

(No Model.)

E. R. FISH.
COMBINED STEP AND END GATE.

No. 325,665.

Patented Sept. 8, 1885.

Fig. 1.

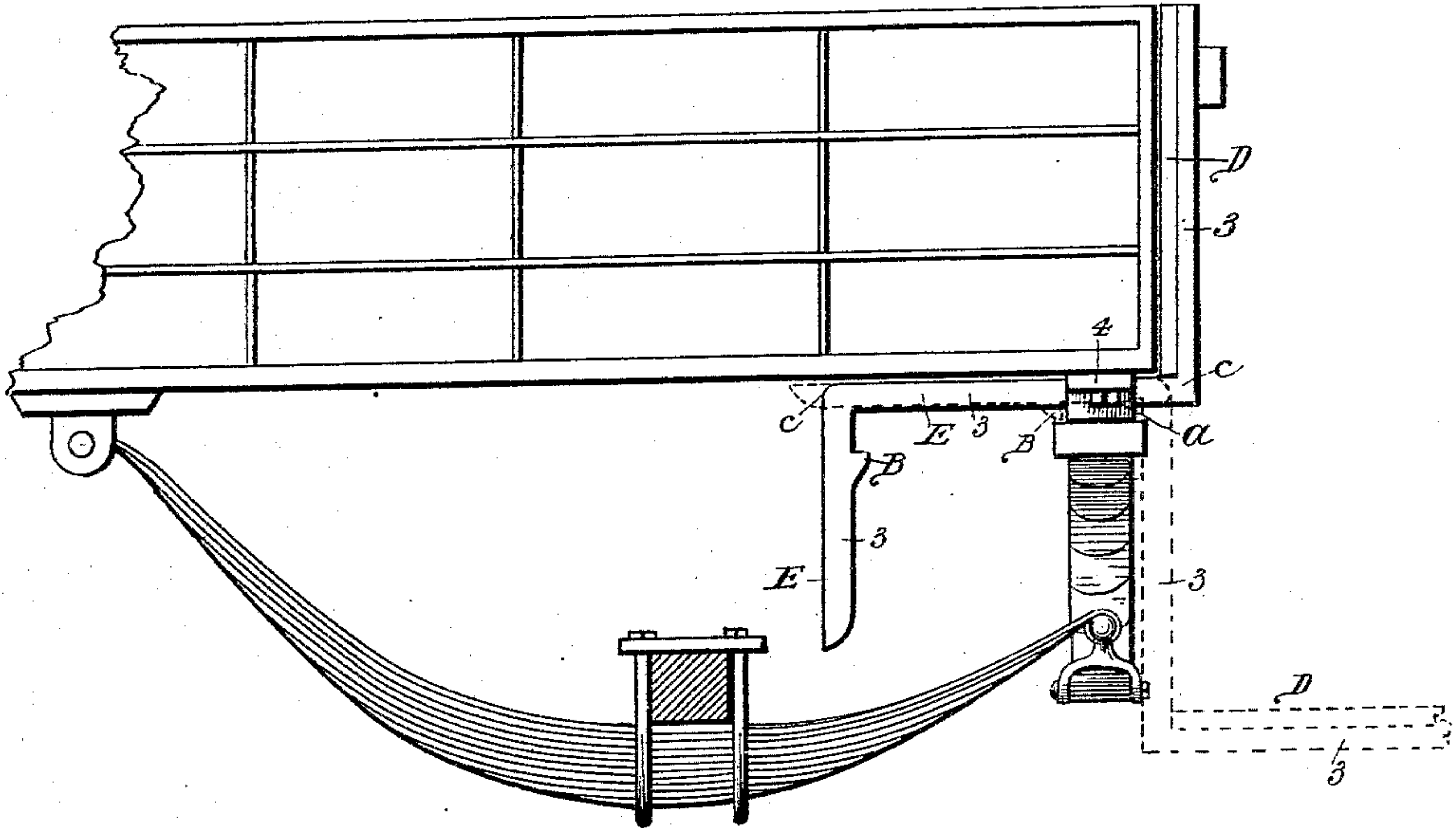


Fig. 2.

