

J. M. & J. H. KING.
End-Gate for Wagons.
No. 214,509. Patented April 22, 1879.

Fig. 1.

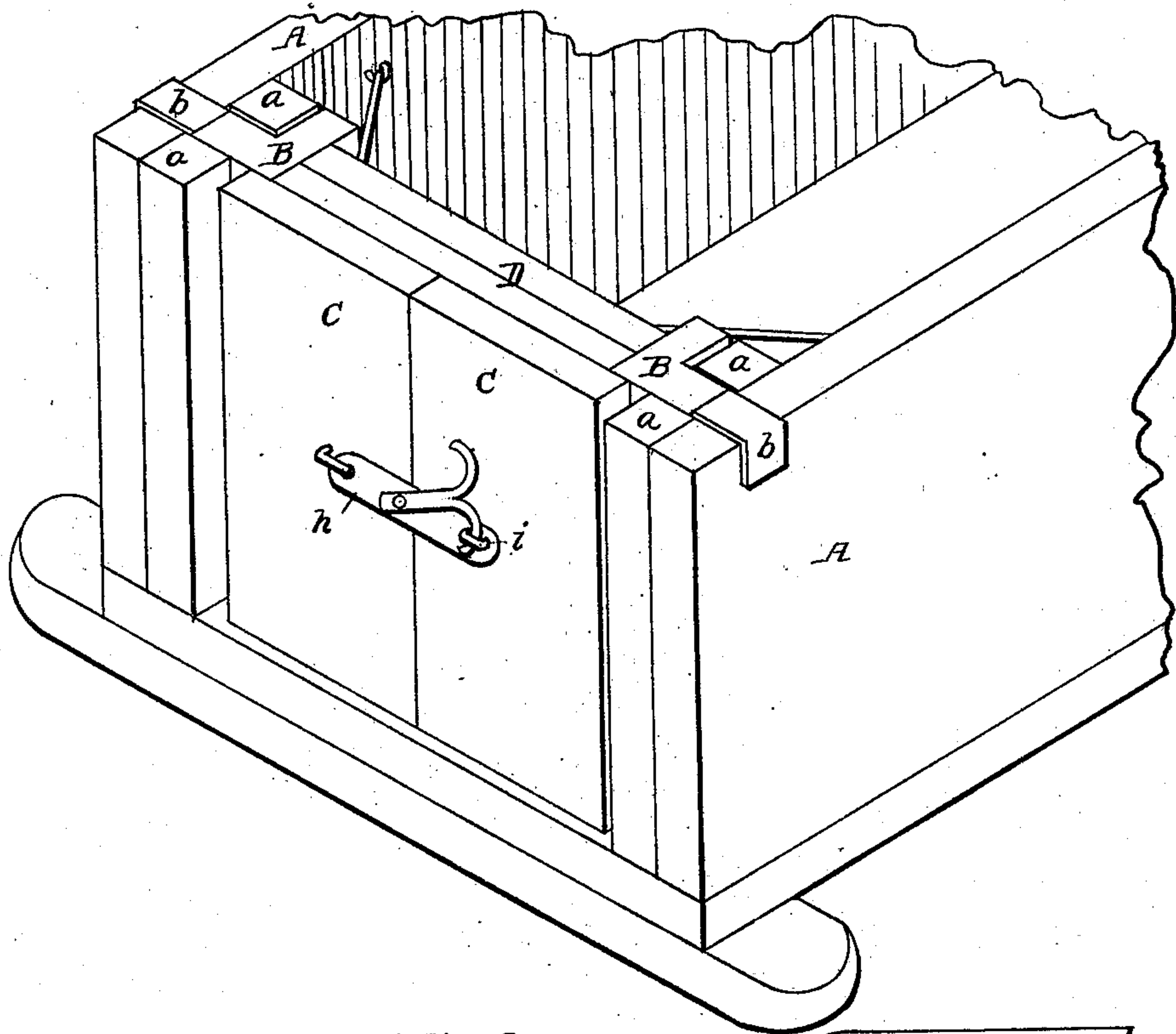
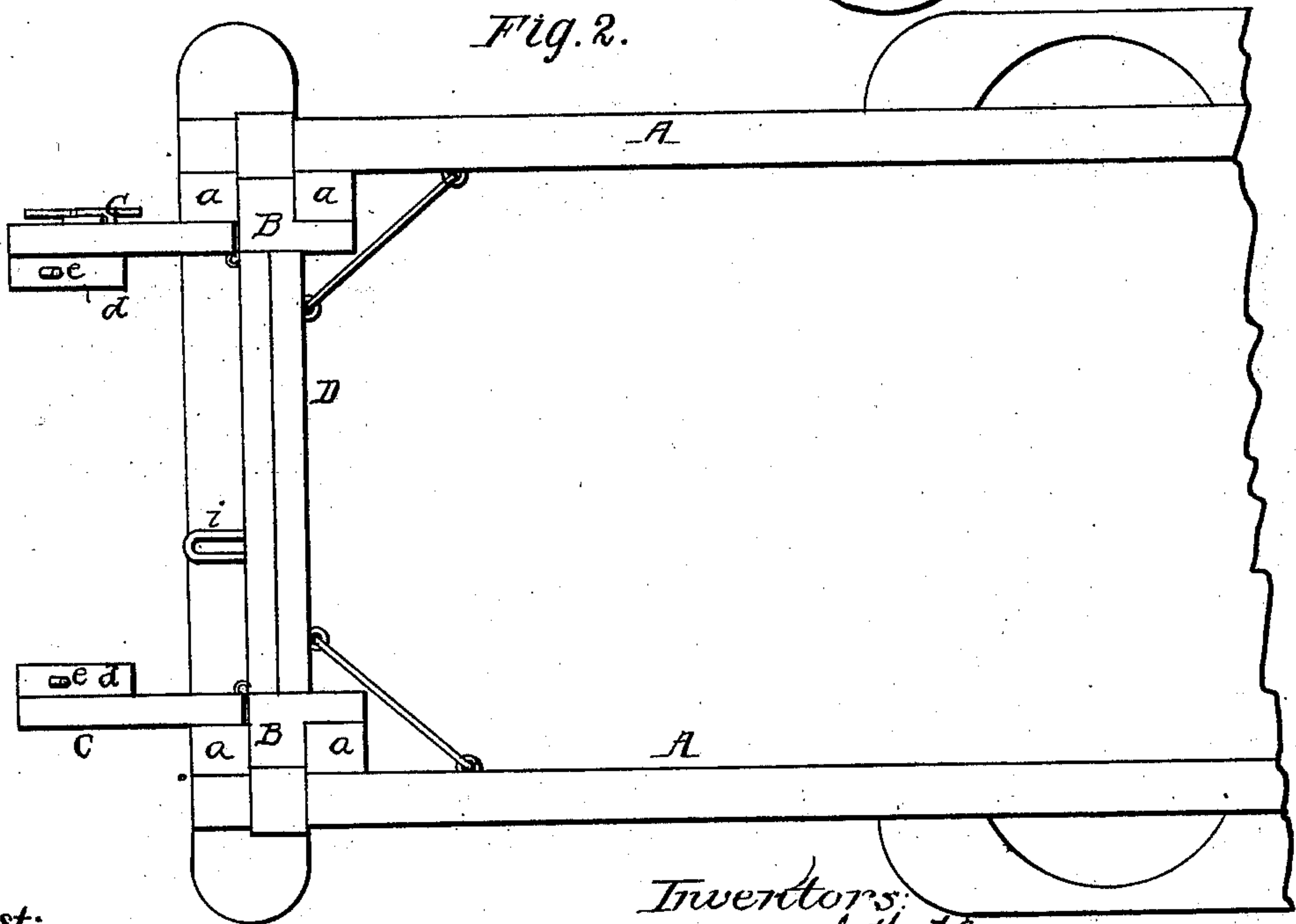


Fig. 2.



