

No. 645,551.

Patented Mar. 20, 1900.

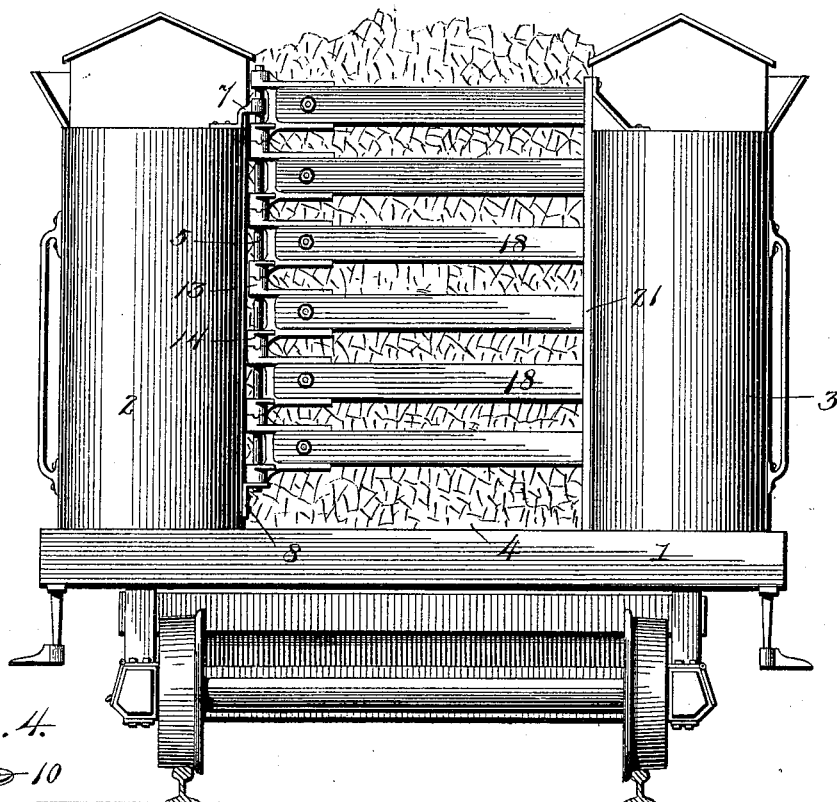
J. N. CLUTTER.  
COAL GATE FOR LOCOMOTIVE TENDERS.

(Application filed Mar. 11, 1899.)

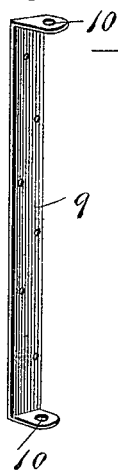
(No Model.)

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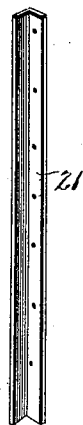
*Fig. 1.*



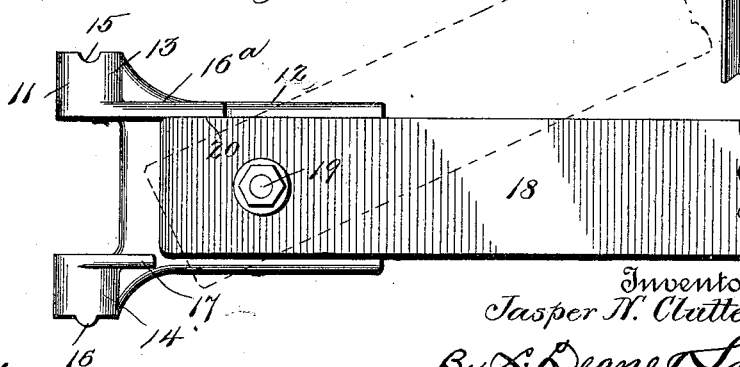
*Fig. 4.*



*Fig. 5.*



*Fig. 7.*



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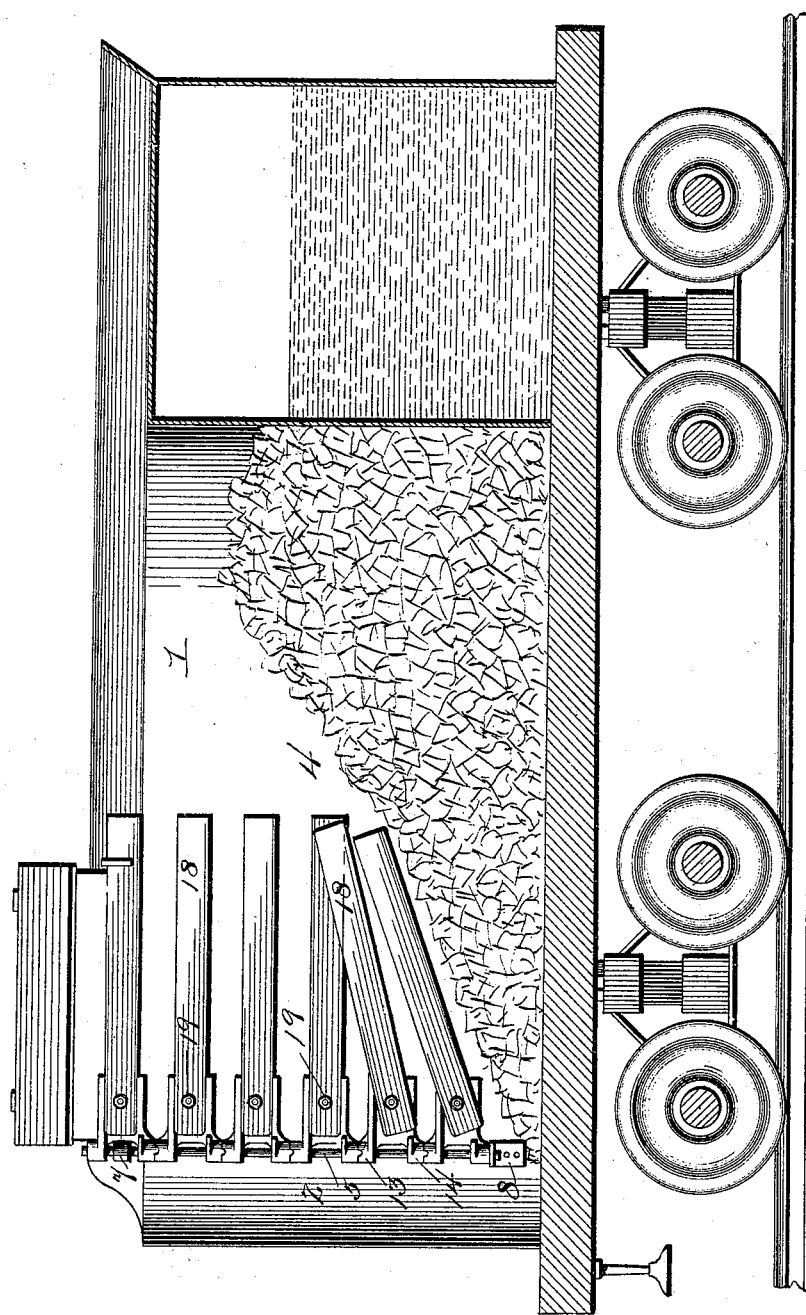
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*Fig. 3.*



