

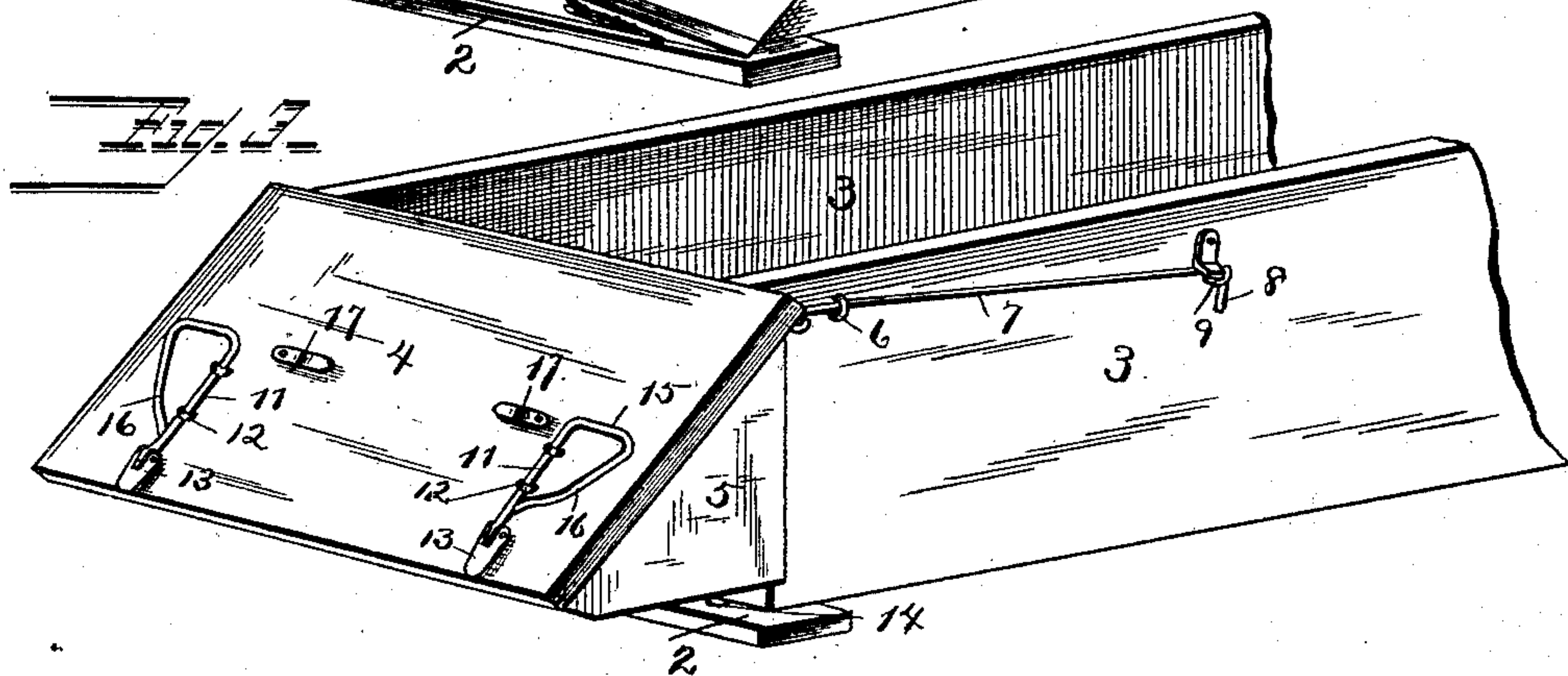