Attest:
Courtney A. Cooper.
William Paxton.

Inventors:
J. H. King.
J. M. King
By their attorney
Charles E. Foster

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Fig. 5.

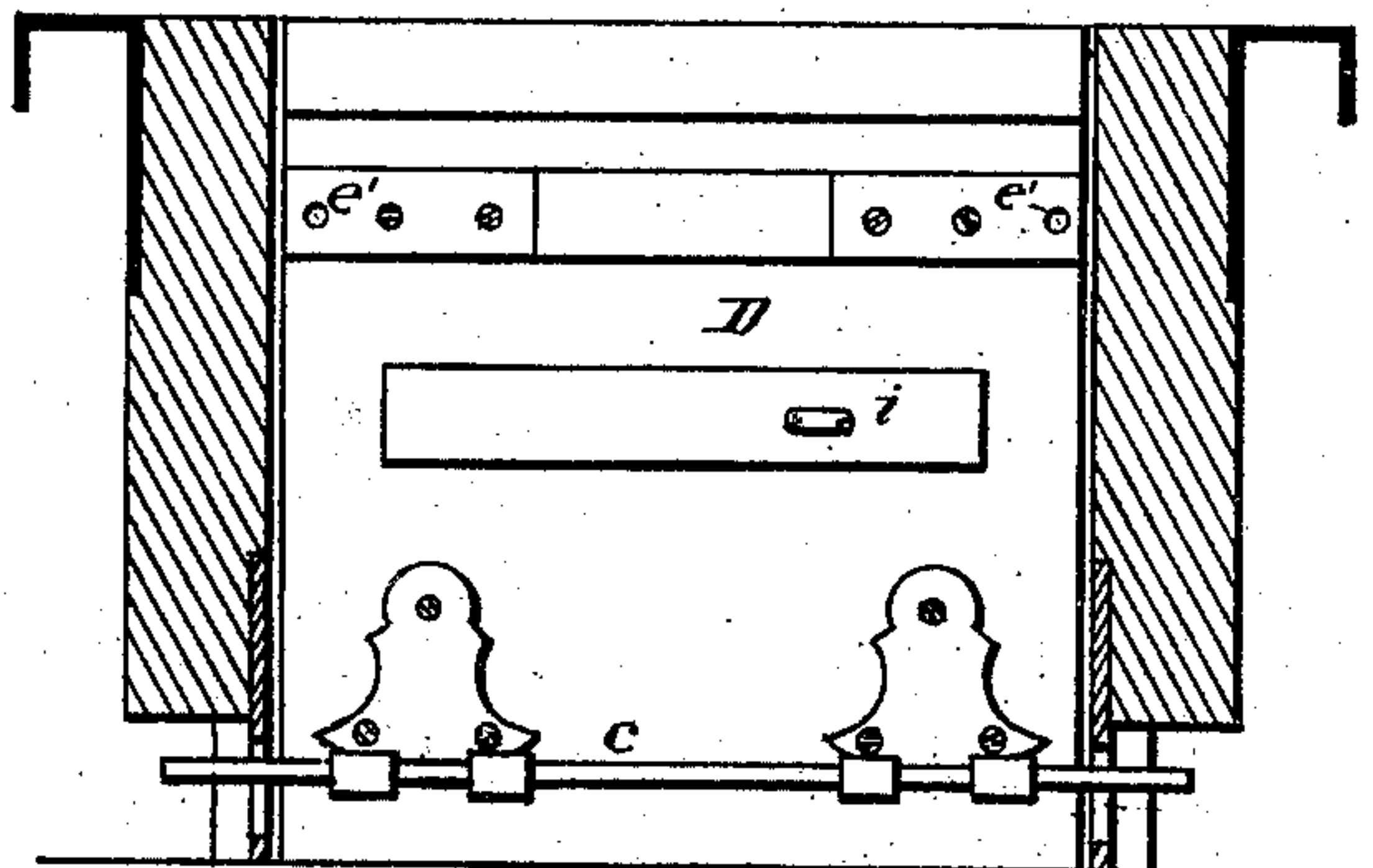


Fig. 3.

