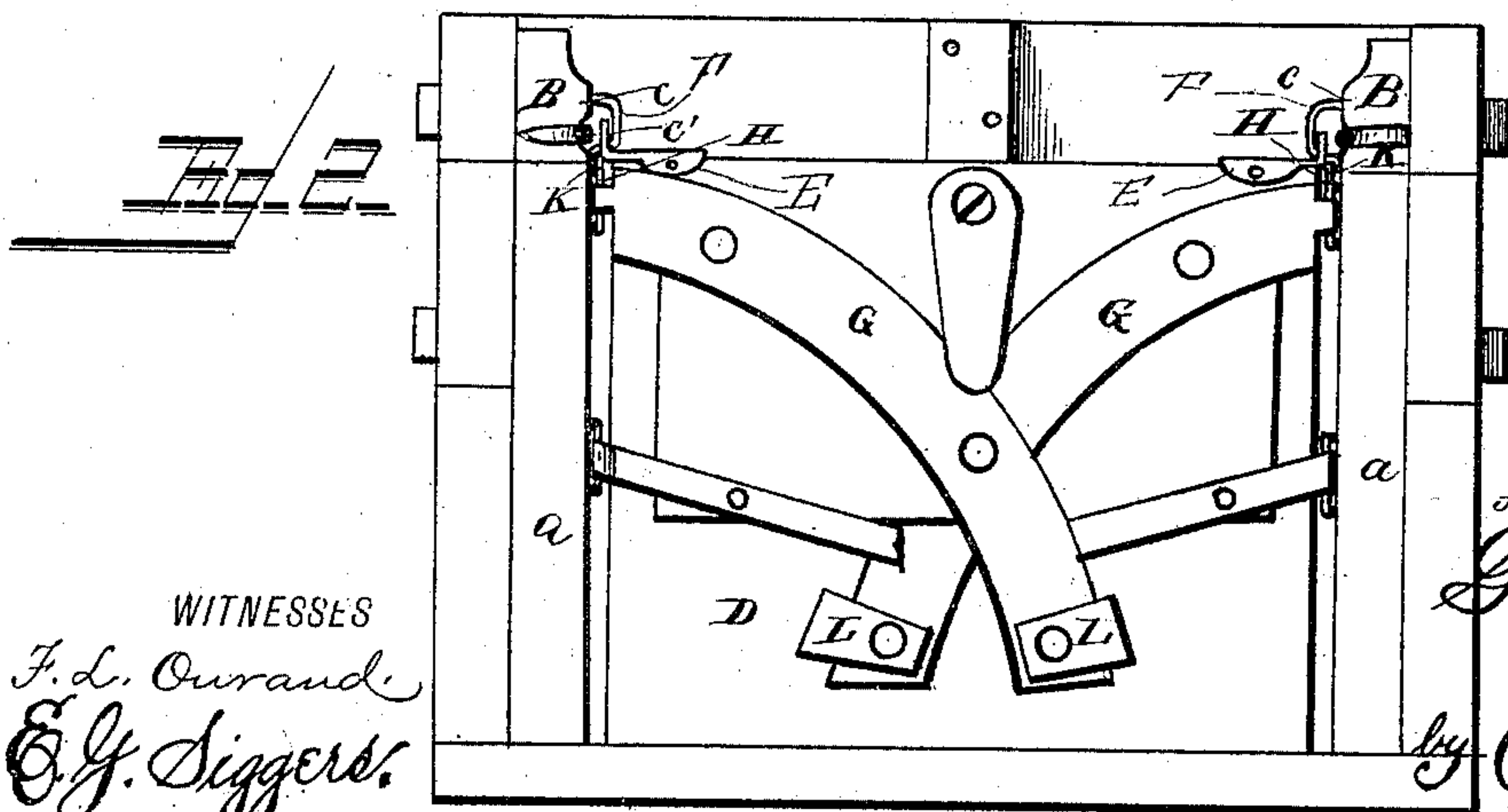
