(No Model.)

H. STOW.

END GATE FOR WAGONS.

No. 316,307. Patented Apr. 21, 1885.

Fig. 1.

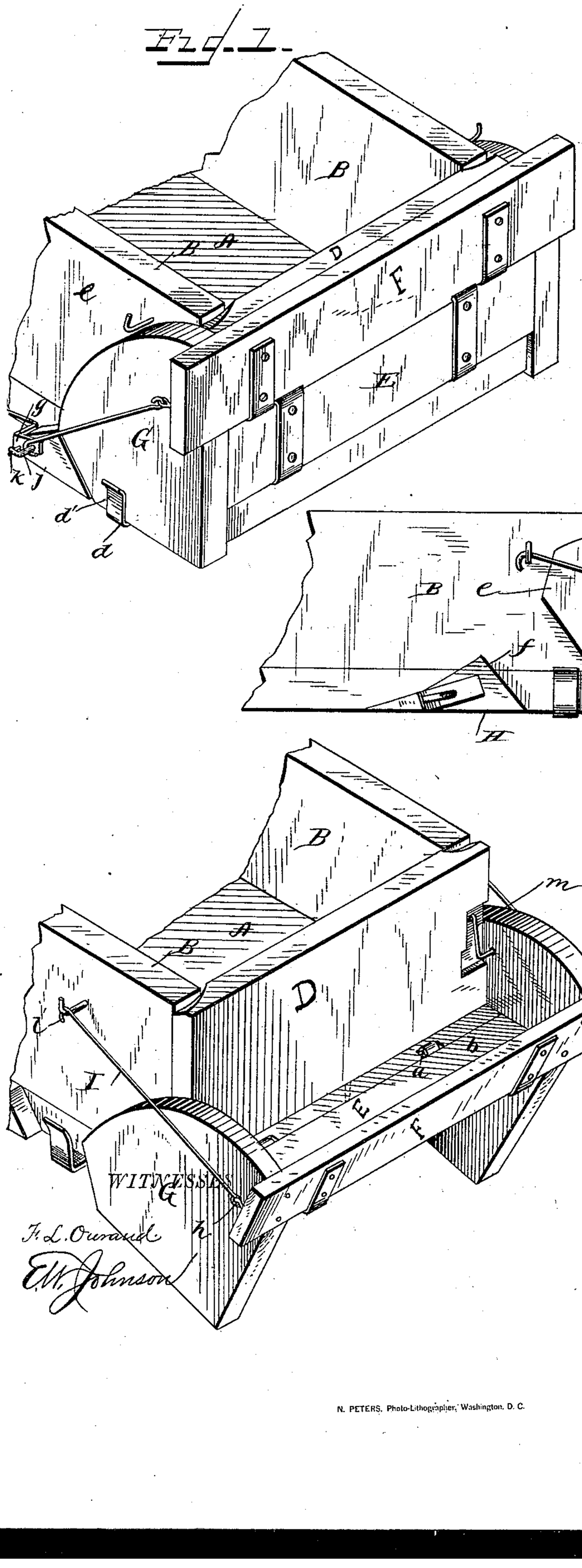

Fig. 2.

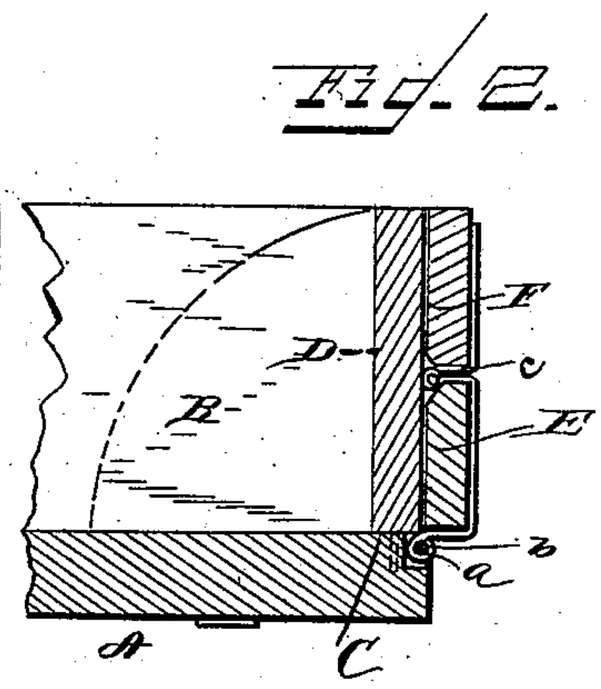

Fig. 3.

Fig. 4.

WITNESSES:

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END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 316,307, dated April 21, 1885.

Application filed April 7, 1884. (No model.)

To all whom it may concern:

Be it known that I, HARRY STOW, a citizen of the United States of America, residing at Iola, in the county of Allen and State of Kansas, have invented certain new and useful Improvements in End-Gates for Wagons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to end-gates for wagons; and it consists in the improvements hereinafter fully set forth and described.

