

(No Model.)

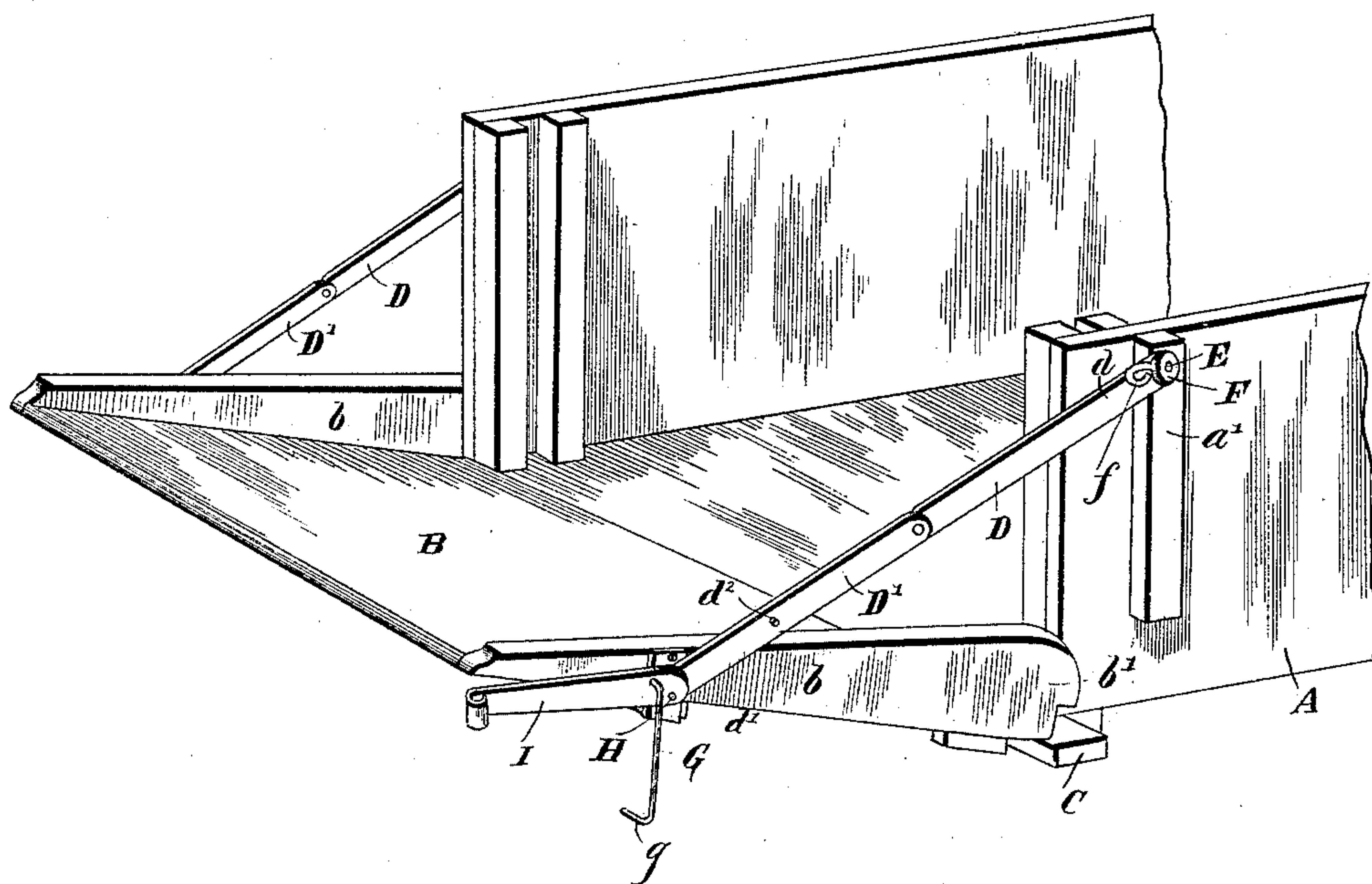
W. C. BLEE.

END GATE.

