

No. 749,187.

PATENTED JAN. 12, 1904.

W. B. HANLON.
COMBINED END GATE, SHOVEL BOARD, AND LIVE STOCK CHUTE.

APPLICATION FILED MAY 11, 1903.

NO MODEL.

3 SHEETS—SHEET 1.

Fig. 1

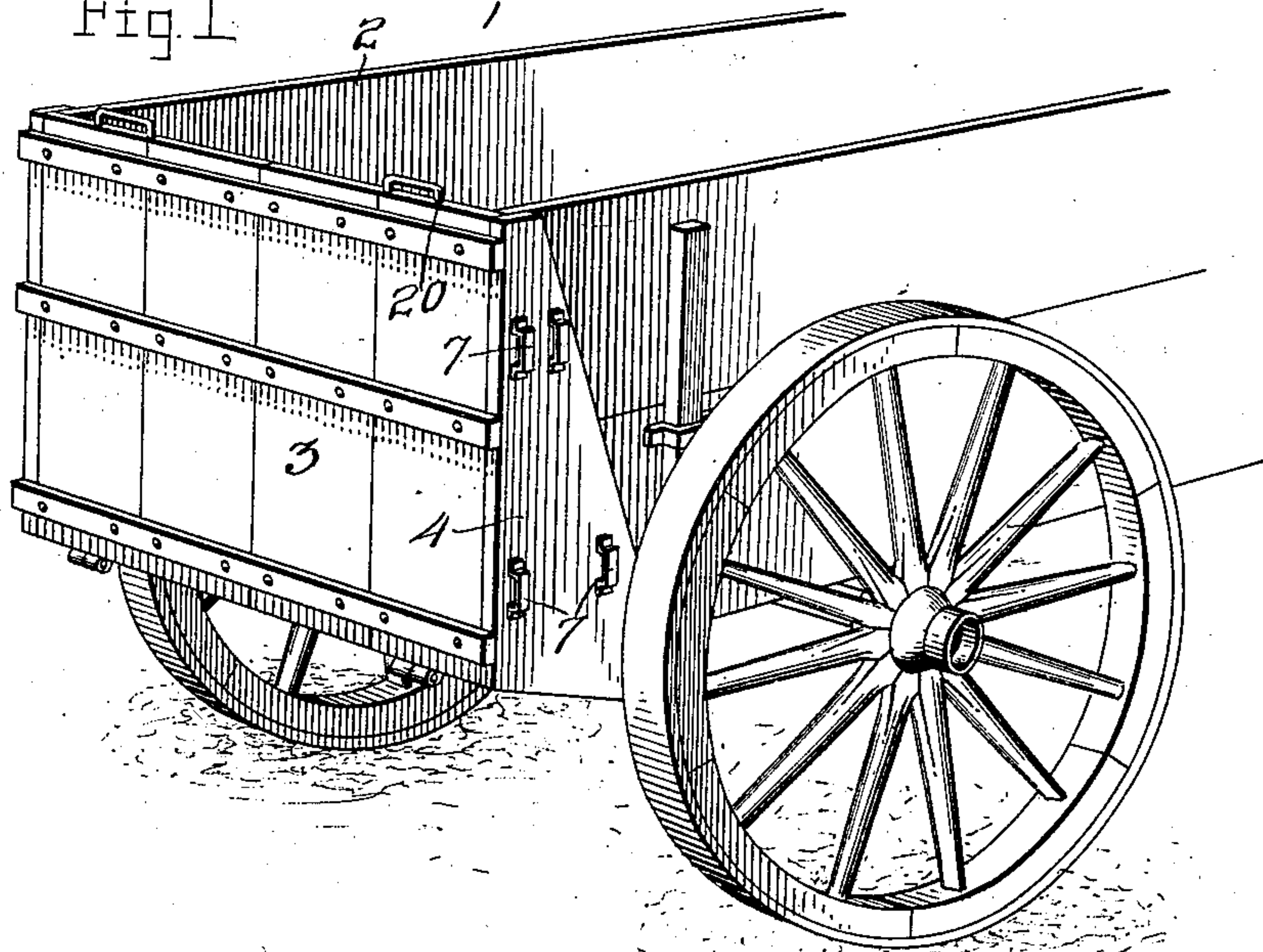
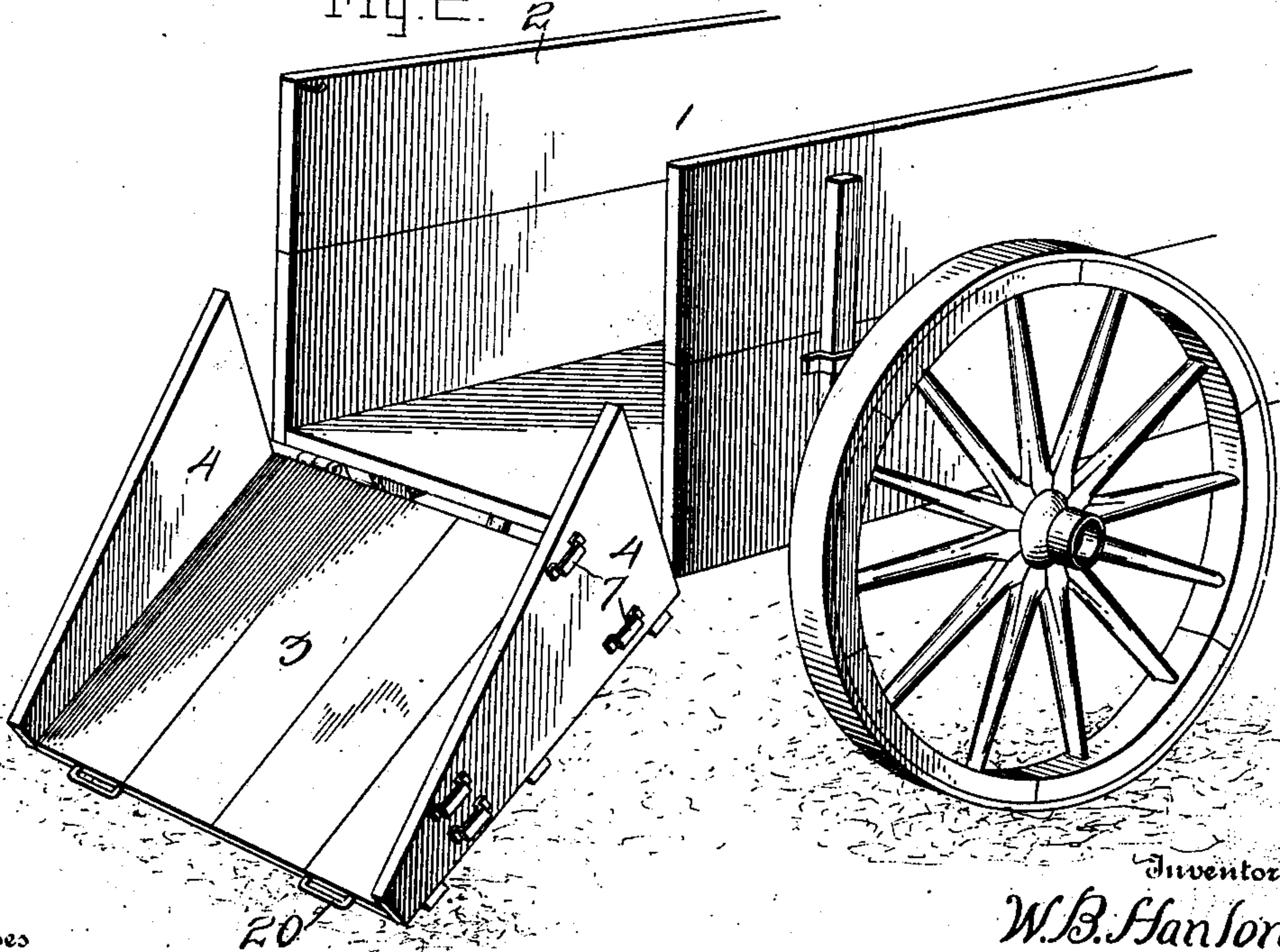


Fig. 2



Witnesses

C. H. Reichenbach.

[Signature]

By

[Signature]

Inventor

W. B. Hanlon.

Attorney

No. 749,187.

