

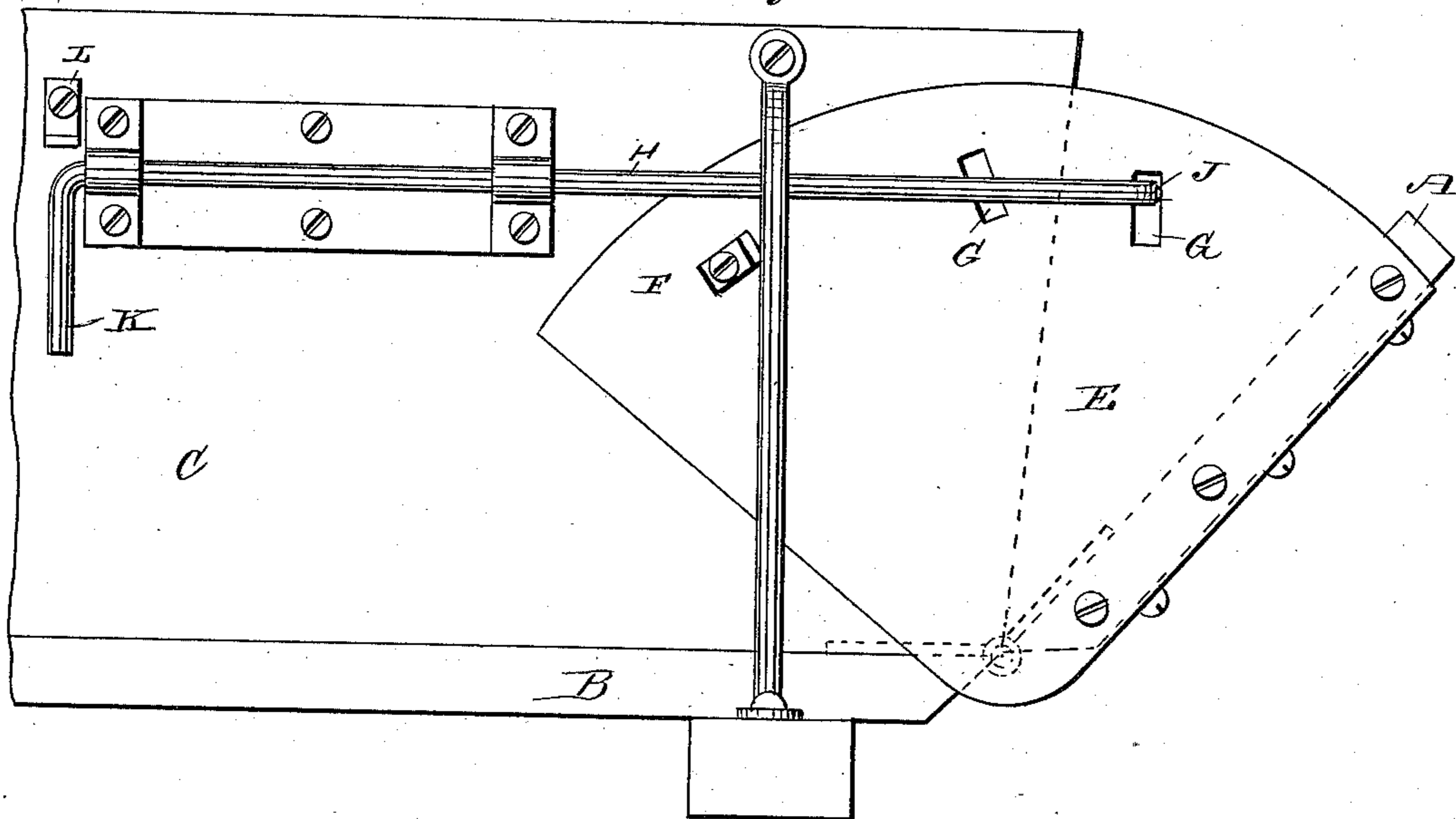
(No Model.)

