(No Model.)

W. E. GEORGE & H. HORNEY.

STOCK WAGON.

No. 338,508. Patented Mar. 23, 1886.

Fig. 1.

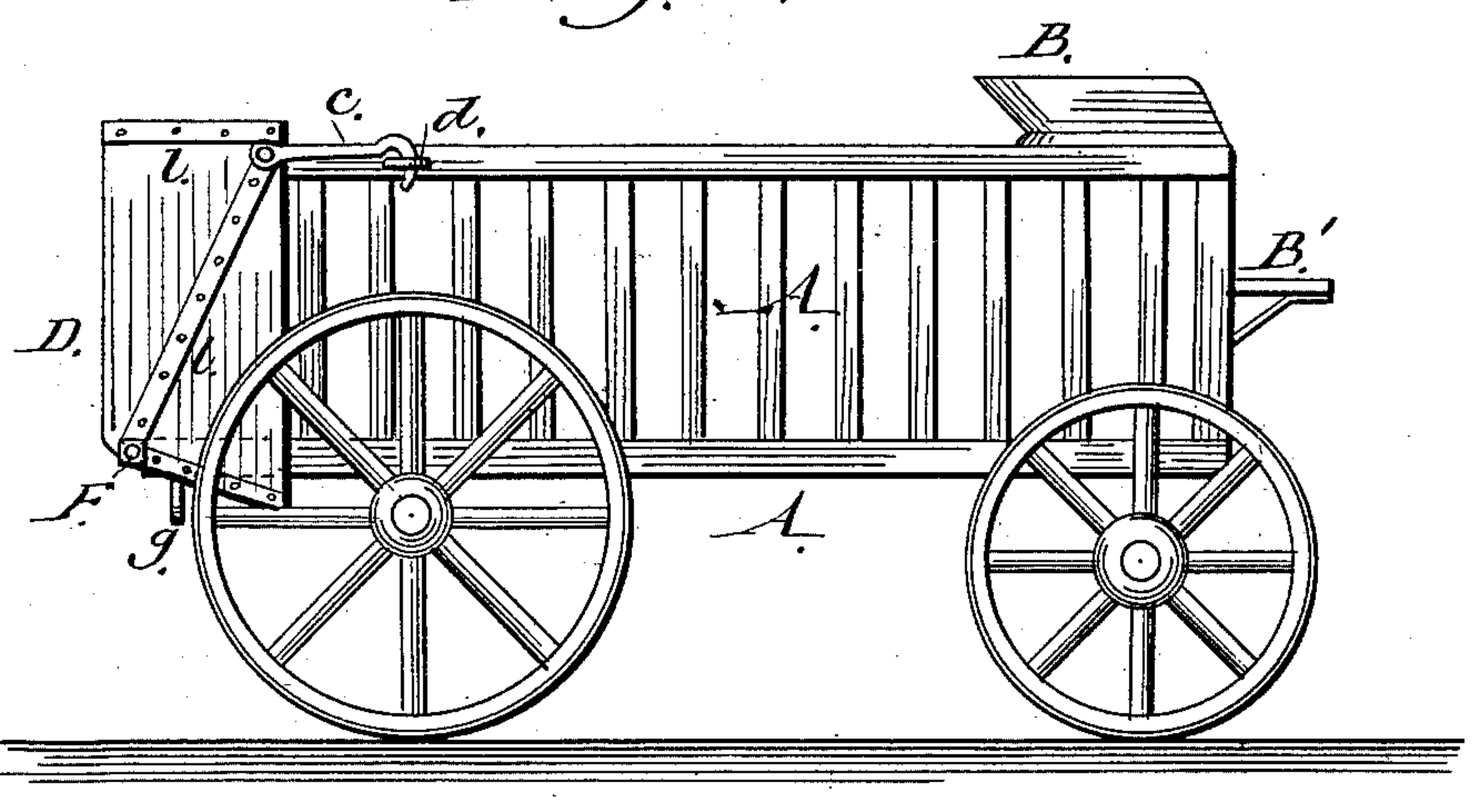


Fig 2

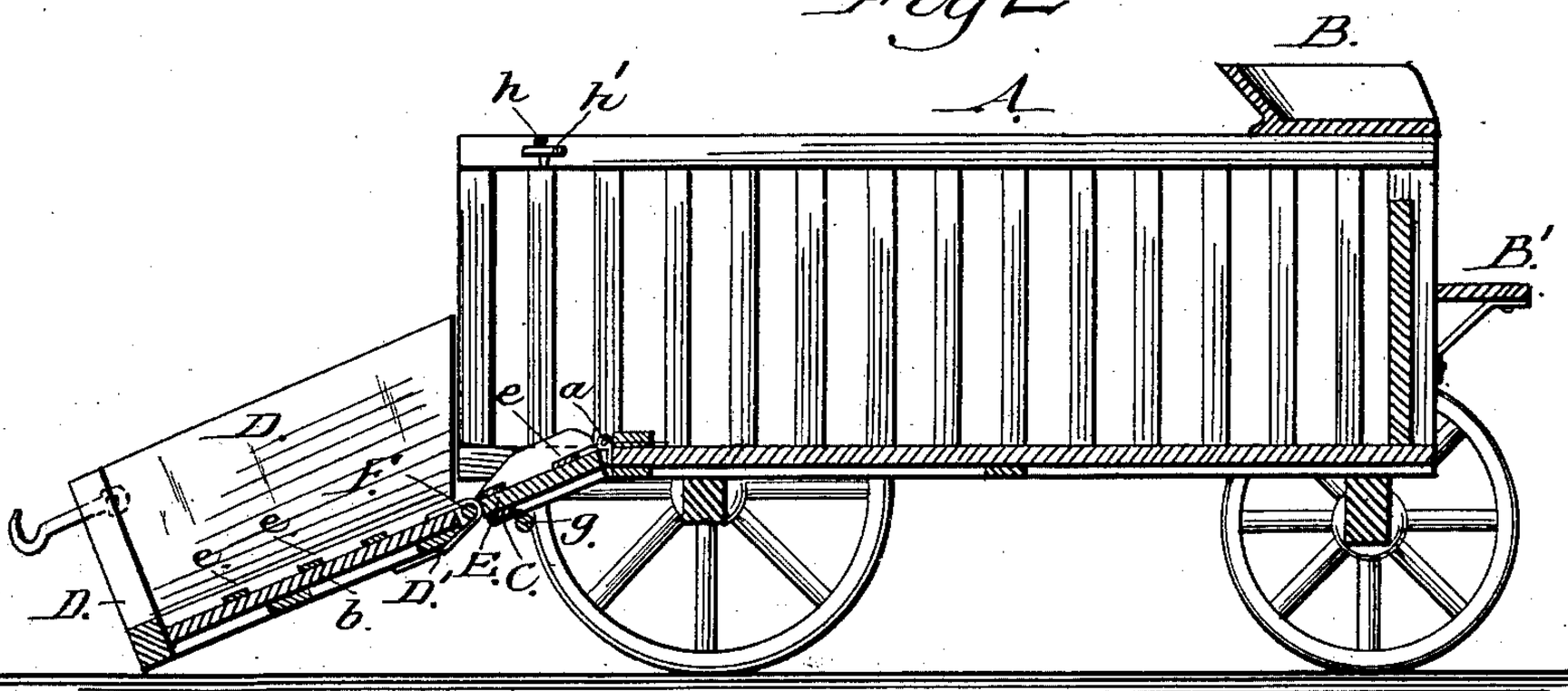
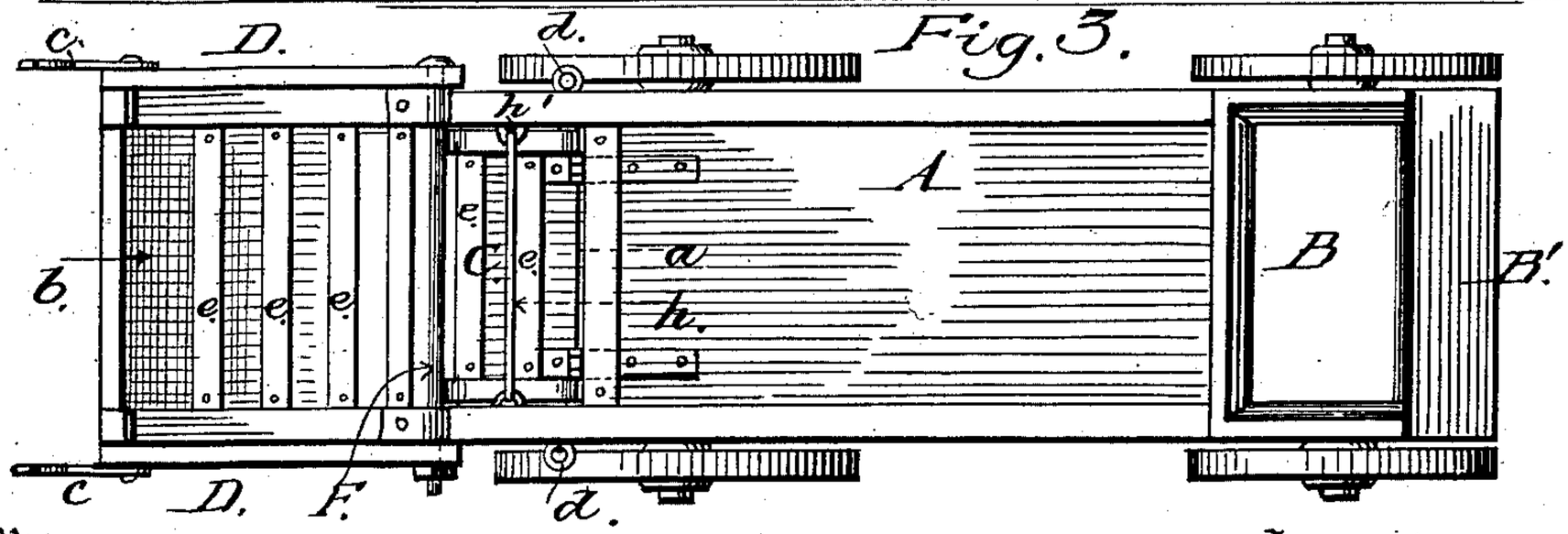