PATENTED JAN. 12, 1904.

W. B. HANLON.

COMBINED END GATE, SHOVEL BOARD, AND LIVE STOCK CHUTE.

APPLICATION FILED MAY 11, 1903.

NO MODEL.

3 SHEETS—SHEET 2.

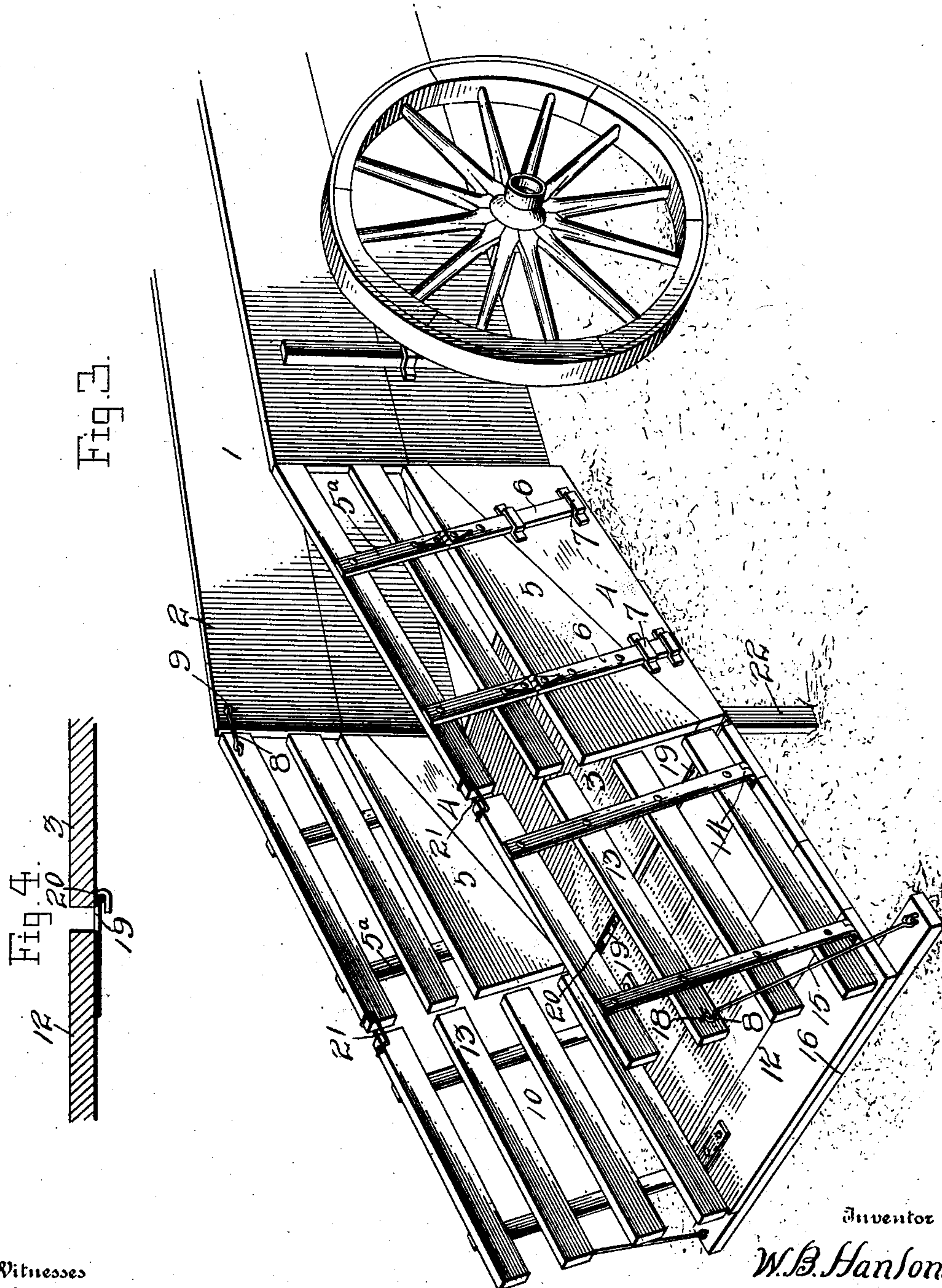
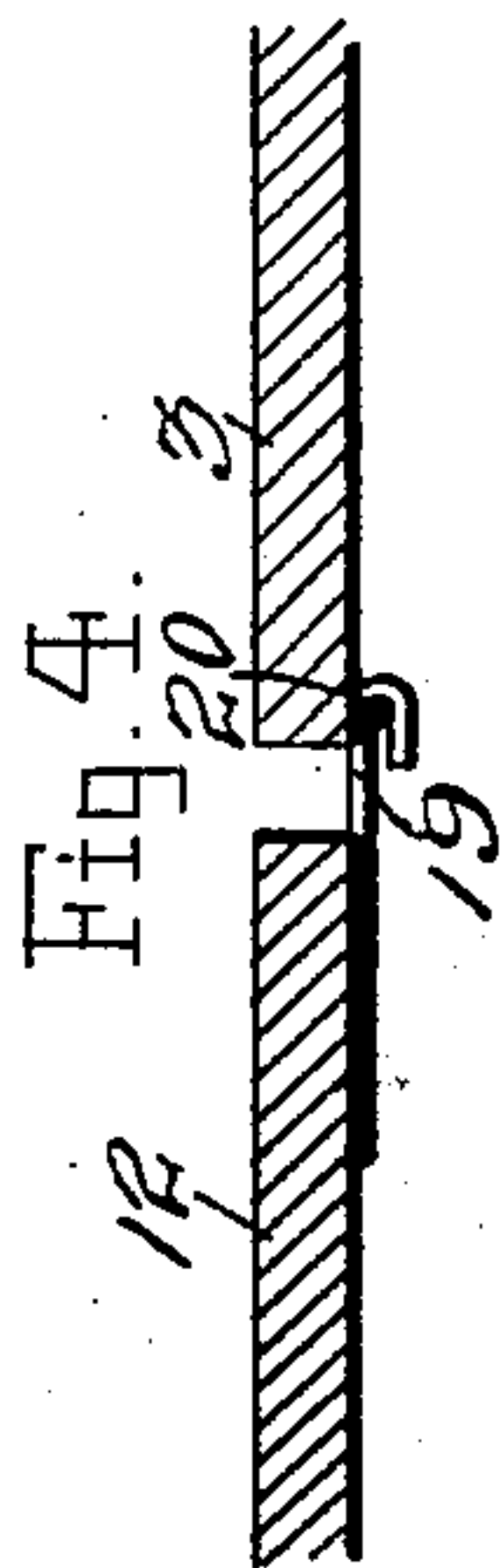


