

(No Model.)

J. M. MORRIS.
END GATE FOR WAGONS.

No. 274,018.

Patented Mar. 13, 1883.

Fig. 1.

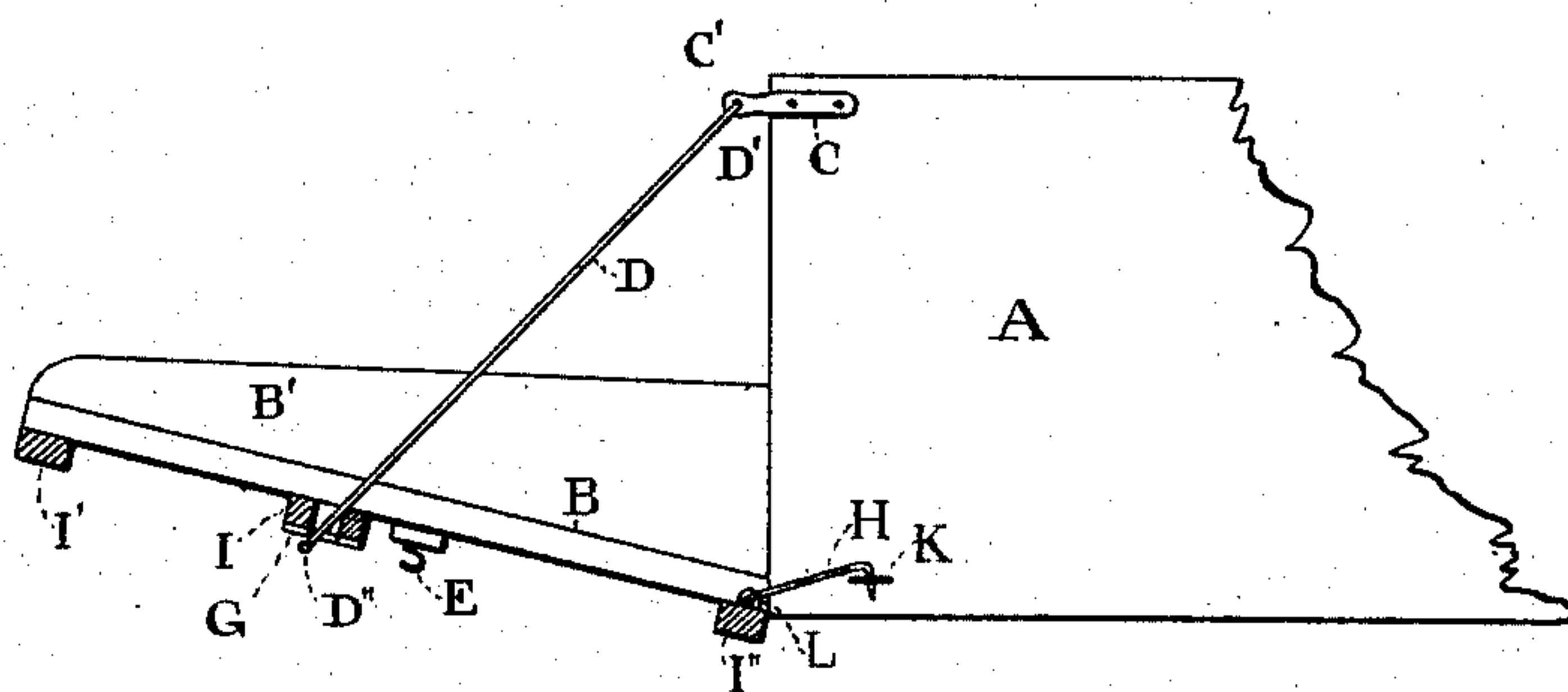


Fig. 2.