G. & H. H. THOMAS.  
WAGON END GATE.

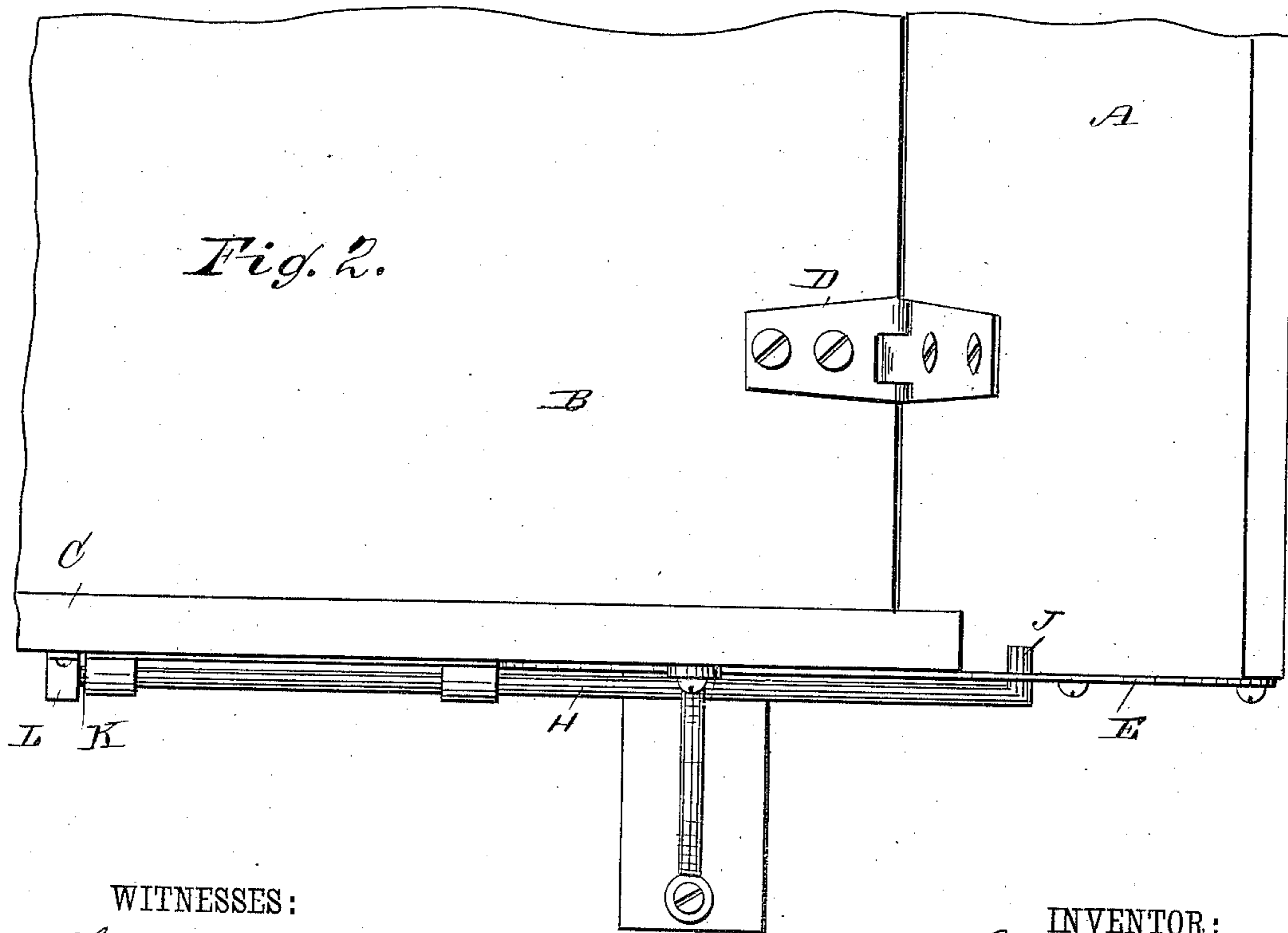
No. 307,602.

Patented Nov. 4, 1884.