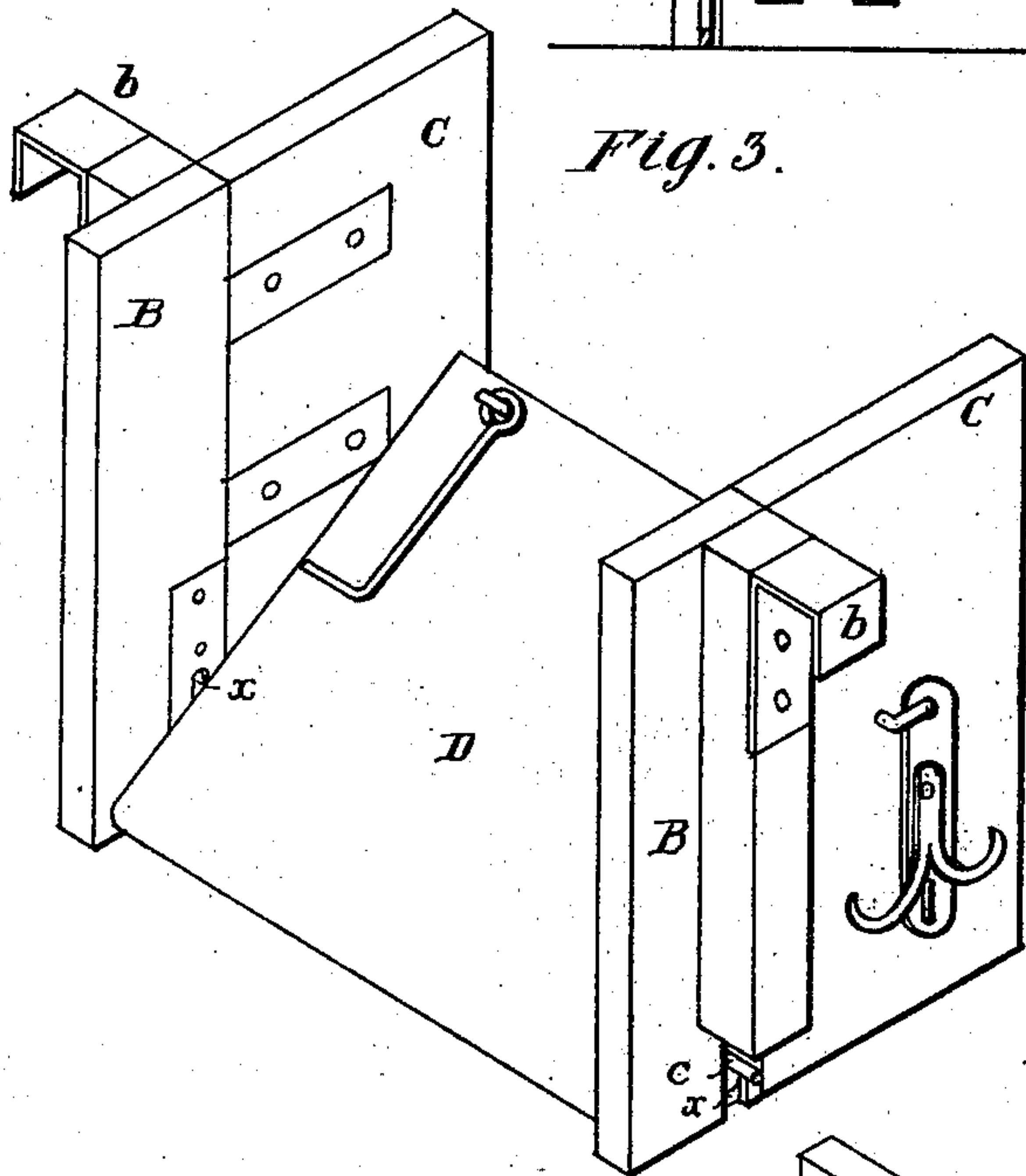
