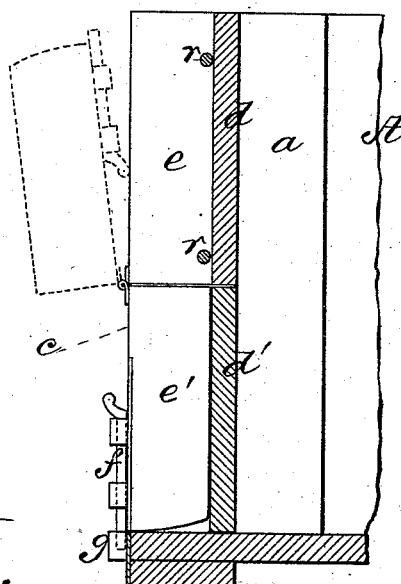
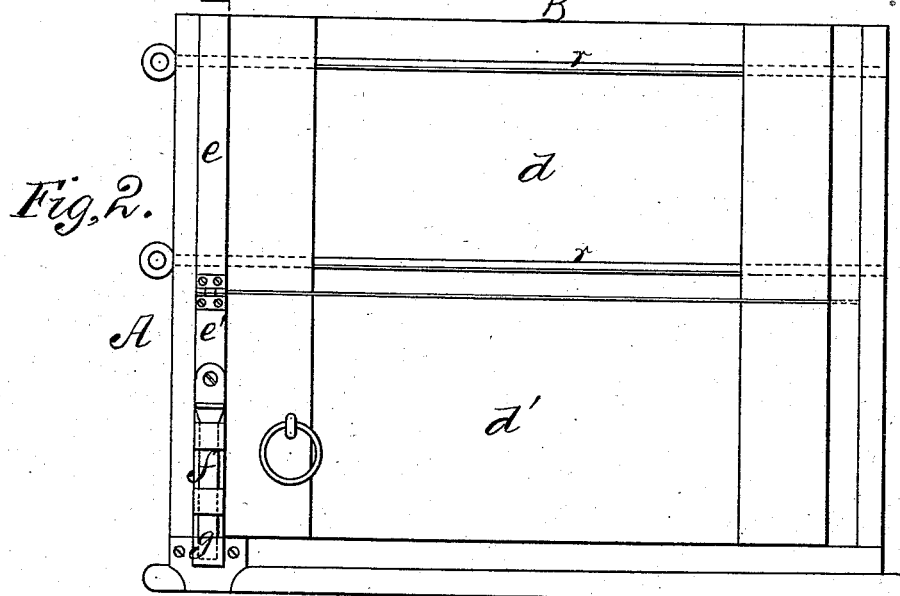
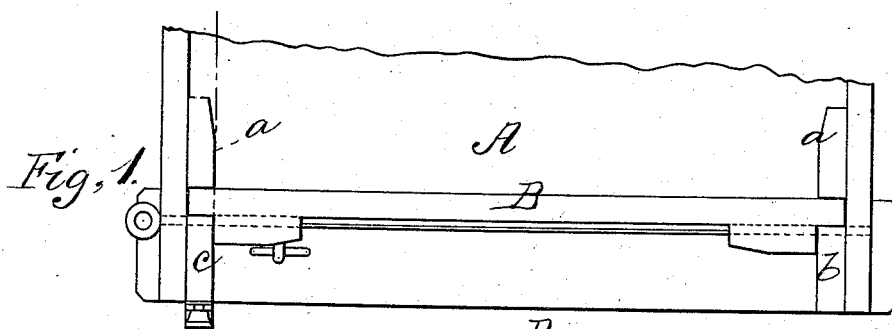


B. S. PORTER & J. F. VETTE.
Wagon End-Gate.

No. 215,394.

Patented May 13, 1879.



WITNESSES

Mary A. Utley.
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INVENTORS

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UNITED STATES PATENT OFFICE.

BENJAMIN S. PORTER AND JOHN F. VETTE, OF OTTAWA, ILLINOIS.

IMPROVEMENT IN WAGON END-GATES.

Specification forming part of Letters Patent No. **215,394**, dated May 13, 1879; application filed October 19, 1878.

To all whom it may concern:

Be it known that we, BENJAMIN S. PORTER and JOHN F. VETTE, of Ottawa, in the county of La Salle and State of Illinois, have invented a new and valuable Improvement in Wagon End-Gates; and we 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 drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a top view of our improved end-gate. Fig. 2 is a rear-end view thereof, and Fig. 3 is a vertical transverse section of the same.

This invention has relation to improvements in end-gates for the bodies of vehicles especially designed for the transportation of grain and other like substances.

The nature of the invention consists in the combination, with a vehicle-body having a fixed upper and a removable lower end-gate section, of inside and outside cleats, one of the latter having a hinged lower section arranged to swing up, to allow the lower end-gate section to be detached, and provided with a sliding bolt adapted to engage a socket in the body-frame, as hereinafter shown and described.

In the annexed drawings, the letter A designates an ordinary wagon-body, having at its rear end the inside cleats, *a*, and the outside cleats, *b c*, between which it has been usual to slide the end-gate B. This latter is composed of an upper section, *d*, fixed in any suitable manner to the wagon-body between the cleats *a* and *b c*, and of a removable lower section, *d'*. This section *d'* is attached to the wagon-body by passing one of its ends between the cleats or guides *a* and *b* at one side of the said body, and bringing its other end against the inner cleat, *a*, at the other side thereof.

The cleat *c* is made in two sections, *ee'*, the upper section corresponding to the section *d* of the gate, and the lower section to the section *d'* thereof. The upper cleat-section, *e*, is rigidly secured to the side of the body, and the lower section, *e'*, is hinged thereto, so as to be capable of being swung down into the position shown in Fig. 2 in full lines, (when it abuts against the removable section of the end-gate,) or up into the position shown in dotted lines, when the said section may be readily removed, forming a gap at the end of the wagon-body, through which the contents thereof will readily flow.

The section *e'* is provided with a slide-bolt, *f*, which, when engaged in the staple *g* at the end of the wagon-body, holds the said section in place, and locks the removable part of the end-gate to said body.

The sides of the body are prevented from spreading by means of the metallic brace-rods *r*.

What we claim as new, and desire to secure by Letters Patent, is—

The combination, with a vehicle-body having the fixed upper end-gate section, *d*, and a removable end-gate section, *d'*, of the inside guide-cleats, *a*, and the outside cleats, *b* and *c*, the latter composed of a fixed upper section, *e*, and a hinged lower section, *e'*, arranged to swing upward, and provided with a sliding bolt, *f*, engaging a socket, *g*, in the body-frame, substantially as specified.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

BENJAMIN S. PORTER.
JOHN F. VETTE.

Witnesses:

DANIEL E. TUCKER,
ROBT. WILSON.