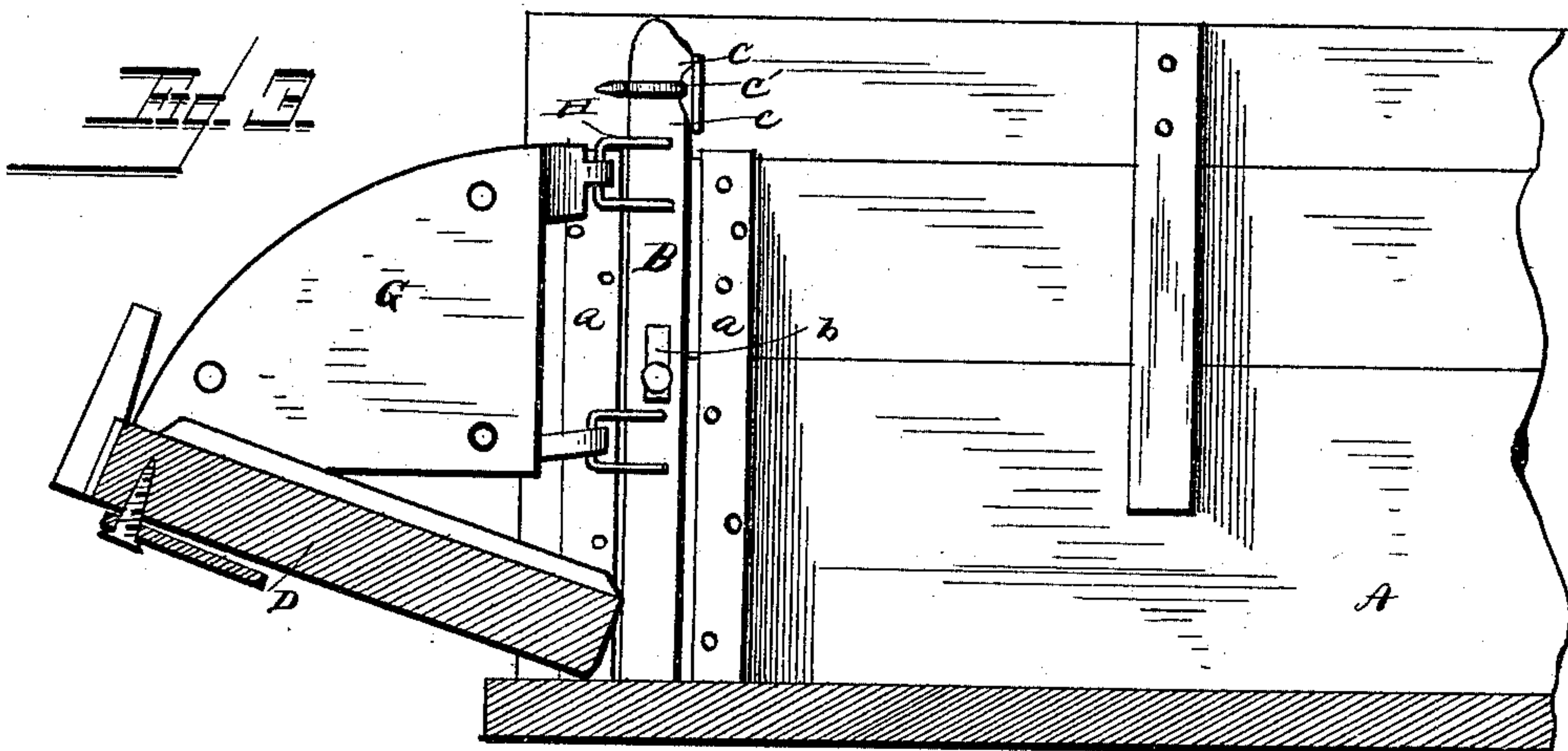
