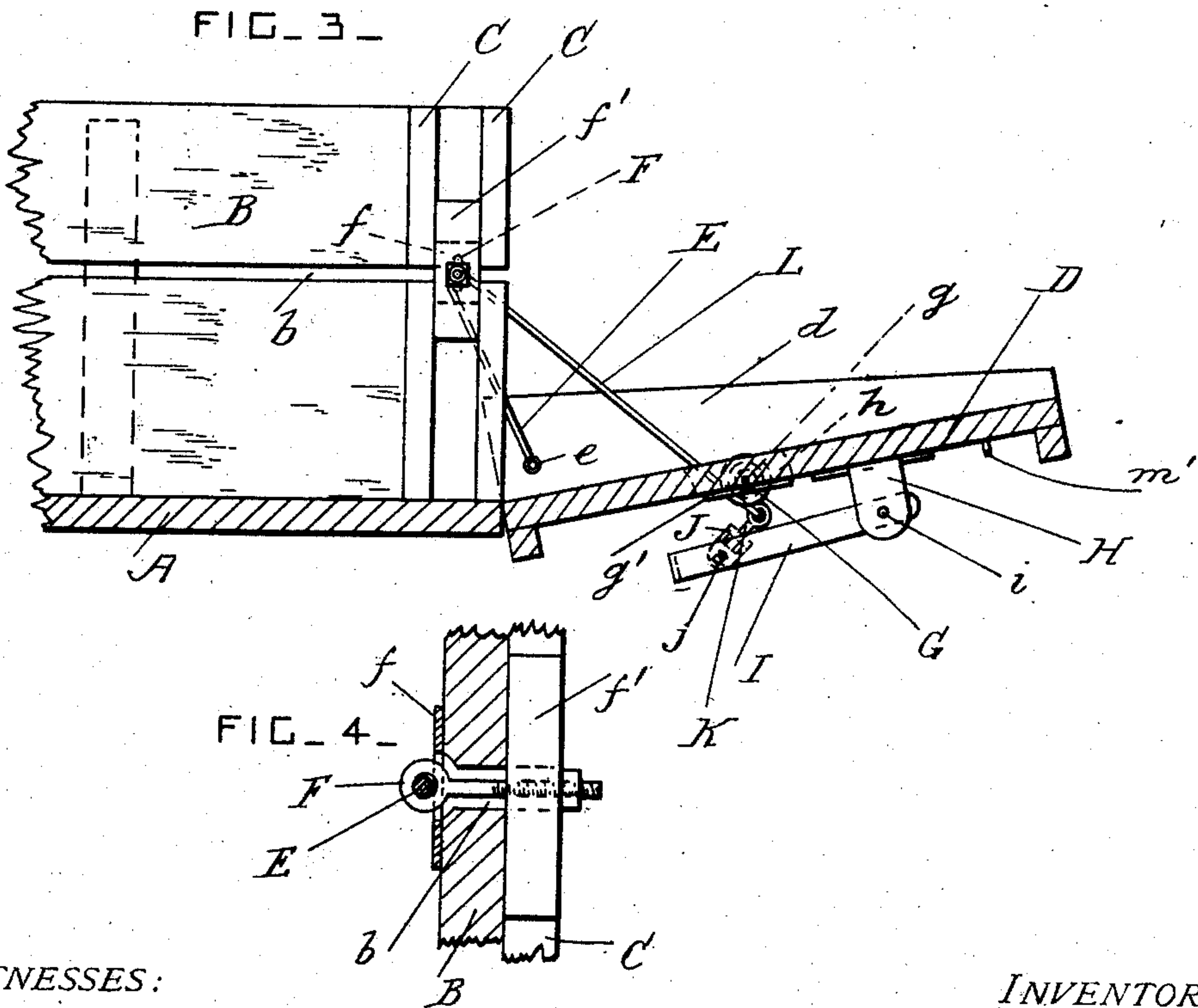