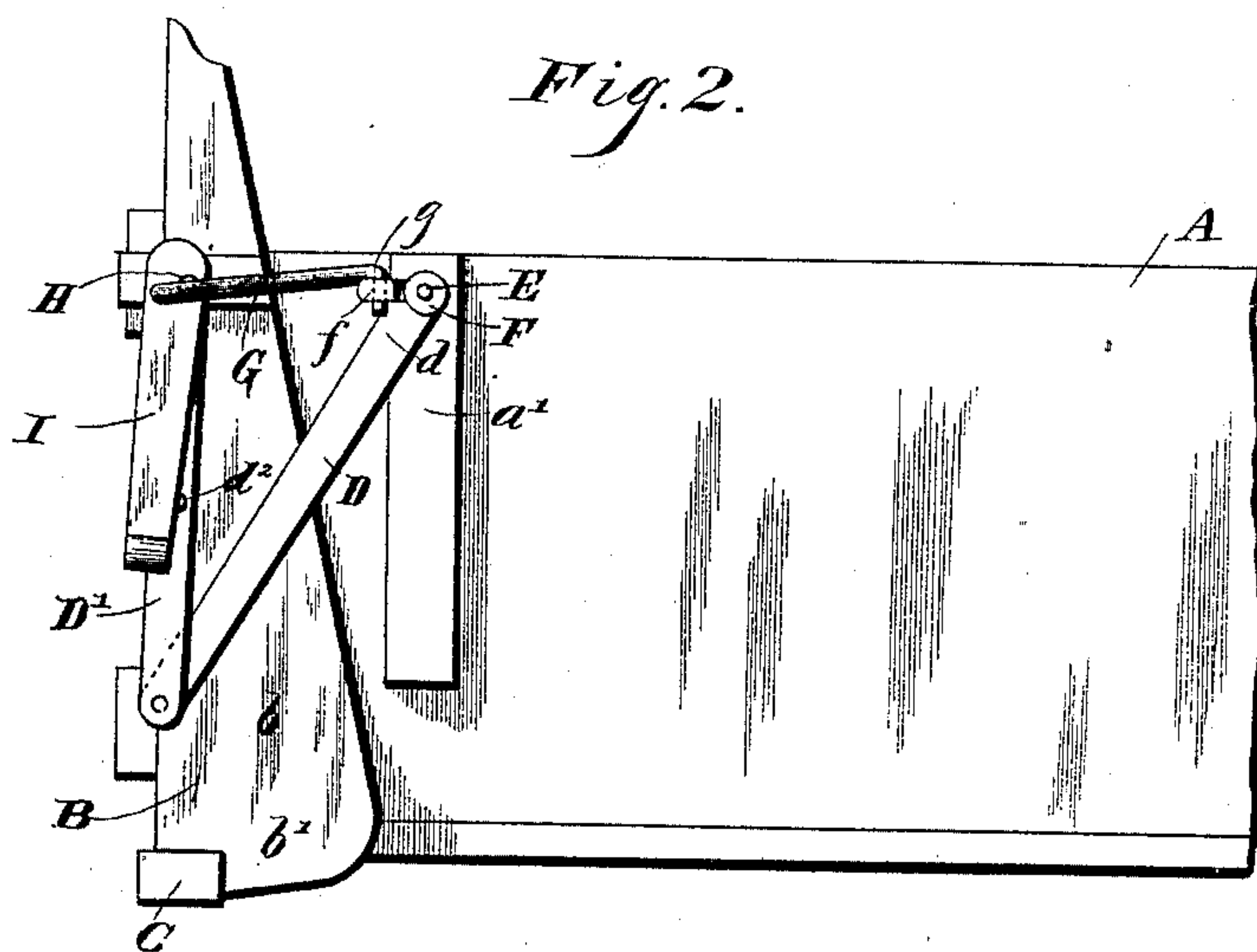
No. 413,164.

Patented Oct. 22, 1889.

*Fig. 1.*



*Fig. 2.*



Witnesses,

J. M. Witherspoon

*H. F. Wiley*

By his Attorneys,

Inventör,

*William C. Blee,*

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# UNITED STATES PATENT OFFICE.

WILLIAM C. BLEE, OF MANILLA, IOWA.

## END-GATE.

SPECIFICATION forming part of Letters Patent No. 413,164, dated October 22, 1889.

Application filed August 10, 1889. Serial No. 320,380. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM C. BLEE, a citizen of the United States, residing at Manilla, in the county of Crawford and State of Iowa, have invented a new and useful End-Gate, of which the following is a specification.

The invention relates to improvements in end-gates.

The object of the present invention is to provide a hinge for end-gates of simple and inexpensive construction, adapted to be securely locked to hold the end-gate in a closed position and capable of being readily released to permit the end-gate to be swung in proper position for dumping, shoveling, and to serve as a skid and a seat.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the accompanying drawings, Figure 1 is a perspective view of a portion of the body of a wagon provided with the improved hinge, the end-gate being shown in position for shoveling. Fig. 2 is a side elevation of the same, the end-gate being closed.

Referring to the drawings, A designates the body of a wagon, which is provided with an end-gate B, whose sides *b* are rabbeted at their lower ends *b'*, and engage the projecting ends of a back bottom cleat C. The end-gate B at its sides near its upper end are connected to the body A of the wagon by hinge-bars D and D', which are pivoted together and to end-gate B and the body A. The end *d* of the bar D is bolted to a strip *a'*, secured to the side of the body A, and the bolt E passes through the body and is provided with a nut F, that has an eye *f*, adapted to receive a hooked end *g* of a rod G. The end *d'* of the bar D' is pivoted to the side of the end-gate B, and the pivot H also secures to the end-gate a locking-lever I, to which the end *g'* of

the rod G is swiveled, whereby when the free end of the locking-lever is forced downward the end *g'* of the rod G is carried down beyond the pivot H, thereby securely locking the end-gate. The bar D' is provided intermediate of its length with a projection *d<sup>2</sup>*, to prevent the free end of the lever moving too far forward.

When it is desired to dump the contents of the wagon, the locking-levers are raised and the end-gate is lifted until the rabbeted portions of the side become disengaged from the back cleat, after which the lower end of the gate will swing outward; but to bring the gate into position for shoveling the rabbeted ends are not disengaged and the upper end is simply lowered, and to form a skid the gate is reversed and its upper end is brought to bear on the back cleat.

From the foregoing description and the accompanying drawings the construction, operation, and advantages of the invention will readily be seen.

What I claim is—

1. The combination, with the end-gate and the body, of the hinged bars pivoted to the end-gate and the wagon, the locking-lever, and the rod swiveled to the locking-lever and adapted to engage the body, substantially as described.

2. The combination, with the end-gate and the body, of the hinged bars pivoted to the end-gate and the wagon, the nut having an eye, the locking-lever pivoted to the end-gate, and the rod swiveled to said lever and having its free end hooked and adapted to engage the eye of the nut, substantially as described.

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

WILLIAM C. BLEE.

Witnesses:

W. B. BARSTOW,  
C. L. KERR.