

Z. C. WILSON.
WAGON END GATE.

No. 182,622.

Patented Sept. 26, 1876.

Fig. 1.

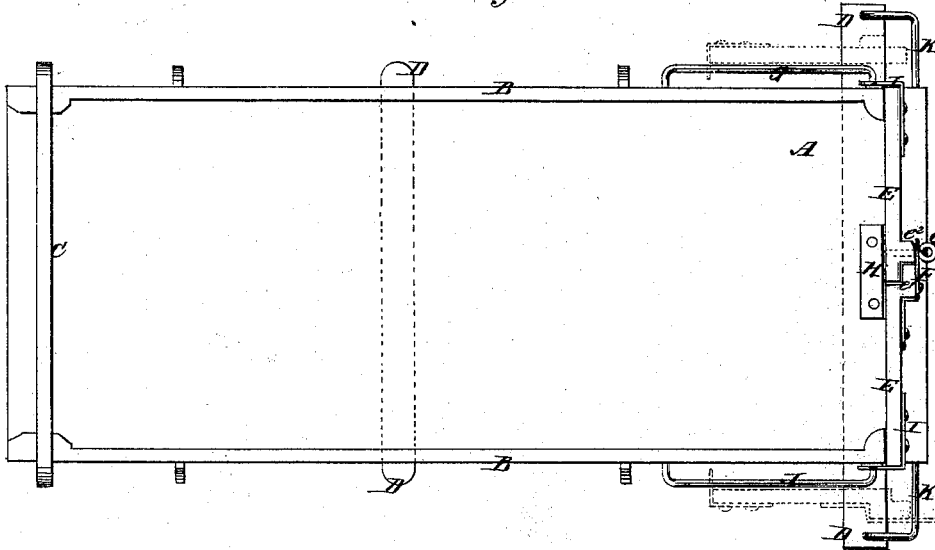
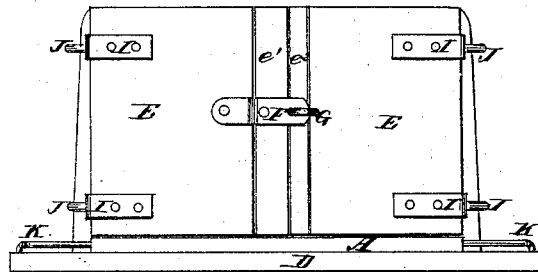


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

ZACCHEUS C. WILSON, OF NOKOMIS, ILLINOIS.

IMPROVEMENT IN WAGON END-GATES.

Specification forming part of Letters Patent No. 182,622, dated September 26, 1876; application filed July 22, 1876.

To all whom it may concern:

Be it known that I, ZACCHEUS CALHOUN WILSON, of Nokomis, in the county of Montgomery and State of Illinois, have invented a new and useful Improvement in Wagon End-Gate, of which the following is a specification:

Figure 1 is a top view of a wagon-body to which my improved end-gate has been applied. Fig. 2 is an end view of the same.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish end-gates for wagon-bodies so constructed, for convenience in dumping grain, that they may be opened and put out of the way without being detached from the said bodies, and in such a way as to leave the open ends wholly unobstructed, and which, when closed, will be firmly held in place, so that they cannot be pressed open by the load.

The invention consists in the construction and combination of parts, which will be hereinafter more fully described, and then set forth in the claim.

A represents the bottom boards, B the side boards, C the forward end board, and D the cross-bars, of a wagon-body, about the construction of which parts there is nothing new. The rear end board E is made in two equal parts, to the outer side of the inner edge of one of which parts is attached a cleat, e^1 , which projects to overlap the outer side of the inner edge of the other of said parts, and abut against a cleat, e^2 , attached to the outer side of said other part, near its inner edge. To one of the parts of the end-gate E, and to the cleat e^1 , is bolted a hasp, F, the end of which projects, and has a hole formed through it to receive a hand-bolt, G, which passes through it, through the cleat e^2 , through the other part

of the end-gate, and screws into a stationary nut let into and secured to the inner side of said part. The parts E of the end-gate shut against a block, H, secured to the bottom A. To the outer parts of each part of the end-gate E are attached two straps, I, which are bent back at right angles across the edges of said parts so as to overlap the outer sides of the ends of the side boards B, and have holes formed in them to receive the rods J. The rods J are made of a length equal to, or a little greater than, the length of the parts of the end-gate E, and their ends are bent inward at right angles, and are attached to the side boards B.

With this construction, the end gate E is opened by detaching the bolt G, swinging the parts of said end-gate outward until they are parallel with the side boards B, and then pushing them inward along the outer sides of said side boards B, as shown in dotted lines in Fig. 1, the straps I sliding along the rods J, and the ends of the said parts resting upon the ends of the rear cross-bar D. The ends of the parts of the end-gate E are kept from jarring off the ends of the cross-bar D by the guard-rods K, which are bent into proper shape to serve as keepers for said ends, and are attached to the ends of the said cross-bar D.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combination of the wagon-body B, having the rods J at its sides, with the end-gate sections E, provided with angle-plates I, fitted on said rods, substantially as and for the purpose set forth.

ZACCHEUS CALHOUN WILSON.

Witnesses:

WILLIAM PIKE,
JAMES ANDERSON.