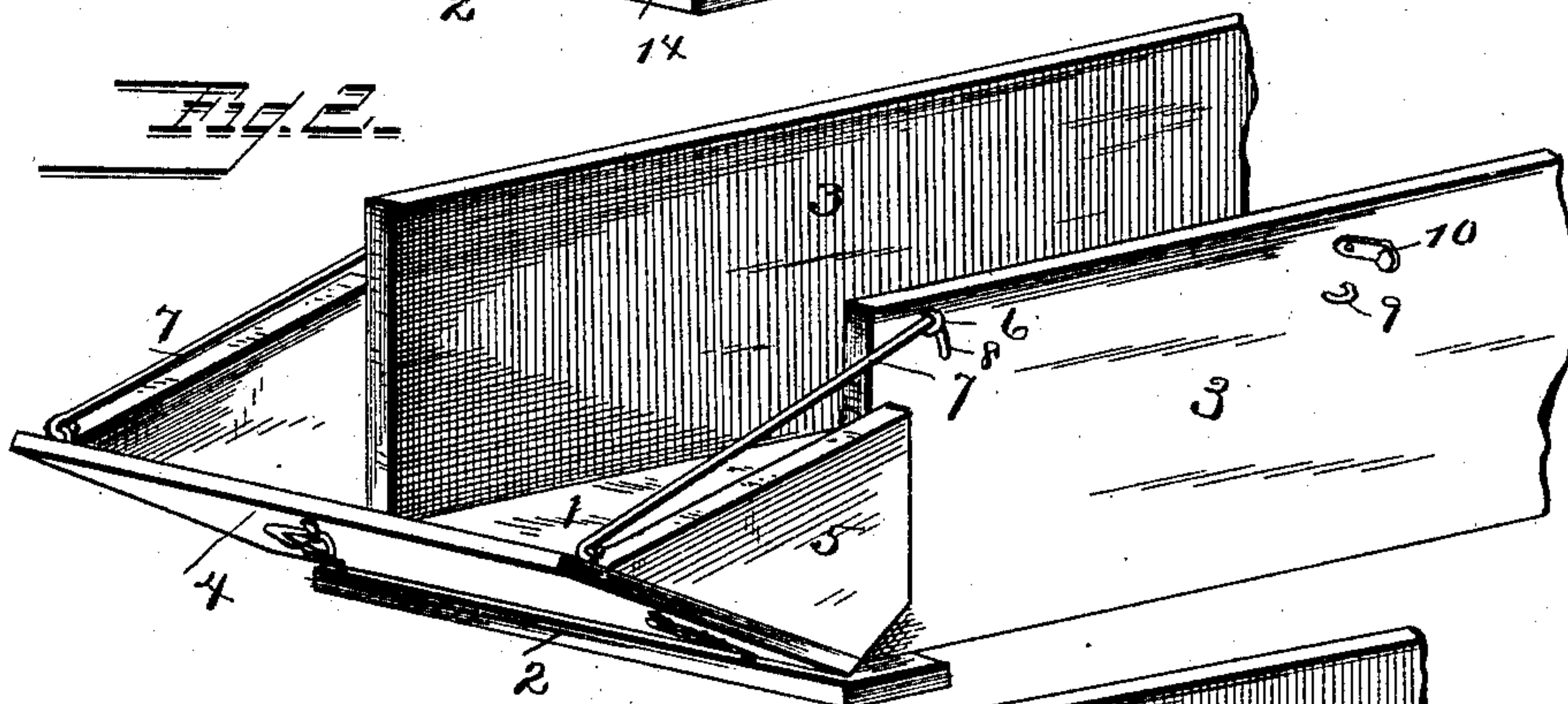