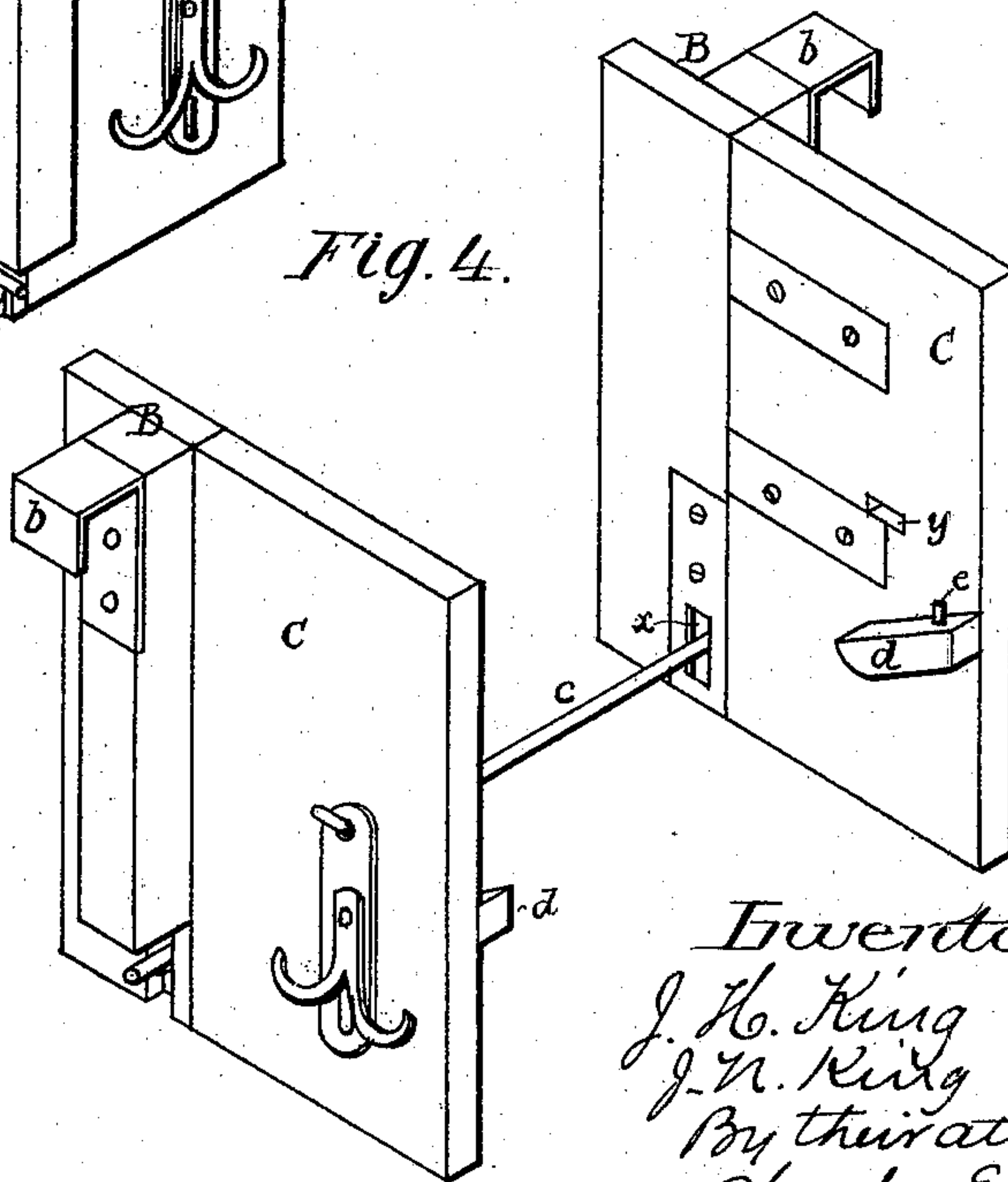