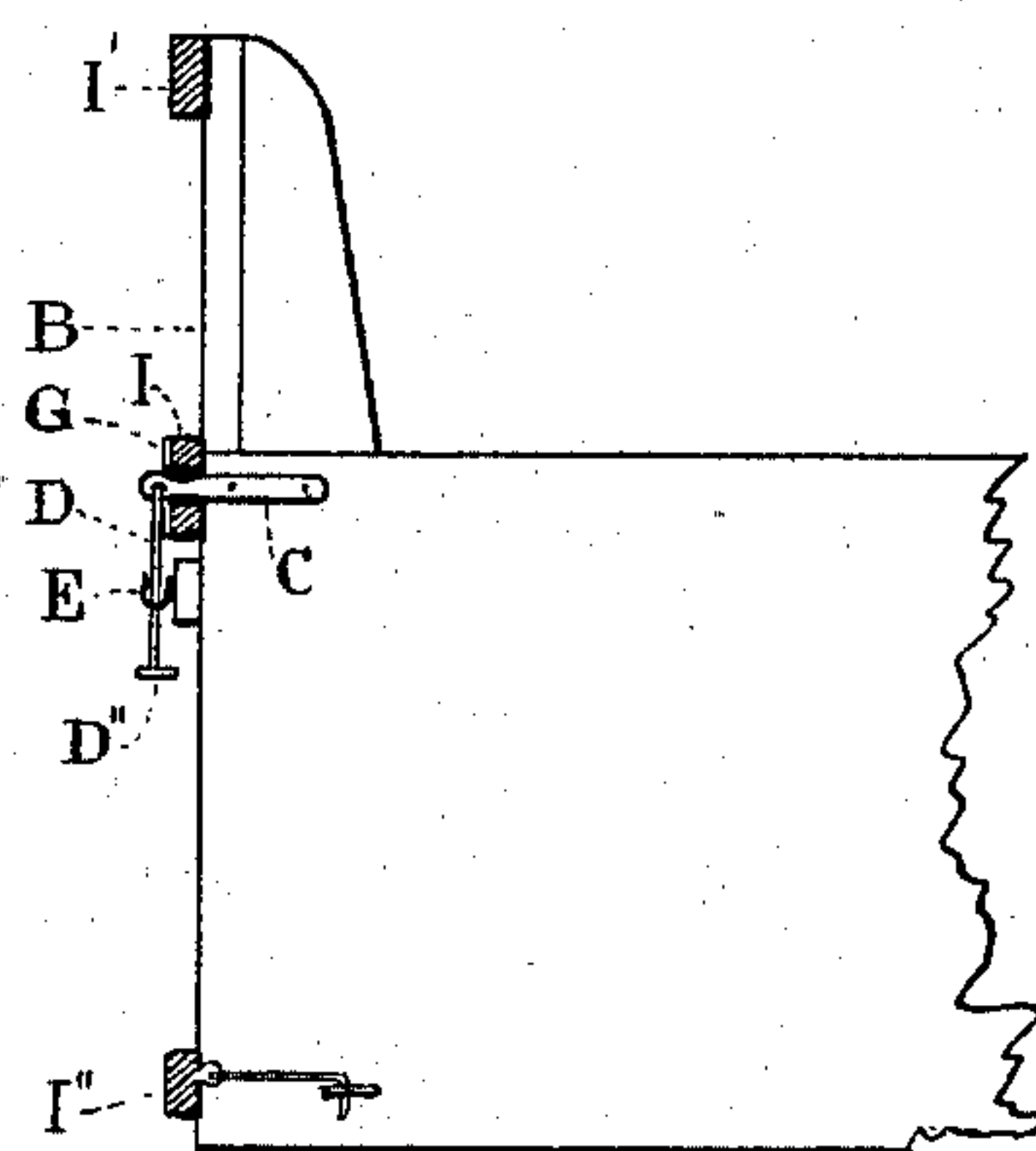
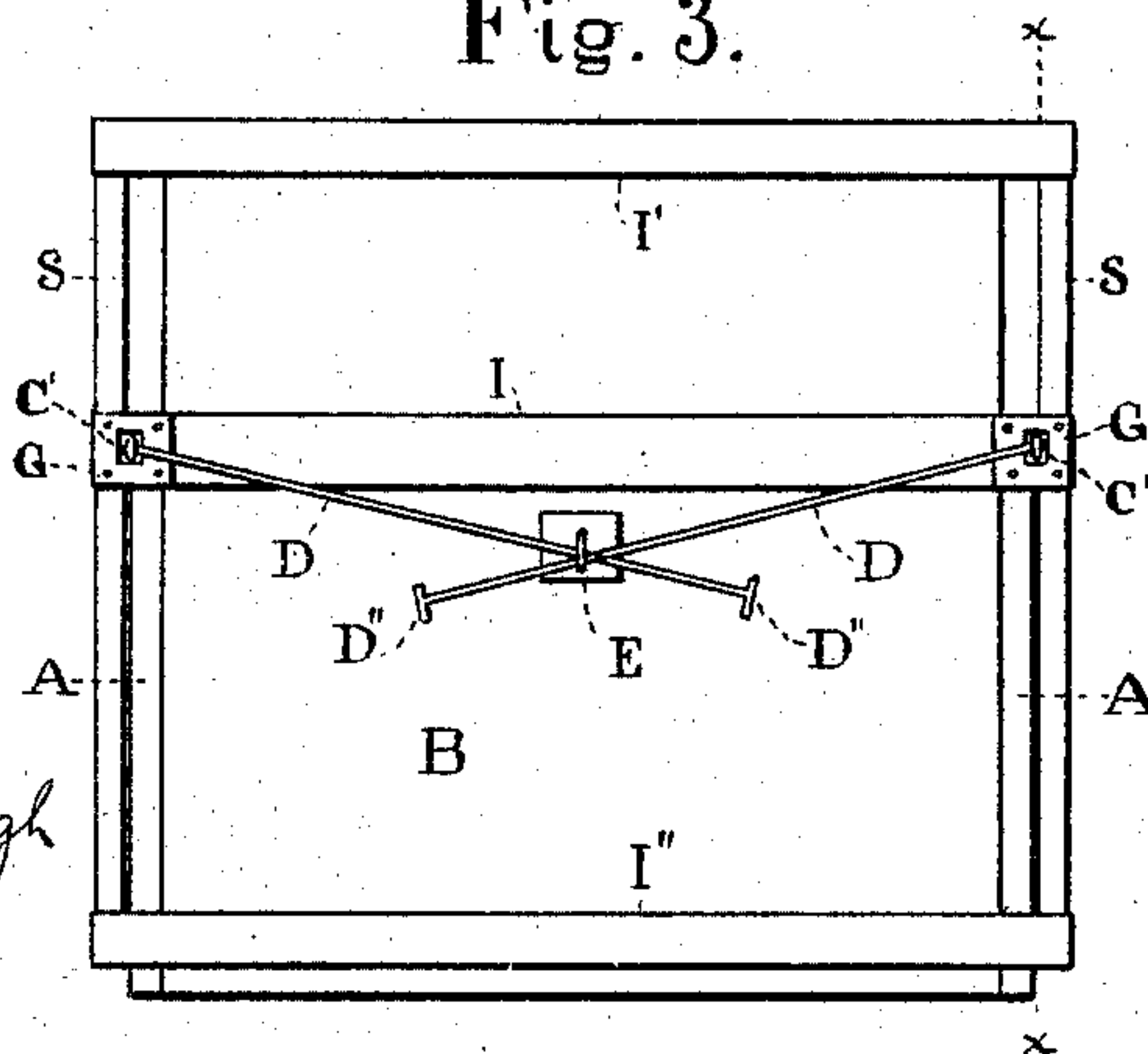