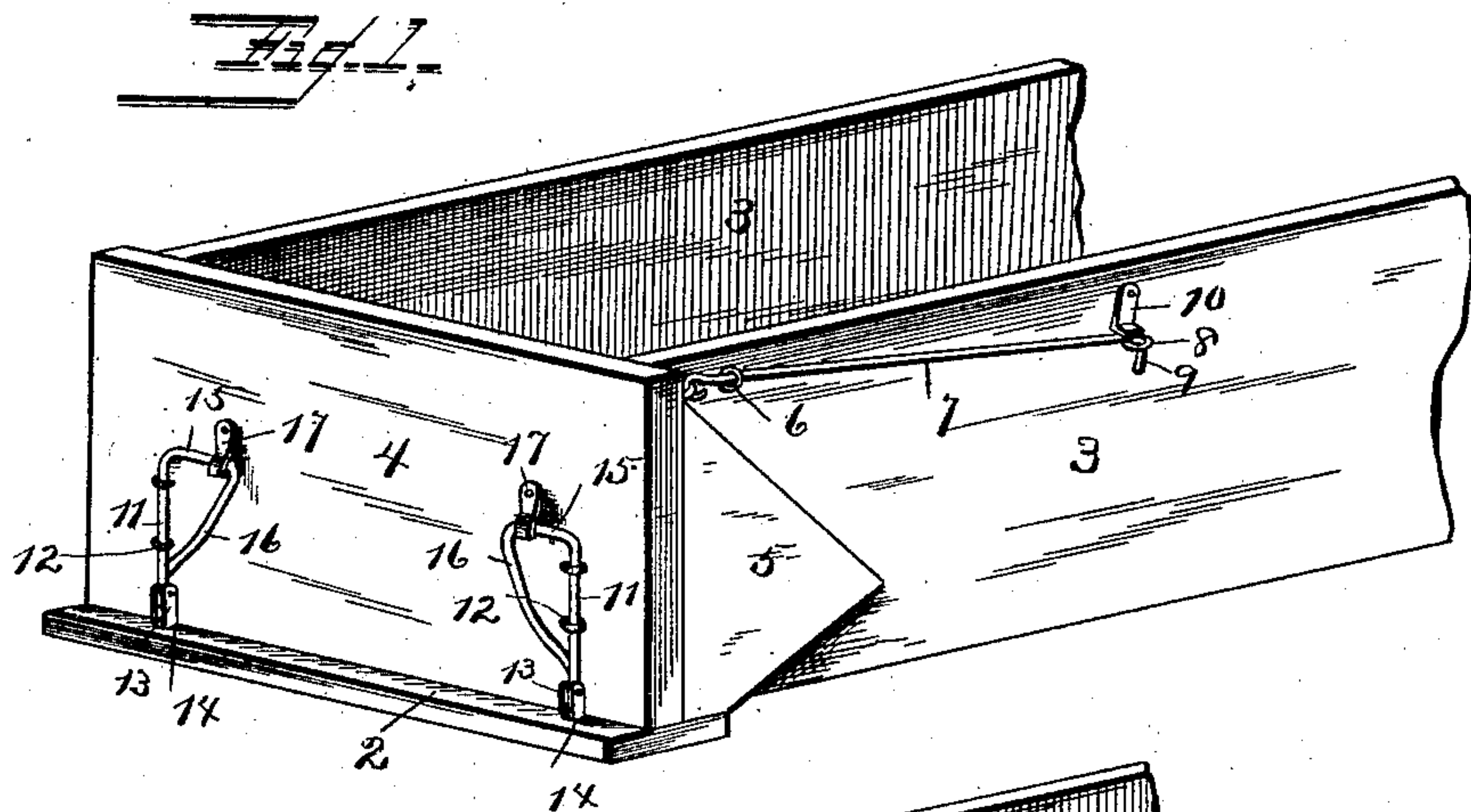
(No Model.)