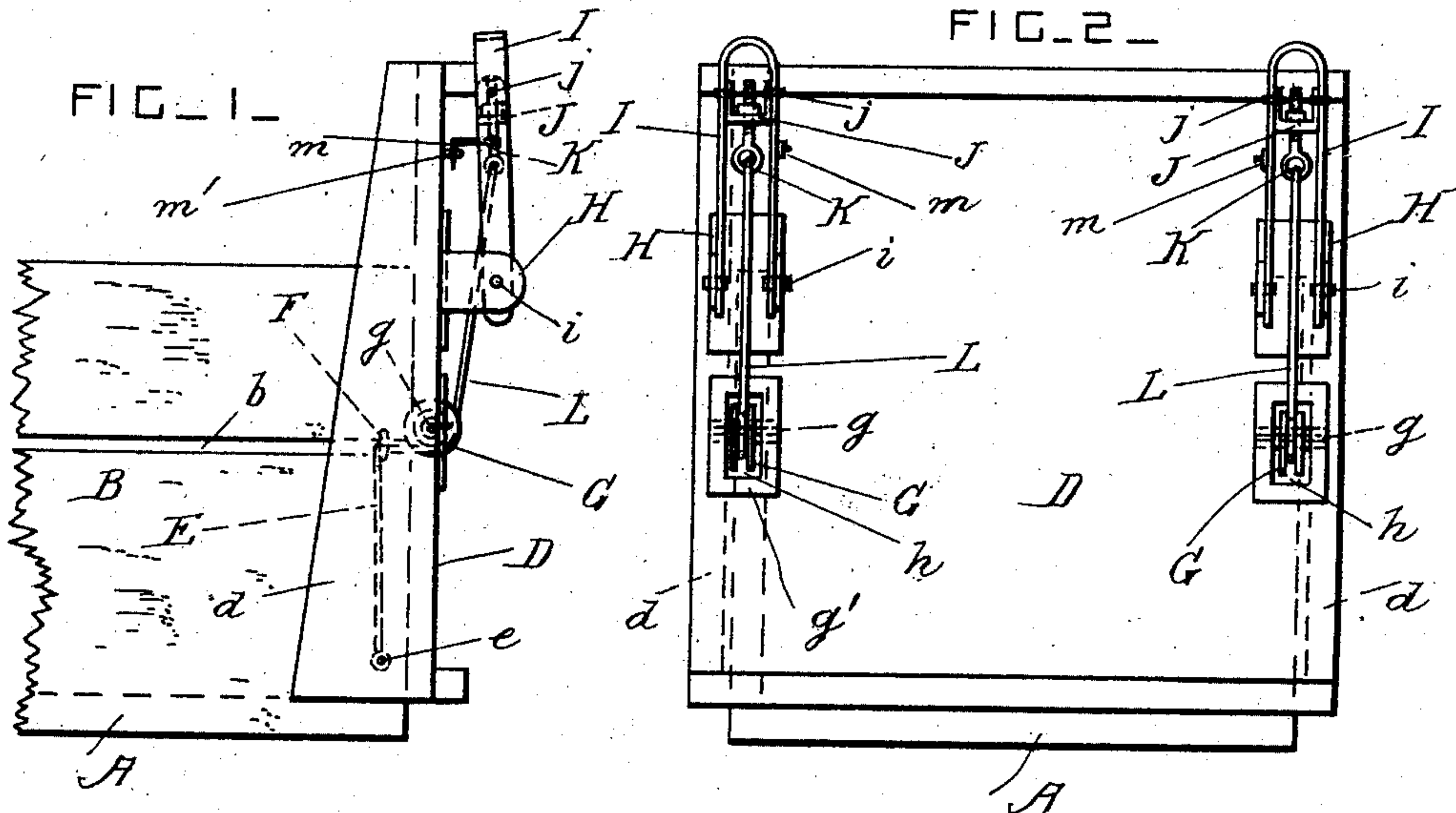


