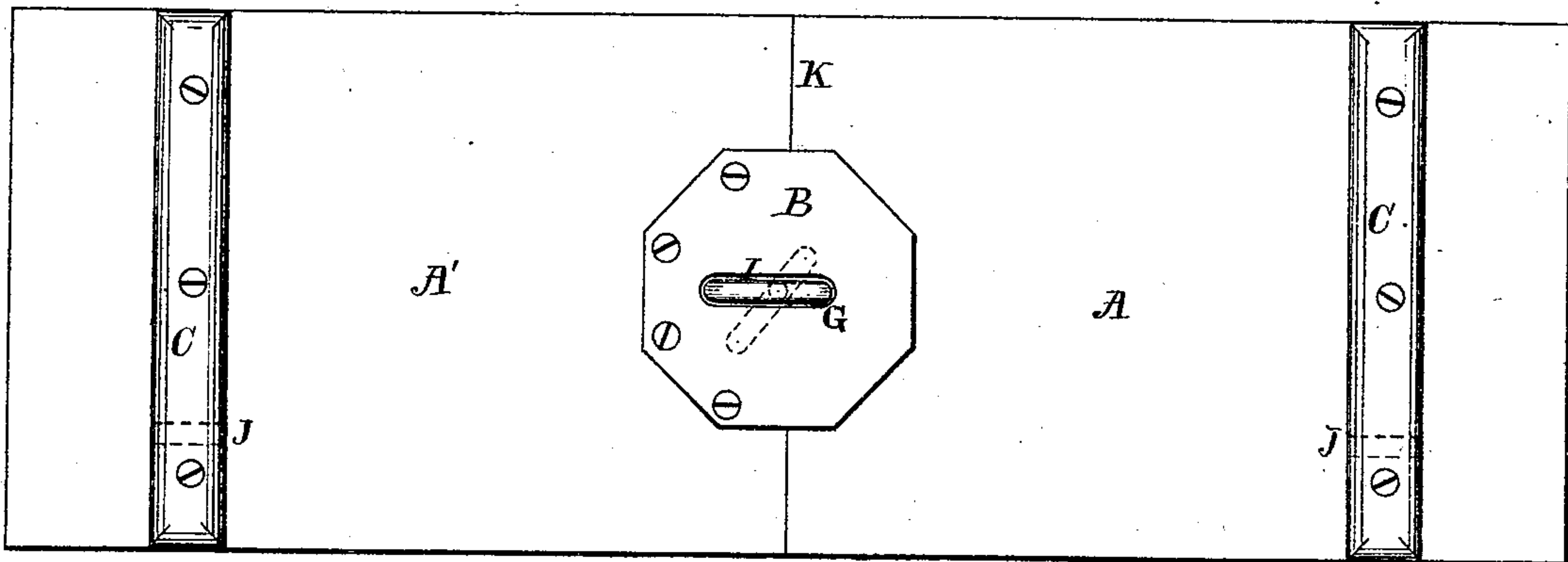


A. SOULES.  
WAGON END-GATE.

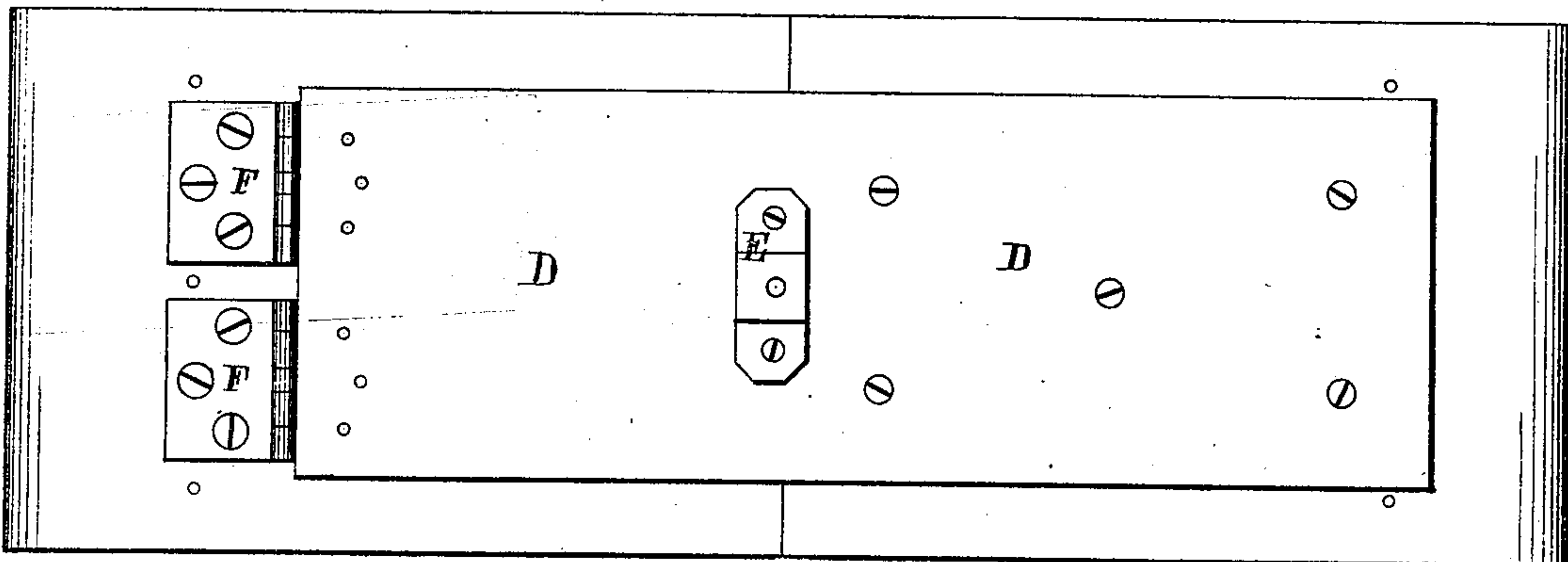
No. 177,360.