Fig. 3.



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UNITED STATES PATENT OFFICE.

WILLIAM E. GEORGE AND HENRY HORNEY, OF HARLAN, IOWA.

STOCK-WAGON.

SPECIFICATION forming part of Letters Patent No. 338,508, dated March 23, 1886.

Application filed December 19, 1885. Serial No. 186,169. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM E. GEORGE and HENRY HORNEY, citizens of the United States, residing at Harlan, in the county of Shelby and State of Iowa, have invented certain new and useful Improvements in Stock-Wagons, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a side elevation of a stock-wagon embodying my improvements. Fig. 2 is a longitudinal section of the same, showing the end-gate dropped to its position for loading or unloading. Fig. 3 is a plan view of Fig. 2.

Our invention relates to certain improvements in wagons designed to carry small stock—such as calves, pigs, sheep, &c.; and the same consists in the construction and combination of elements hereinafter described, and specifically pointed out in the claims.

To enable others skilled in the art to make and use our invention, we will proceed to describe the exact manner in which we have carried it out.

In the said drawings, A represents the body of our improved stock-wagon, which is constructed, preferably, with slatted sides, and is designed to be placed upon the running-gear, and to take the place of the ordinary wagon bed or body. The body A is provided at its front with a seat, B, and foot-rest B′, for the driver, while its bottom is divided transversely at *a*, to provide a platform, C, the purpose and construction of which will be hereinafter described.

The end-gate D is of peculiar construction, and is designed not only as an end-gate for the wagon, but also is used as a chute for loading and unloading the same. This end-gate consists of a back portion, *b*, which serves as a bottom when the device is used as a chute, and suitable side portions, which are of sufficient width to prevent the stock falling over the same while in the act of loading or discharging, and also by passing upon the outside of and closely fitting the sides of the body, tend to strengthen and prevent the stock spreading the same, while hooks *c*, on the sides of the end-gate, engage eyes *d* on the sides of the body and securely hold the end-gate in a locked position. The bottom portion of the end-gate is provided with straps D′, and the rear end of the platform C has straps E, through which and the straps D a rod, F, is passed, thereby forming a hinged joint between the two and permitting the end-gate to be swung downward when it is desired to load or unload the wagon.

By reference to Figs. 2 and 3 it will be observed the back portion of the end-gate and the upper portion of the platform C are provided with transverse slats *e*, which furnish the necessary footing for the stock in traversing the incline either in loading or discharging.

To support the platform C, and thereby relieve it from the weight that must necessarily be upon it at times, we secure under the rear of the body a transverse bar, *g*, against which the lower face of the platform C abuts when the end-gate is in the position shown in Fig. 2.

In addition to the bracing previously described, the sides of the end-gate are provided with brace-irons *l*, as shown in Fig. 1.

From the foregoing description it is manifest when it is desired to load the wagon with stock the hooks *c* are released from the eyes *d*, and the end-gate swung downward until its free end rests upon the ground. At the same time the platform drops to the position shown in Fig. 2, thereby giving less inclination to the chute and making it much easier to handle the stock than if the bottom of the end-gate was hinged directly to the wagon-body. After the stock has been driven into the body A, the end-gate is raised and the hooks *c* caused to enter the eyes *d*, when the device is secure.

In order to give greater security to the body we employ another hook, *h*, which is secured to one side of the inner portion of the body and is designed to engage an eye, *h′*, on the opposite side of the body.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a stock-wagon, the body A, mounted upon suitable running-gear, in combination with an end-gate, the side portions of which inclose the rear of the body, and a platform hinged to the bottom of the body and to the end-gate, substantially as herein described.

2. In a stock-wagon, the body A and the platform C, hinged to the bottom thereof, in combination with an end-gate hinged to the platform and adapted to be swung downward to serve as a chute in loading and discharging the stock, the transverse slats *e* on the end-gate and platform, the transverse bar beneath the platform, the brace-irons *l*, and hooks and eyes, whereby the end-gate and body of the wagon are securely braced, substantially as herein described.

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Witnesses:
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