W. A. PHARES.

END GATE.

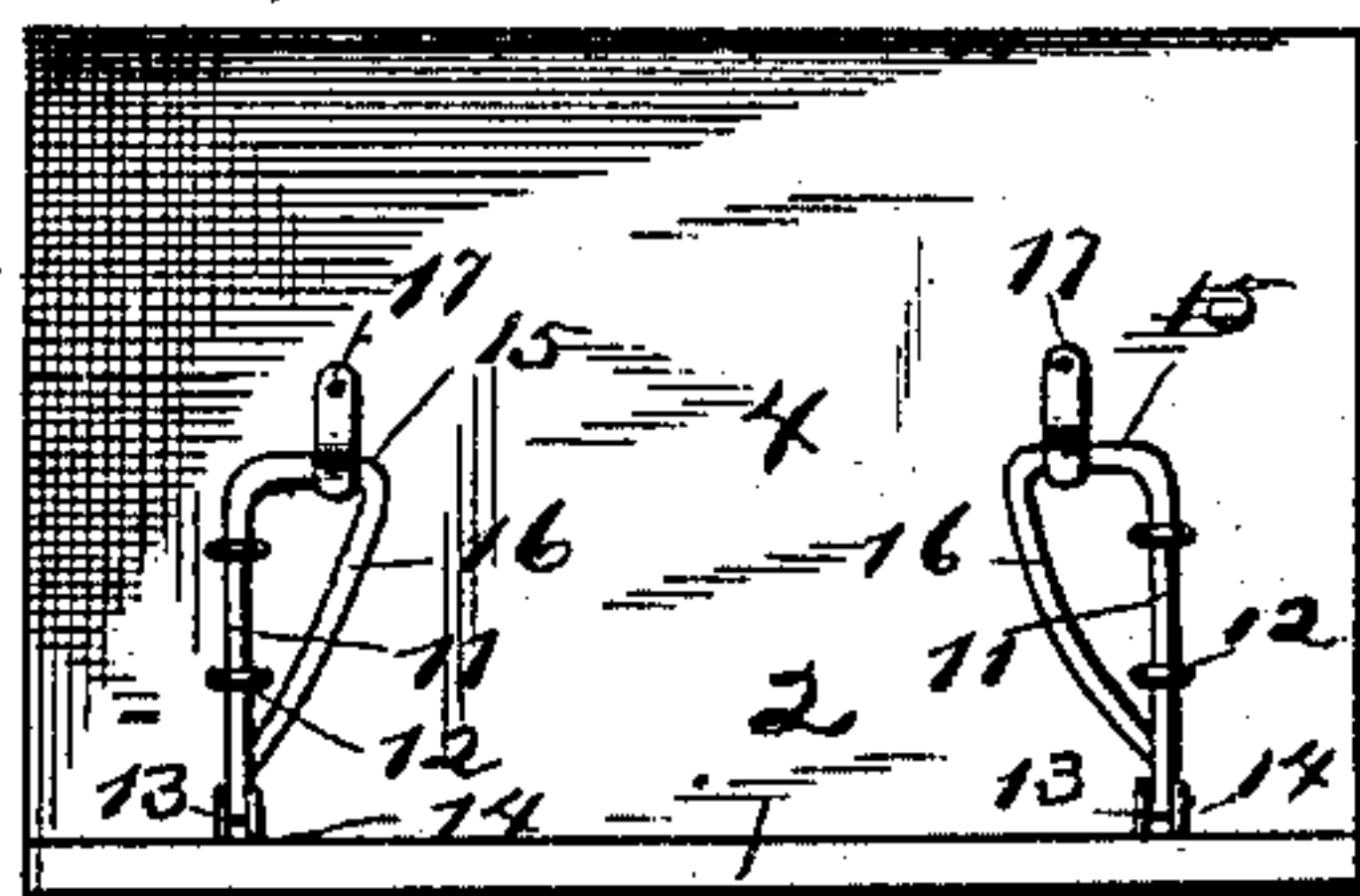
No. 354,341.

Patented Dec. 14, 1886.



WITNESSES

J. L. Ostrand  
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# UNITED STATES PATENT OFFICE.

WILLIAM A. PHARES, OF FOWLER, INDIANA.

## END-GATE.

SPECIFICATION forming part of Letters Patent No. 354,341, dated December 14, 1886.