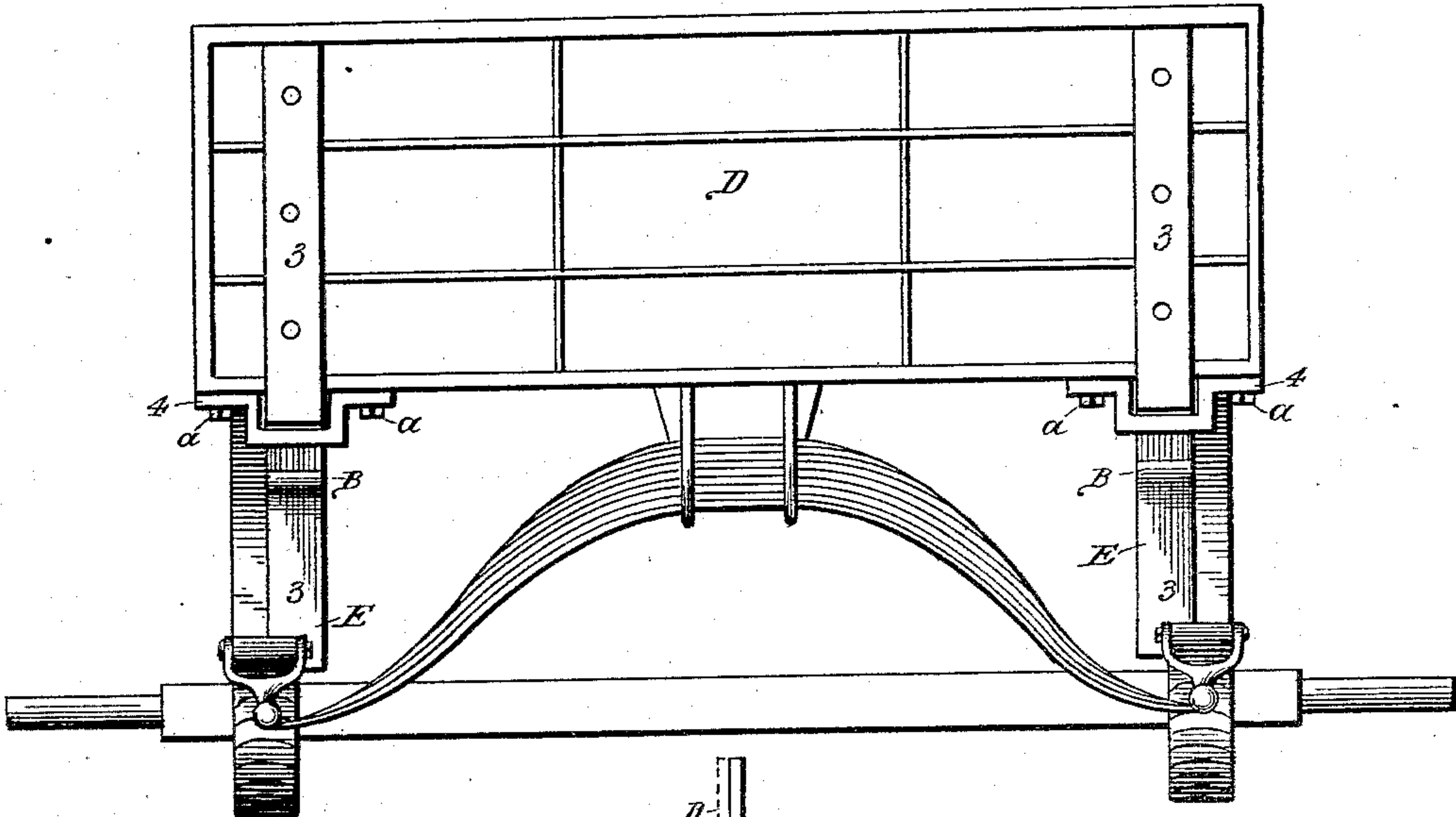


Fig. 3.