Fig. 3.



Witnesses,

H. W. Wells,

Richd. A. Goldsborough

Inventor,

James M. Morris,

per A. B. Upham,

Attorney in fact.

UNITED STATES PATENT OFFICE.

JAMES M. MORRIS, OF BRADFORD, ILLINOIS.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 274,018, dated March 13, 1883.

Application filed October 30, 1882. (No model.)

To all whom it may concern :

Be it known that I, JAMES M. MORRIS, of Bradford, in the county of Stark, in the State of Illinois, have invented an Improvement in Shoveling-Boards for Wagons; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the annexed drawings, making a part of this specification, in which like letters of reference refer to like parts, and in which—

Figure 1 represents a side view of the shoveling-board when down; Fig. 2, a side view of it when up; Fig. 3, a rear view of the same when up.

The object of this invention is to effect an improvement in shoveling-boards for wagons, whereby they may be more easily and securely locked up against the wagon, and also unlocked and let down into position.

This invention is more particularly an improvement over Patent No. 196,986, granted to J. K. McLennan.

In the drawings, A represents a part of the rear end of the wagon-box side-board, and B the shoveling-board. The shoveling-board B consists of the bottom B, and side pieces, B', fitting between the side-boards of the wagon. Braces I I', having prolonged ends, are fastened to the upper and lower edges and a little above the center of said board B. To the projecting ends of said braces are fastened strips S S, allowing the space of about an inch to be between them and the sides of the board B. The said shoveling-board B is hinged to the wagon by the hooks H and staples K and L. Thus far, as described, this board is the same as in Patent No. 196,986, before mentioned.

The locking device, which is the essential part of my invention, is constructed as follows: A small bar, C, is fastened, as shown in the drawings, to the upper edge of the side-board A at each side of the wagon, and in its end, which projects about an inch beyond the said side-board A is made an eye, C'. Two rods, D D, are constructed, one end of each of which is bent into a hook, D', and the other end has fastened to it a cross-piece, D''. The brace I is secured to the board B at such a height that when said board B is up the center line of said brace is on a level with the projecting

end of the bar C. An opening is made through this brace at these two points to permit the bars C to project through. To prevent wear and weakening of the wood at these points, a metal eye is fastened over each. Just below the center of the brace I' is secured a block having projecting from it a hook, E. The hooked ends of the rods D being put through the openings G of the brace I, the hooks D' are caught into the eyes C' of the rods C. The cross-pieces D being too long to slip through the said openings G, the shoveling-board is held thereby in the position shown in Fig. 1. To fasten up this board B all that is necessary to do is to lift its outer end until said board comes against the end of the side-board A and the eyes C' are almost through the openings G. The ends D'' of the rods are then moved laterally and upward till, reaching the hook E, they can be laid therein, one before the other.

I usually construct the hook E in such a way that the rods D must be sprung slightly to remove and place them in it. This prevents them from being shaken out from said hook, however violent the jarring of the wagon. To release and let down the shoveling-board the rods D are removed from the hook E, the upper one first, and the said board B pulled downward till prevented by the cross-pieces D'' from going farther.

What I claim as my invention, and for which I claim Letters Patent, is as follows, to wit:

In shoveling-boards for wagons of that kind in which the board B is held open or closed by means of two T-rods, D D, piercing said board B, and pivoted to eyes C', projecting from the wagon-box, the combination therewith of a single hook, E, secured centrally between and a little below the openings G, whereby the said rods D D mutually prevent each other from being jarred out of position when placed in said hook E, as and for the purpose specified.

In testimony that I claim the foregoing shoveling-board for wagons I have hereunto set my hand this 3d day of October, 1882.

JAMES M. MORRIS.

Witnesses:

A. B. UPHAM,
H. W. WELLS.