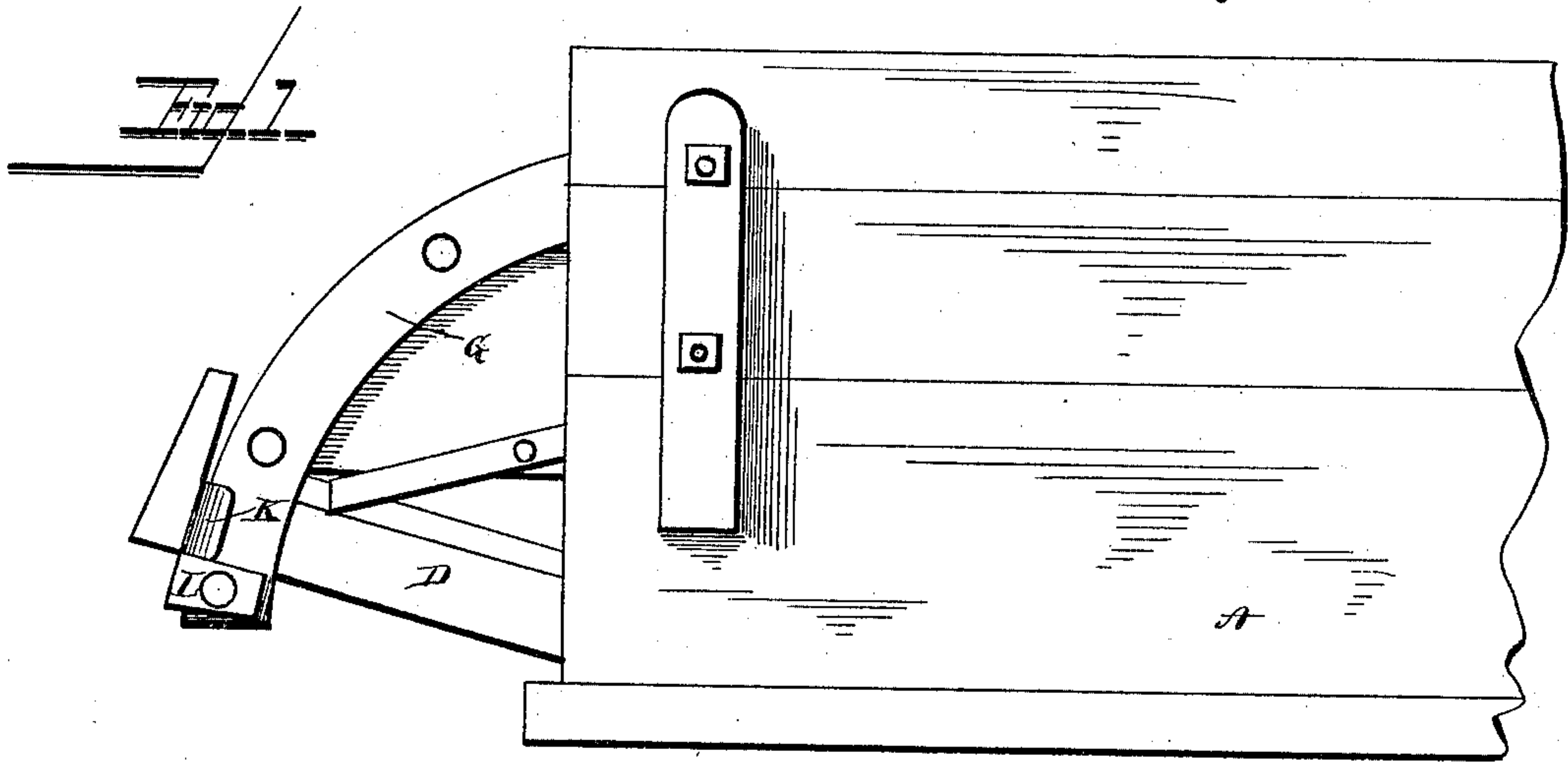