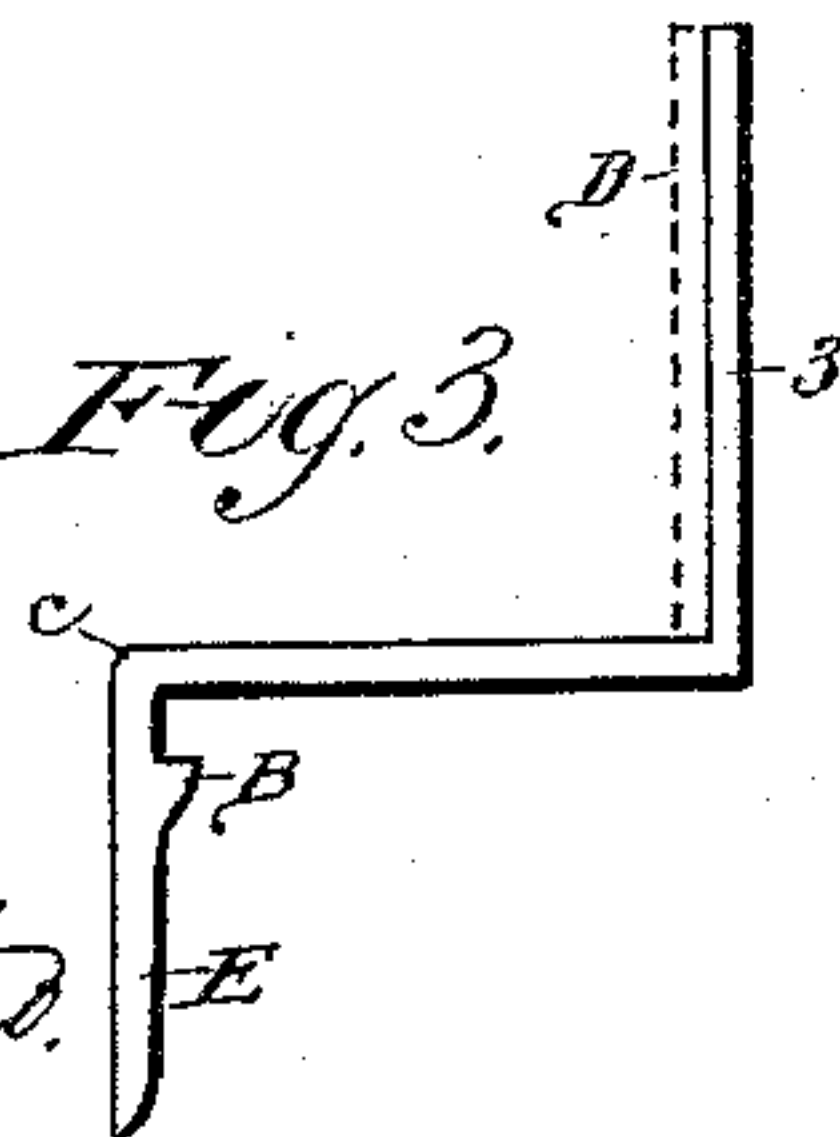


Fig. 4.



Witnesses:

Will R. Quashmdre.

James W. Newburn

Inventor:

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UNITED STATES PATENT OFFICE.

EDWIN R. FISH, OF CHICAGO, ILLINOIS.

COMBINED STEP AND END-GATE.

SPECIFICATION forming part of Letters Patent No. 325,665, dated September 8, 1885.

Application filed April 9, 1885. (No model.)

To all whom it may concern:

Be it known that I, EDWIN R. FISH, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented a new and useful Combined Step and End-Gate, of which the following is a specification.

My invention relates to improvements in end-gates for wagons, and more particularly to that class in which the end-gate is capable of serving a secondary object without impairing its functions as an end-gate; and the objects of my invention are, first, to provide a convenient step upon the rear end of wagons; second, to provide a suitable end-gate for the rear end of wagons; and, third, to so combine said step and end-gate that they shall form one piece, to be used in either capacity at the will of the operator. I attain these objects by means of the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a side view of the rear end of wagon with end-gate closed, the dotted lines showing the position when open, the end-gate serving as a step. Fig. 2 is a front view of wagon with end-gate closed, showing the position of the irons which support it. Fig. 3 is one of the irons which support the step and end-gate in its various positions; and Fig. 4 is

one of the loops which are fastened underneath the wagon, and through which Fig. 3 passes.

Similar characters refer to similar parts throughout the several views.

The end-gate D is held in position by the bent irons 3 3, which are secured to the wagon by passing through the loops 4 4, which are fastened under the wagon by bolts *a a*.

To open the end-gate and form a step, the end-gate D is drawn out until the curves *c c* in the irons 3 3 come in contact with the loops 4 4, when it is turned to the position shown by the dotted lines in Fig. 1, and is held in position by the lugs B B and the arms E E of irons 3 3.

To close the end gate, the gate D is turned up until the arms E E of irons 3 3 are in a vertical position, then pushed up to the wagon, and held in place by the ordinary fastenings.

I claim—

The unhinged end-gate D, secured to the wagon by means of the bent arms 3 3 and the loops 4 4, substantially as and for the purpose herein shown and described.

EDWIN R. FISH.

Witnesses:

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