No. 883,739.

PATENTED APR. 7, 1908.

C. H. POLK.
END GATE.

APPLICATION FILED JAN. 7, 1908.



WITNESSES:

L. B. Middleton
Albert Popkina

INVENTOR

Charles H. Polk.
BY Herbert W. Jenner.

Attorney

UNITED STATES PATENT OFFICE.

CHARLES H. POLK, OF KAPPA, INDIANA.

END-GATE.

No. 883,739.

Specification of Letters Patent.

Patented April 7, 1908.

Application filed January 7, 1908. Serial No. 409,604.

To all whom it may concern:

Be it known that I, CHARLES H. POLK, a citizen of the United States, residing at Kappa, in the county of Howard and State of Indiana, have invented certain new and useful Improvements in End-Gates; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to end-gates for wagons; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of the end-gate, showing it closed. Fig. 2 is an end view of the end-gate. Fig. 3 is a longitudinal section through the end-gate, showing it lowered. Fig. 4 is a detail view of one of the eye-bolts for clamping the flexible connections to the wagon body.

A is the body of a wagon of any approved construction provided with side-boards B. A space *b* is formed between the two side-boards by raising the upper side-board, but a single side-board might be used provided with a notch or space *b* at the middle of its rear end.

C are the guides on the inside surfaces of the side-boards, between which the ordinary end-gate is slidable vertically.

D is the improved end-gate or scoop-board which is provided with side portions *d* which straddle the side-boards B of the wagon-body.

E are the end portions of two flexible connections L. The lower ends of the parts E are connected to the side-portions *d* of the end-gate by fastening pins *e*. The upper end portions of the parts E are passed through eye-bolts F which clamp them to the sides of the wagon-body. The eye-bolts F are arranged in the spaces or notches *b*. Washers *f* are arranged against the outsides of the parts B, and blocks *f'* engage with the vertical guides C. The washers *f* have slots in which the eye-bolts are slidable, and the said eye-bolts are secured in the said blocks. When the nuts of the eye-bolts are screwed up the flexible connections are clamped against the said washers.

G are guide-sheaves journaled on pins *g* carried by brackets *g'* and arranged in slots

h in the end-gate at about the middle of its length and close to the side-portions *d*.

H are two forked brackets secured to the underside of the end-gate D.

I are loop-shaped locking-levers pivoted to the brackets H by pins *i* which are arranged at a greater distance from the underside of the end-gate than the peripheries of the guide-sheaves G.

J are short loop-shaped links pivoted in the looped end portions of the levers I by pins *j*. K are eye-bolts which engage with holes in the said links J.

The flexible connections L are preferably formed of twisted wires. They pass over the guide-sheaves G and are secured to the eye-bolts K. The eye-bolts K are screw-threaded and are provided with nuts so that the length and tension of the flexible connections can be regulated and adjusted.

When the parts are in the positions shown in Fig. 3, the locking-levers are turned back, and the end-gate is supported in its lowered position by the flexible connections. When the end-gate is closed, as shown in Fig. 1, the locking-levers are turned up until portions of the flexible connections lie between the centers of the pins *i* and the end-gate. The levers and connections then press the end-gate firmly against the end of the wagon-body. If desired, hooks *m* may be pivoted to the locking-levers, and may engage with eyes *m'* on the end-gate, for the purpose of holding the locking-levers in position, but these hooks are not essential.

What I claim is:

1. The combination, with a wagon-body, of an end-gate pivotally connected with the said wagon-body, guide-sheaves carried by the middle parts of the said end-gate, flexible connections secured to the said wagon-body and passing over the said sheaves, and locking-levers pivoted to the said end-gate and operatively connected with the said flexible connections.

2. The combination, with a wagon-body, of an end-gate pivotally connected with the said wagon-body, guide-sheaves carried by the middle parts of the said end-gate, forked brackets projecting from the underside of the said end-gate, locking-levers pivoted to the said brackets, links pivoted to the free end portions of the said levers, and flexible connections passing over the said sheaves and

connected with the said wagon-body and links.

3. The combination, with a wagon-body, and locking eye-bolts connected to the sides thereof; of an end-gate, guide-sheaves carried by the middle parts of the said end-gate, locking-levers pivoted to the said end-gate, and flexible connections secured at one end to the said end-gate, said connections being
10 passed through the said locking eye-bolts,

thence over the said sheaves, and having their other ends operatively connected with the said locking-levers.

In testimony whereof I have affixed my signature in the presence of two witnesses.

CHARLES H. POLK.

Witnesses:

GEORGE S. BREMER,
LAURA WILSON.