Patented May 16, 1876.

*Fig. 1.*



*Fig. 2.*



Witnesses:

Edwin A. Birmingham  
W. J. Stuart

Inventor:

Anson Soules.

# UNITED STATES PATENT OFFICE.

ANSON SOULES, OF GRAND RAPIDS, MICHIGAN.

## IMPROVEMENT IN WAGON END-GATES.

Specification forming part of Letters Patent No. **177,360**, dated May 16, 1876; application filed February 4, 1876.

*To all whom it may concern:*

Be it known that I, ANSON SOULES, of the city of Grand Rapids, Michigan, have invented an Improved End-Board for Wagon-Boxes, of which the following is the specification, reference being made to the accompanying drawing, forming a part of the specification, and in which—

Figure 1 is a front view of my improved end-board, and Fig. 2 a rear view of the same.

My invention relates to an end-board for wagon-boxes, constructed of two equal parts, in such a manner as to be instantly removed without trouble. The invention consists in the general construction and arrangement of parts, as will be hereinafter fully described.

In the drawing, A A' represent the outside of the end-board proper, divided into two equal parts at K. B is a plate of iron of suitable thickness, having a slot, G, extending, in plate and board, unequal distances from the dividing-line of the end-board. I represents a thumb-screw, with head, extending unequal distances each way from the center of thumb-screw proper, to correspond with the unequal distances of the slot G, so as not to pass through it except when the head of the screw stands in a position corresponding to the slot in the plate. E represents a burr-socket, fastened by screws to "support-piece" D, having a thread cut through the center, fitting the thread of the thumb-screw. F F are hinges, fastening the A half of end-board to the support D, which support D is shorter by several inches than the end board A A'. C are cleats upon the outer side of boards A A', with holes J for rod, when used in the upper box.

This board is intended to be used more particularly where grain is carried loose in wagon-boxes, and unloaded by running out the back end, when the lower end-board is removed, by elevating the forward wheels, where a top box is used.

The top box is usually, say, ten inches wide, and its end-board of a corresponding width. The bottom box is usually, say, sixteen inches

wide, and its end-board of a corresponding width. These end-boards are reversed for the drawing of grain, and the upper narrow end-board is placed in the end of the wide bottom box; and the wide bottom end-board (which is made after the usual plan) is placed in the end of the narrow top box, and consequently extends as far below the top box as its width is greater, so that a rod passing through the top of the bottom side-board will pass through the bottom of the upper and wide end-board, and a rod passing through the upper box will pass through the top part of the same end-board, holding both top and bottom sides firmly in place. This leaves the narrow and bottom end-board perfectly free from and unobstructed by either rod.

I am aware that an end-board having a support like D (upon the outside, divided at an unequal distance, held to place by staple and hook at or near the end opposite the hinges, with cleats upon the inside) has been patented March 22, 1870, by C. H. Comstock. An end-board so constructed I disclaim any desire to secure patented.

If I desire to remove the lower end-board without removing the upper board or rods, I turn thumb-screw I so its head will pass through slot G, then; by swinging the A half of end-board out from the center, it shortens the same sufficiently to allow it to pass out from between the cleats of the side-boards which hold it in place.

What I claim to have invented and desire patented is—

The combination, with an end-board for wagons composed of two equal parts, A A', having support D on the inside, and cleats C on the outside, of the slotted plate B, burr-socket E, and thumb-screw I, the several parts constructed and arranged to operate in the manner substantially as and for the purpose specified.

ANSON SOULES.

Witnesses:

EDWIN A. BURLINGAME,  
W. J. STUART.