Application filed October 25, 1886. Serial No. 217,127. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM A. PHARES, a citizen of the United States, and a resident of Fowler, in the county of Benton and State of Indiana, have invented certain new and useful Improvements in End-Gates; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view showing the rear end of a wagon-box provided with my improved end-gate. Fig. 2 is a similar view showing the gate tilted out at its upper edge for loading into the wagon. Fig. 3 is a similar view showing the gate tilted out at the lower edge for dumping the contents of the wagon, and Fig. 4 is a rear view of the gate.

Similar numerals of reference indicate corresponding parts in all the figures.

My invention has relation to that class of end-gates for wagon-bodies in which the gate is provided with side pieces fitting over the rear ends of the side-boards of the wagon-box, and in which the gate may be tilted outward with its upper as well as with its lower edge, according to whether the wagon is to be loaded or unloaded; and it consists in the improved construction and combination of parts of such an end-gate, as hereinafter more fully described and claimed.

In the accompanying drawings, the numeral 1 indicates the bottom of the wagon-box, having the end cleat, 2, and 3 3 are the side-boards of the box, the said parts being of the usual construction. The end-gate 4 is formed with two triangular side pieces, 5 5, at its side edges, fitting and bearing against the outer sides of the side-boards at the rear ends of the same.

Eyes or staples 6 are secured in the outer sides of the side-boards near the upper corners, and rods 7 are hinged to the upper corners of the end-gate and pass through the eyes, having their ends 8 hooked and fitting in staples 9 upon the sides of the side-boards when the end-gate is folded up, turn-buttons 10 bearing with their free ends against the upper sides of the hooks, retaining them in the staples.

Rods 11 slide vertically in staples 12 upon the rear side of the end-gate, near the lower edge of the same, and the lower ends of these rods have bolts 13 pivoted to them, fitting into perforations 14 in the end cleat of the bottom, while the upper ends, 15, of the rods are bent at right angles to the vertical portions and have brace portions 16 extending obliquely from their outer ends down to near the lower ends of the rods. Turn-buttons 17 bear with their free ends against the horizontal portions of the sliding rods when the pivoted bolts are in their perforations.

It will now be seen that when the upper hooks are disengaged from their staples the rods will slide through the eyes, and will allow the end-gate to tilt out with its upper edge, the hooks at last stopping the gate from tilting out too far, the lower edge of the gate hinging with the pivoted bolts, which remain in their perforations, while they allow the gate to swing upon them.

The side pieces of the end-gate will, together with the gate, serve to make an inclined chute, at which the wagon-box may be loaded, or from which the contents of the wagon may be shoveled or scooped out; but when it is desired to dump the contents of the wagon the turn-buttons of the vertically-sliding rods are disengaged, when the rods may be turned with the horizontal portions outward, and the rods may be raised, drawing the bolts out of the perforations and allowing the gate to swing with its lower edge outward. In this manner the end-gate may make a chute as well as a swinging gate, allowing the contents to be dumped, and the parts securing the gate and allowing it to be operated in the described manner are of such a simple construction that they may be easily and cheaply produced, and will be very durable and not liable to get out of order.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The combination of an end-gate for a wagon-box, rods having hooked ends and having their inner ends pivoted to the upper corners of the gate and having the hooked ends engaging staples upon the side-boards and sliding in eyes upon the upper rear corners of the side-boards, turn-buttons for holding the hooks in

the staples, vertically-sliding rods in staples  
upon the lower portion of the end-gate, hav-  
ing horizontally-bent upper ends and oblique  
braces, turn-buttons for holding the rods down,  
5 and bolts hinged to the lower ends of the rods  
and fitting in perforations in the end cleat of  
the bottom of the wagon-box, as and for the  
purpose shown and set forth.

In testimony that I claim the foregoing as  
my own I have hereunto affixed my signature 10  
in presence of two witnesses.

WILLIAM A. PHARES.

Witnesses:

FRANK BAILEY,  
A. C. BOSWELL.