In the accompanying drawings, forming part of this specification, Figure 1 is a perspective view of a portion of the wagon-body having my improvements applied thereto. Fig. 2 is a central vertical section of Fig. 1, and Figs. 3 and 4 are respectively a side view and a perspective view illustrating the parts in a different position.

A represents the bottom, which extends sufficiently beyond the rear ends of the sides B to form a projecting ledge, C, adapted to support an end-gate, D, which bears against the rear edges of the said sides B, and is centrally provided on its bottom edge with a pin (dotted lines, Fig. 2) adapted to enter a recess therefor in the projecting ledge C, and thus supports the gate D in position. The ledge C is recessed to contain loops *a*, adapted to engage hooks *b*, secured to a section, E, forming a part of a supplemental end-gate. The said section E is hinged to another section, F, by a pivotal connection, *c*, as clearly shown in Fig. 2. The section F projects a short distance beyond either side of the body, and has rigidly attached at such projecting portions plates G, which are preferably of the form illustrated in the several figures of the drawings. The lower edge of each plate G is plain, so that when the parts are in the position illustrated in Fig. 1 the said lower edge will be flush with the under surface of the wagon-body, two bent irons, *d*, secured to the under side of the wagon-body and having their bent portions *d'* projecting from each side of the said body, affording a means for supporting the said plates G in their before-mentioned position. The front ends, *e*, of the plates G are beveled, so that they can bear, when in the position shown in Fig. 1, against an inclined shoulder represented by a block, H, secured at the lower portion of each side of the wagon-body by an angle-strap, *g*.

An eyebolt, *h*, is secured at each projecting end of the section F of the supplemental end-gate to permit the pivotal attachment thereto of a rod, I, having its free end bent to present a hook, *i*.

A hook, *j*, is swiveled in each block H, so that it can be turned to bear upon a contact-pin, K, projecting from the side of said block. A hook, *l*, also projects from each side B, near the upper edge thereof.

By providing the lower inner corner of each block G with a beveled face, as described, and by beveling the adjacent face of each block H, the said plate can have a positive bearing against said block at right angles with the securing-rod I, thereby insuring the positive retention of said plate against said block.

The end-gate D is recessed on its rear face, at one side thereof, to contain a pivoted hook, *m*, as shown in Fig. 4. The end-gate D and supplemental gate are retained in vertical parallel positions by the rod I, which engages the swiveled hook *j*, and thus subserves all the requirements of an ordinary end-gate. By turning the swiveled bolts *j* in their bearings out of contact with the pin K, the hooked ends *i* of the rods I may be disengaged therefrom, and the supplemental end-gate moved rearward on the loops *a*.

The section E is caused to assume a horizontal position and the section F an inclined position, as seen in Fig. 4, in which position the parts may be securely held by causing the hooked rods I to engage the hooks *l*. When adjusted as described, the supplemental end-gate will form a receptacle or trough at the rear of the body, the gate D being supported not only by the pin formed on its lower edge, but by the hook *m*, which engages a recess in the inner side of the adjacent plate G, which is also additionally suspended thereby.

The gate D may be disengaged from its vertical position, and entirely removed or caused

to bear in an inclined position upon the sections E F of the supplemental tail-board, as illustrated in dotted lines in Fig. 3.

From the foregoing it will be apparent that a structure embodying my improvement will be of comparatively cheap and durable construction, simple in operation, and, while possessing all the advantages of an ordinary end-gate, will provide the additional convenience of a portable feed-trough.

I claim—

1. The combination, with a wagon-body, of the vertical end-gate D, a supplemental end-gate consisting of end boards, E F, hinged to each other and to the bottom of the wagon-body, and side plates, G, and means for holding the supplemental end-gate in a closed position or an open position, so as to form a feed-trough, substantially as shown.

2. The combination, in a wagon-body, of an end-gate proper, a supplemental end-gate, which is hinged to the wagon-body adjacent to the lower edge of the end-gate proper, and provided with side plates, G, and pivoted pins attached to the end-gate proper and adapted to engage with perforations in the side plates, G, substantially as shown.

3. The combination, with a wagon-body, of an end-gate provided with two hinged sections adapted, when the end-gate is moved rearward, to form, respectively, the bottom and rear side of a feed trough or receptacle, substantially as set forth.

4. The combination, with a wagon-body, of an end-gate provided with side plates, G, beveled to bear against corresponding faces of blocks secured to the side of the body, said end-gate being adapted to be moved to form a feed-trough or other receptacle, and supporting devices, substantially as described.

5. The combination, with a wagon-body, of an end-gate, constructed and operating substantially as described, and bent irons *d*, secured to the body, as and for the purpose set forth.

6. The combination, in a wagon-body, of an end-gate, constructed and operating substantially as described, and block H, secured to the sides of the body, and provided with projecting pins and swiveled hooks adapted to form connection with said pins, for the purpose described.

In testimony whereof I affix my signature in presence of two witnesses.

HARRY STOW.

Witnesses:

SAMUEL TRIMBLE,

L. B. CHILDS.