*Fig. 1.*



*Fig. 2.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

GEORGE THOMAS AND HARRISON H. THOMAS, OF WATERLOO, NEW YORK.

## WAGON END-GATE.

SPECIFICATION forming part of Letters Patent No. 307,602, dated November 4, 1884.

Application filed August 9, 1884. (No model.)

*To all whom it may concern:*

Be it known that we, GEORGE THOMAS and HARRISON H. THOMAS, of Waterloo, in the county of Seneca and State of New York, have  
5 invented a new and Improved Wagon End-Gate, of which the following is a full, clear, and exact description.

The object of our invention is to provide a new and improved wagon end gate or board  
10 which can be locked in position when raised, lowered, or held at an inclination.

The invention consists in the combination, with a wagon-box and its hinged gate, of end wings or plates secured to the gate and provided with notches and stops, and of rods  
15 held on the sides of the box and provided with a hook-lug and a handle at their opposite ends.

Reference is to be had to the accompanying  
20 drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is a side view of our improved wagon end-gate and the rear end of the box, the gate being held at an inclination. Fig. 2  
25 is a plan view of the same in part.

The end-gate or end-board A is hinged to the rear end of the bottom B of the wagon-box C by suitable hinges, D, and on each end  
30 of the gate or board A a quadrant-shaped metal plate or wing, E, is secured, each of which is provided on the outer surface and at the inner end with a stop-lug, F, or like projection.

35 Along the curved edges of each plate E a series of slots or apertures, G, are formed, which are adapted to receive the rear hook ends, J, of rods H, journaled horizontally on the outer surfaces of the sides of the box and  
40 projecting beyond the rear ends of the same.

On the inner end of each rod H a crank-handle, K, is formed, above which a stop, L, is secured to the box, to prevent swinging the handle up farther than the horizontal position. The hook-prong J and the handle K  
45 are at right angles to each other. The plates E are on the outside of the wagon-box.

The board or gate is adjusted in the following manner: When the gate is raised and rests

against the ends of the sides of the box, it is  
50 held in place by the hook-prongs J, which project toward each other and over the back of the gate, the handles K being held vertically on the side of the box. If the board or gate is to be swung down, the handles K must  
55 be turned up to bring the prongs J into a vertical position, thereby releasing the gate. When the gate or board is swung down into the horizontal position, or in line with the floor B, the stop-lugs F rest against the hook-  
60 prongs J, which are held vertically, the handles K projecting laterally from the sides of the box. If the gate or board is to be held at a certain inclination, the handles K are swung down against the sides of the box, to cause the  
65 hook-prongs J to pass into the desired slots G. By providing a greater number of slots G the gate or board can be held at different inclinations.

Having thus fully described my invention, 70 I claim as new and desire to secure by Letters Patent—

1. The combination, with a wagon-box and an end gate or board hinged to the floor at the rear end, of rods held to turn on the sides of  
75 the box and provided with hook-prongs, substantially as herein shown and described.

2. The combination, with a wagon-box and a gate or board hinged to the rear end, of wings or plates secured on the ends of the board or  
80 gate, and of rods held to turn on the sides of the box and provided with hook-prongs, substantially as herein shown and described.

3. The combination, with a wagon-box and a gate or board hinged to the rear end, of wings  
85 or plates secured to the ends of the board, and of rods held to turn on the sides of the box, which rods have hook-prongs on the rear ends and handles on the front ends, the handles being at right angles to the hook-prongs, sub-  
90 stantially as herein shown and described.

4. The combination, with a wagon-box and its end-gate A, of the end wings or plates, E, having stops F, and of the rods H, having  
hook-prongs J on the ends, substantially as 95 herein shown and described.

5. The combination, with a wagon-box and its hinged end-gate A, of the end plates or

wings, E, having slots G and stops F, and of the rods H, having hook-prongs J on the ends, substantially as herein shown and described.

6. The combination, with a wagon-box and  
5 its hinged end-gate A, of the rods H, jour-  
naled on the sides of the box, and having hook-  
prongs J and handles K at opposite ends, and

of the stops L, substantially as herein shown and described.

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Witnesses:

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