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# UNITED STATES PATENT OFFICE.

JASPER N. CLUTTER, OF LIMA, OHIO.

## COAL-GATE FOR LOCOMOTIVE-TENDERS.

SPECIFICATION forming part of Letters Patent No. 645,551, dated March 20, 1900.

Application filed March 11, 1899. Serial No. 708,663. (No model.)

*To all whom it may concern:*

Be it known that I, JASPER N. CLUTTER, a citizen of the United States, residing at Lima, in the county of Allen and State of Ohio, have  
5 invented certain new and useful Improvements in Coal-Gates for Locomotive-Tenders, of which the following is a specification, reference being had therein to the accompanying drawings.

10 My invention relates to coal-gates adapted especially for locomotive-tenders; and its object is to provide a closure for the ends of a tender and comprising independently-pivoted slats or bars, as hereinafter fully described, and defined in the appended claims.

15 In the accompanying drawings, Figure 1 is an end elevation of a locomotive-tender provided with my improved gate. Fig. 2 is a side elevation of one of the bars and its supporting-bracket. Fig. 3 is a sectional side view of a locomotive-tender with my improved gate applied thereto and swung inward against one side of the tender. Figs. 4 and 5 show parts in detail.

25 The reference-numeral 1 designates a locomotive-tender provided with end walls 2 and 3, the space 4 between said walls constituting an opening which is to be closed by the gate. To the inner side of the wall 2 is secured a  
30 vertical rod 5. This rod may be supported at top and bottom by brackets 7 and 8, as shown in Figs. 1 and 3, or by a single continuous bar 9, bent at its ends at right angles and provided with bearings 10 for the rod, as  
35 shown in Fig. 4. Upon the rod 5 are supported a series of brackets 11, (one for each slat or closing bar.) Each of these brackets consists of a casting having a socket-plate 12, an upper bearing 13, and a lower bearing 14,  
40 said bearings being vertically alined and being supported upon the rod 5, which passes through them. The upper bearing 13 of each bracket is formed with a slot or depression 15, and each lower bearing 14 is formed with  
45 a projection 16, the projections corresponding to the depressions, so that the bearings of adjacent brackets interlock, and thus hold the bars against horizontal movement. Each

of the socket-plates 12 is provided with an upper horizontal flange 16<sup>a</sup> and a lower horizontal flange 17, the latter being shorter than the  
50 upper flange 16<sup>a</sup> to permit the slats or bars 18 to pass them. These bars 18 are secured one to each plate 12 by a horizontal pivot-bolt 19, and the upper edges 20 of the pivoted  
55 ends of the bars abut against the upper flanges 16<sup>a</sup>, which support the bars in horizontal position. The free ends of the bars 18 are held by an angle-iron 21, which is secured to the inner side of the wall 3 of the tender.

60 The operation of the gate will be apparent from the drawings in connection with the above description.

As shown in Figs. 2 and 3, the bars swing upwardly upon their pivotal supports independently, the pivoted ends readily passing  
65 the short flanges 17 of the plates 12. To disengage the bearings from one another, they are lifted to raise the projection 16 out of the depression 15. As shown in Fig. 3, the bars  
70 are swung inwardly against the side of the tender as the coal lowers.

While I have described the invention as applicable to locomotive-tenders, it is obvious that it might be used for other purposes where  
75 a closure of bars is desired.

I claim—

1. The combination with a vertical rod, of a series of brackets arranged thereon comprising a plate provided with two vertically-disposed bearings one of which has a depression  
80 15, and the other a projection 16, and a series of bars or slats pivotally secured to said plates.

2. The combination with a vertical rod, of a series of brackets supported thereon, each  
85 bracket consisting of a plate formed with a stop-flange 16<sup>a</sup>, a shorter flange 17, and two vertically-alined bearings; a bar pivotally secured to each of said plates, and an angle-bar against which the free ends of the bars bear.

90 In testimony whereof I affix my signature in presence of two witnesses.

JASPER N. CLUTTER.

Witnesses:

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