Fig. 4.



Attest:
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William Paxton.

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Charles E. Foster

UNITED STATES PATENT OFFICE.

JAMES M. KING AND JONATHAN H. KING, OF SWAN CREEK, ILLINOIS.

IMPROVEMENT IN END-GATES FOR WAGONS.

Specification forming part of Letters Patent No. **214,509**, dated April 22, 1879; application filed March 13, 1879.

To all whom it may concern:

Be it known that we, JAMES M. KING and JONATHAN H. KING, of Swan Creek, Warren county, Illinois, have invented Improvements in End-Gates for Wagons, of which the following is a specification.

Our invention is an end-gate and scoop-board for wagons, constituting an improvement on that for which Letters Patent of the United States were issued to us on the 4th day of December, 1877, and constructed as fully described hereinafter, so as to clamp together the side-boards of the wagon when the gate is closed, and the doors when the gate is open, to be readily applied and removed, adapted for application to wagons of the ordinary structure, and, when closed, occupying but little more room than the ordinary tail-board, and the parts of which, when detached from the wagon, may be closed compactly together or separated for stowage or transportation.

In the drawings forming part of this specification, Figure 1 is a perspective view, showing the end of a wagon provided with the improved device. Fig. 2 is a partial plan view; Fig. 3, a perspective view showing the device detached; Fig. 4, a perspective view showing the side-boards; Fig. 5, an end view, partly in section.

The improved device is adapted for attachment to ordinary wagons, having sides A A and cleats *a*, arranged to form grooves for the reception of the tail-board.

The improved device consists of two standards, B B, L-shaped in cross-section, two doors, C C, hinged to the rear edges of said standards, and a gate, D, swinging between the standards. One rib of each standard is adapted to the groove between the cleats *a*, and is provided at the upper end with a yoke, *b*, that extends over and clasps the side A, as shown in Fig. 1.

Each standard B has a slot, *x*, near the lower end to receive the trunnion end of a rod, *c*, connected to the rear face of the gate D, which turns with the rod between the standards, and also has a vertical movement permitted by the slots, so that the lower edge,

whatever the position of the board, is maintained in contact with the bottom of the wagon.

The doors C may be turned to either position shown in Figs. 1 and 2, and are provided with cleats *d*, upon which the gate may rest in an inclined position. (Shown in Fig. 3.)

Each cleat *d* is provided with a tenon, *e*, adapted to an opening, *e'*, in the gate, and the sides A will be clamped by the yokes *b*, and thus prevented from spreading.

One of the doors has a slot, *y*, to receive a staple, *i'*, on the gate, and the other door carries a hasp and hook, so that the doors and gate may be fastened together, as shown in Fig. 1, the standards B being prevented from separating, and the yokes *b* still preventing any spreading of the sides.

The device may be detached by sliding it upward like an ordinary tail-board, and the parts may either be folded and locked together, as shown in Fig. 1, or may be separated into three portions for stowage or transportation.

Any other suitable device than that described for locking the doors and gate together may be used.

We claim—

1. The within-described attachment for wagons, consisting of the standards B, their doors C, and yokes *b*, and the gate D, provided with a rod or trunnions, *c*, extending into the slots *x* of the standards, as set forth.

2. The combination of the hinged doors C, provided with cleats *d*, and tenons *e* projecting from said cleats, and the gate D, having openings *e'*, as set forth.

3. The combination of the standards B, yokes *b*, and doors C, and a locking device for securing the doors and gate together when on and when detached from the vehicle, as set forth.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

J. M. KING.
J. H. KING.

Witnesses:

J. B. O'NEALL,
R. L. BOTTS.