(No Model.)

G. W. HURD.  
END GATE FOR WAGONS.

No. 298,857.

Patented May 20, 1884.



WITNESSES  
F. L. Ouraud  
E. J. Siggers.

Geo. W. Hurd,  
INVENTOR.  
by C. A. Snow

Attorneys



# UNITED STATES PATENT OFFICE.

GEORGE WASHINGTON HURD, OF MEADVILLE, MISSOURI.

## END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 298,857, dated May 20, 1884.

Application filed February 12, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE W. HURD, a citizen of the United States, residing at Meadville, in the county of Linn and State of Missouri, have invented a new and useful Combined End-Gate and Scoop-Board, of which the following is a specification, reference being had to the accompanying drawings.

Figure 1 is a side elevation of the rear portion of a farm-wagon, showing my improvements applied thereto with the end-gate in the lowered position. Fig. 2 is a rear view of the same, showing the end-gate closed; and Fig. 3 is a vertical longitudinal sectional view.

This invention relates to certain improvements in combined end-gate and scoop-board for farm-wagons and the like; and it has for its objects to construct and organize a combined end-gate and scoop-board which can readily be applied, and shall be durable and efficient in use, whereby the load may be easily removed from the wagon, and thereby much time saved in the unloading of the wagon.

With these and other objects in view my improvements consist of the novel construction and combination of parts, as will be hereinafter more fully described, and pointed out in the claim.

In the accompanying drawings, A represents the body of a farm-wagon of ordinary construction, to the rear ends of which are adjusted two uprights, *a a*, arranged at a suitable distance apart to form chambers or receptacles for the upright standard B of the end-gate or tail-board. These standards are preferably made of malleable iron, and each is provided with a slot, *b*, at or near the center for the passage of a suitable transverse bolt to secure the same firmly to the sides of the body-box. These bolts pass through openings in the side of the body-box, and thence through slots in cleats or stay-pieces arranged on the outer sides of the body-box, and they are retained in position by means of nuts. These cleats, on either side of the body-box, serve the purpose of supports, and by extending the ends thereof above the top of the box they form, with the additional top ends of the standards B, additional top boxes to increase the height of the wagon-body. The upper ends of the standards B are formed with lugs *c*, between which are passed clamping-hooks *c'*, screw-threaded at their outer ends, the said outer ends extending through the

cleats on the outside of the wagon-body, and are provided with nuts, by means of which they may be tightened upon the standards to assist in securing them. To the lower ends of the standards is pivoted the lower edge of the tail-board D, in such manner that it can be let down at an angle, or into a nearly horizontal position, or raised to a vertical position, and retained in place by means of the spring-catches E, which engage the staples F, secured to the inside of the wagon-body standards. The end-board, when lowered and sustained at an angle, serves as a scoop-board, for the ready unloading of the wagon.

The letter G indicates two curve guides, the upper edges of which are cut to the arc of a circle described by the tail-board as it swings upon its pivot. The said guides are hinged to the pintles or staples H, secured to the standards B, so that they may be swung longitudinally in line with sides of the body, in order to serve as a guide and support for the end-gate when let down. The tail-board is provided with flanged arms K, secured to the top edge and extending to each side, which set and work over the curve edges of the guides as the tail-board is elevated or depressed. The lower ends of the guides are provided with lugs L, against which the flanged arms rest when the tail-board is down, so as to securely support the same at its outer end. When the tail-board is elevated, the guides are folded toward each other, flat against the outside of the end-gate, so as to be completely out of the way.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination, with a wagon-body provided with fixed standards *a a* and slotted removable standards B, secured to the wagon-box between the standards *a a*, of the tail-board D, pivoted at its lower edge to the lower ends of the standards B, and provided with flanged arms K at its top edge, and the curved guides G, hinged to the staples H of the standards B, and provided at their lower ends with lugs L, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

GEORGE WASHINGTON HURD.

Witnesses:

SIMEON DARLING,  
DAVID N. SEVEY.