

T. L. BLOCK.
WAGON END-GATE.

No. 186,226.

Patented Jan. 16, 1877.

Fig: 1.

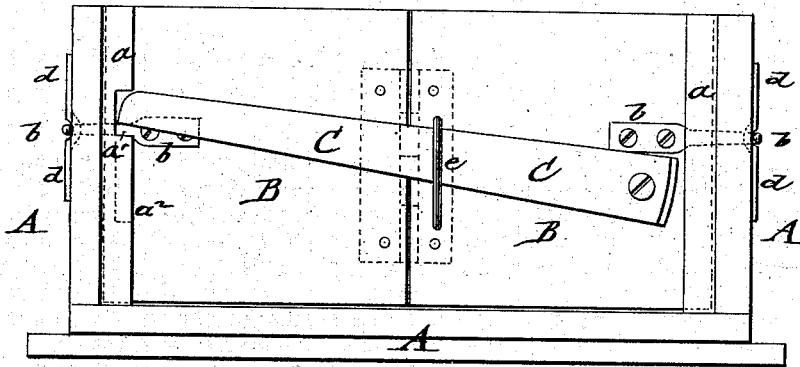


Fig: 2.

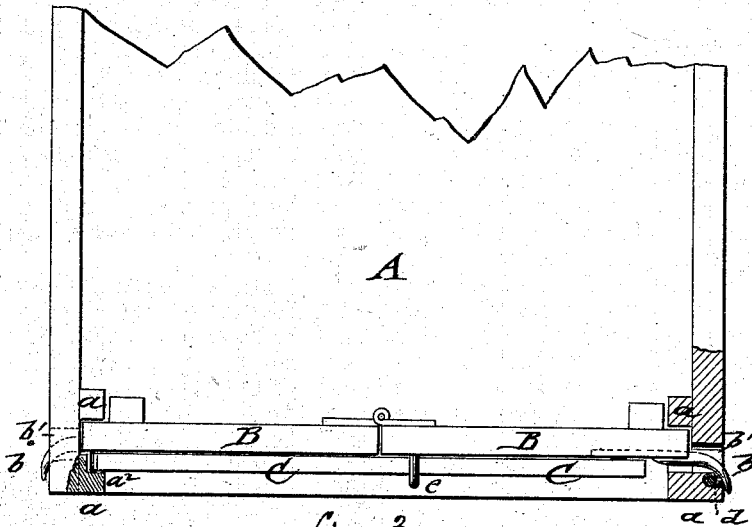


Fig: 3.

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UNITED STATES PATENT OFFICE.

THEODORE L. BLOCK, OF SIDNEY, ILLINOIS.

IMPROVEMENT IN WAGON END-GATES.

Specification forming part of Letters Patent No. **186,226**, dated January 16, 1877; application filed October 14, 1876.

To all whom it may concern:

Be it known that I, THEODORE L. BLOCK, of Sidney, in the county of Champaign and State of Illinois, have invented a new and Improved Wagon End-Gate, of which the following is a specification:

In the accompanying drawing, Figure 1 represents an end elevation of a wagon with my improved end-gate. Fig. 2 is a top view of the same, partly in section; and Fig. 3 is a vertical longitudinal section of the wagon-body, with end-gate detached to show side guide-strips.

Similar letters of reference indicate corresponding parts.

The invention will first be described in connection with the drawing, and then pointed out in the claims.

In the drawing, A represents the wagon-body, and B the end-gate of the same, which is made of two semi-sections, that are centrally hinged at the inner side, so as to swing toward each other on being removed from the wagon-body. The end-gate is held in position by the usual guide-strips *a* of the side-boards, and further secured thereto by curved hooks *b*, attached to and projecting at the outer sides of the gate-sections. The curved hooks *b* enter into holes *b'* of the side-boards, said holes being strengthened at the outside at the points where the hooks bear on the side-boards, by metallic stiffening-bands *d*, with central indented parts, as shown in Figs. 1 and 2. These hooks effectually prevent the gate from being thrown up and down by the jolts and jars incident to a rough road or fast traveling. The gate-sections are rigidly locked, when placed in position in the guide-strips and holes, by a lever or cross-bar, C, that is pivoted at

one end to one of the sections, and guided by a staple or band, *e*, along the same. The opposite end of the cross-bar C is introduced through a recess, *a'*, of the outer guide-strip *a*, to a recess, *a''*, below the same, and then carried downward along the rear recess *a''*, until seated on the shoulder at the end of the same. The cross-bar retains thereby the end-gate rigidly in position until, by lifting and withdrawing the cross-bar, the gate-sections fold in the center, and are, on detaching the side hooks, readily taken off by means of the cross-bar for dumping or removing the load. The pressure of the load on the inside of the end-gate assists the taking off of the same, as it facilitates the swinging of the gate-sections on their hinge-connection. The end-gate may thus be easily locked to the wagon-body and detached with great convenience, without requiring separate cross-rods or other detachable fastening devices.

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

1. A middle-hinged end-gate, B B, provided with the curved rigid hooks *b b*, that pass through holes in the sides of body, as shown and described, to prevent any upward jolting or rising of gate.

2. The combination, with a middle-hinged end-gate, of the bar C, pivoted at the rear on one section, B, passing over the other, and locking in guide-strip *a* by means of the recesses *a'* *a''*, as shown and described.

THEODORE L. BLOCK.

Witnesses:

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