

JEREMIAH L. STROPES.

End Gate.

PATENTED JUL 11 1871

117014

Fig. 1.

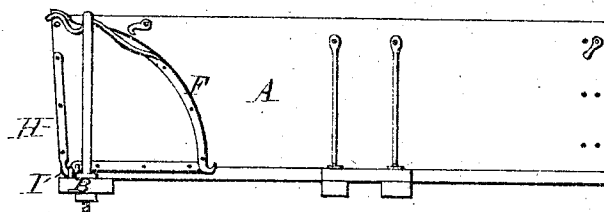


Fig. 2. n

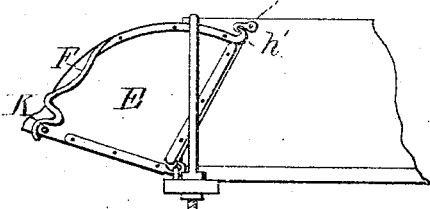


Fig. 3.

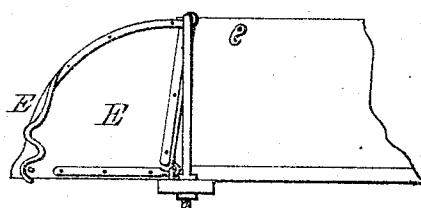
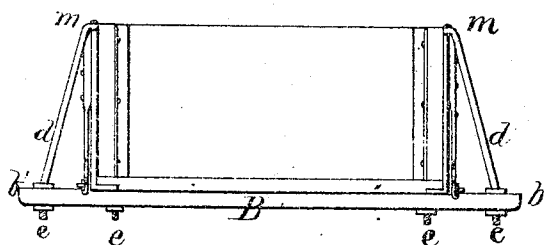


Fig. 4.



Witnesses.

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UNITED STATES PATENT OFFICE.

JEREMIAH L. STROPES, OF BLOOMFIELD, INDIANA.

IMPROVEMENT IN END-GATES FOR WAGONS.

Specification forming part of Letters Patent No. 117,014, dated July 11, 1871.

To all whom it may concern:

Be it known that I, JEREMIAH L. STROPES, of Bloomfield, in the county of Greene and State of Indiana, have invented a new and valuable Improvement in End-Gates for Wagons; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a side view of a common farm-wagon box, showing my end-gate. Figs. 2, 3, and 4 are details.

My invention has relation to end-gates for wagons and other vehicles; and consists in the novel construction and arrangement of devices intended to serve as a valuable and useful attachment, for the purpose hereinafter mentioned.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation.

In the accompanying drawing, A represents an ordinary wagon-body; B, the bed-sill on the under side and in rear of the body. This bed-sill has projecting ends *b'*, to which the brace-rods *d* are secured by means of nuts *e* on the under side of the wagon-body. The braces or stirrups *d* are riveted in grooves on the inside of the side pieces C of the wagon-body, and passing over the tops of the side pieces or boards, and projecting out a short distance from the top; thence turning down in a diagonal direction to the sill, and there firmly secured. D represents the end-gate, provided with metallic side pieces E, for the purpose hereinafter mentioned. This gate D rests upon the sill B, which projects beyond the end of the body-floor, so that the bottom edge of the gate, when up, will be flush and

even. The side boards C of the body are cut with oblique ends, being one and a quarter inch longer at the top. The metallic side pieces E are also cut obliquely at the bottom and inner edge, extending from the lower edge of the gate to the stop-hook *h'*, thus giving a lap at the top for fastening and support. F represents steel springs or bars, attached to the outer surface of the metallic pieces E. These springs are provided with a stop-hook, *h'*, at its lower end, and a spring-catch, *K'*, at its upper end, as shown in the drawing. When the gate is open and down to a level with the floor of the body the stop-hook *h'* comes in contact with a shoulder, *m*, on the stirrup *e*; or the gate may be held at an angle, as shown in the drawing in Fig. 2, by means of a dog or pawl, *n*, attached to the sides of the wagon-body. The gate is represented up and closed in the drawing in Fig. 1. H represents a bar, riveted to the side and rear part of the metallic piece E. The lower end of this bar is provided with a hook, O, which works in connection with the staple I, secured in the sill B, and serving as hinges upon which the gate turns.

I claim as my invention—

1. The combination of the braces *d*, cross-bar B, and gate D, constructed with cam-sides E, and having spring-catches *K'* attached to said cams, substantially as specified and for the purpose set forth.

2. The combination, with the wagon-body having the recessed transverse bar B with staples and braces *d*, of the gate D, provided with the catches *K'*, side pieces E, and bent hooks, substantially as specified.

JEREMIAH L. STROPES.

Witnesses:

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