

J. SLINN.

End-Gates.

No. 152,773.

Patented July 7, 1874.

Fig. 1.

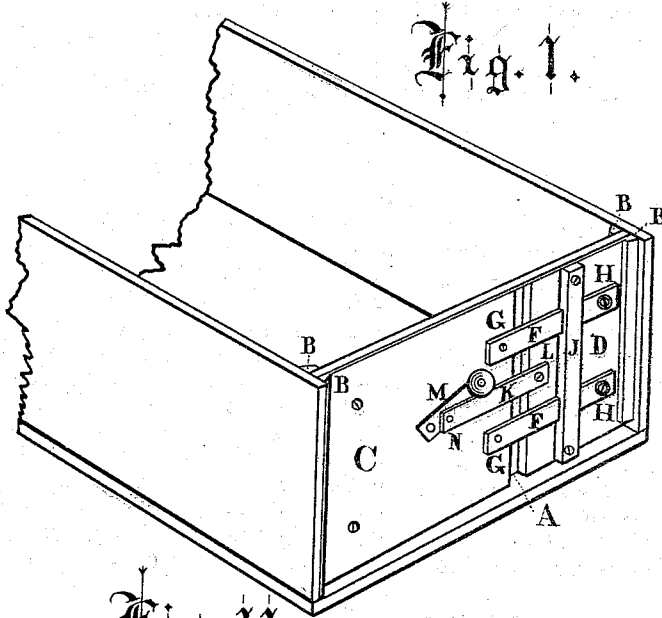


Fig. II.

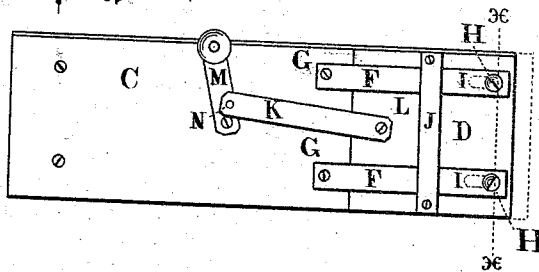
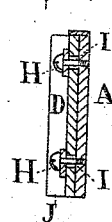


Fig. III.



Attest:

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JOHN SLINN, OF CHEBANSE, ILLINOIS.

IMPROVEMENT IN END-GATES.

Specification forming part of Letters Patent No. **152,773**, dated July 7, 1874; application filed June 8, 1874.

To all whom it may concern:

Be it known that I, JOHN SLINN, of Chebanse, in the county of Iroquois and State of Illinois, have invented a new and useful Improvement in End-Gates for Wagon-Boxes, of which the following is a specification:

The nature of the present invention consists in a two-part end-gate, the sliding part of which is held to the other part by a clamp and metal plates, and is operated by a connecting-plate and lever, so as to be extended into the grooves between the cleats of the box-sides, to hold the gate in position, or to withdraw and allow the contents of the box to be unloaded, as the whole is hereinafter described and shown.

In the drawings, Figure 1 is a perspective view of the rear end of a grain-wagon box provided with my improvement; Fig. 2, an elevation of the gate of a farm-wagon box removed from the box; Fig. 3, a section of the gate on line *x x*, Fig. 2.

A represents the inside thickness of the gate, which is long enough to reach from cleats B B on the sides of the box, and of a width corresponding to the width of the sides. C represents the outside stationary thickness of the gate, which is rigidly fastened to the inside part A by screws, rivets, or wrought nails, as most convenient, and it extends over one end of the part A far enough to enter the groove between the box-cleats B, and it has a width corresponding to the width of the part A, as shown. D represents the sliding part, which has a thickness and width corresponding to the part C, and a length corresponding to the difference between the lengths of the parts A and C. It is arranged to slide on the part A by the following means: Thin plates F F

are fastened to the parts A C at G G, and extended thereon to the end of the part D, and screws H H are put through their other ends, and through the part D, and into the part A. Slots being made longitudinally (dotted lines I) through the part D, allow it to move freely longitudinally far enough over the part A to enter the groove between the cleats B B. To hold the plates F flat on the part D, a cleat, J, gained out to clear them, is fastened to the part D, and moves back and forth with it. A connecting-bar, K, is pivoted by a bolt or screw to the part D at L, and it is pivoted to lever M, at one side of its center, at N, so that, when said lever, pivoted to the part C, is moved to the position shown in Fig. 1, the part D will rest in the grooves between the cleats B, and any end-pressure will only tend to set the knob of the lever M more closely to the connecting-bar K.

To remove the gate, the lever M is to be turned back, as shown in Fig. 2, when the force of grain in the box will push it out.

To complete the gate a thin plate of band-iron is laid on its top in the usual manner of such work, except that care must be taken not to put any fastening through the plate and into the part D.

I claim and desire to secure by Letters Patent—

An end-gate for wagon-boxes, consisting of the parts A C D, combined with the plates F F, connecting-lever M, bar K, and cleat J, as and for the purpose set forth.

JOHN SLINN.

Witnesses:

LYMAN S. ROWELL,
J. P. H. TRESKOTT.