Fig. 3.



Witnesses

C. H. Reichenbach.

W. B. Hanson

By

A. B. Wilson

Inventor

W. B. Hanson.

Attorney.

No. 749,187.

PATENTED JAN. 12, 1904.

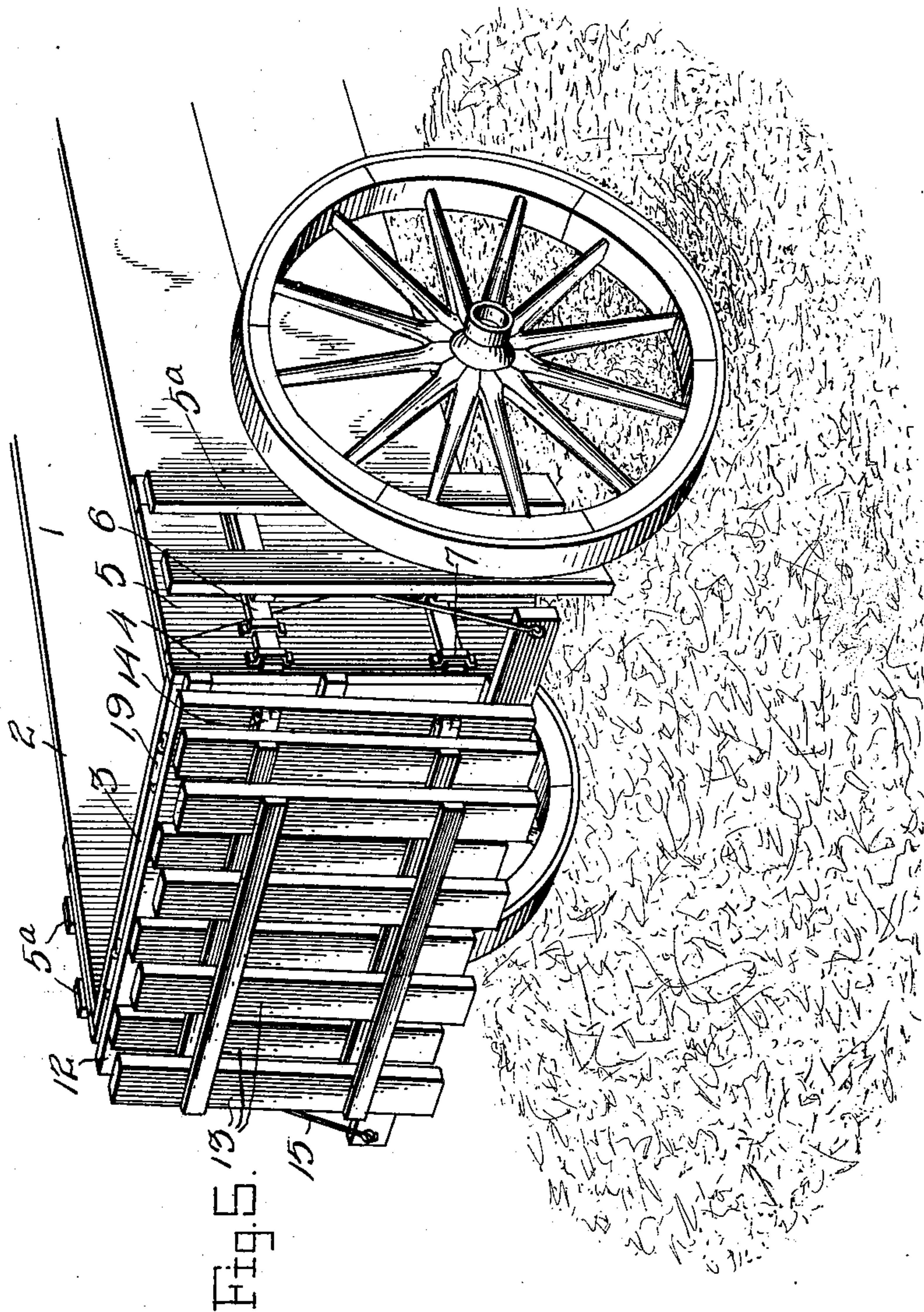
W. B. HANLON.

COMBINED END GATE, SHOVEL BOARD, AND LIVE STOCK CHUTE.

APPLICATION FILED MAY 11, 1903.

NO MODEL.

3 SHEETS—SHEET 3.



Witnesses
C. H. Reichenbach.
J. E. Wilson

Inventor
W. B. Hanlon.

By *A. H. Wilson*
Attorney

UNITED STATES PATENT OFFICE.

WABRANCE B. HANLON, OF STERLING, KANSAS.

COMBINED END-GATE, SHOVEL-BOARD, AND LIVE-STOCK CHUTE.

SPECIFICATION forming part of Letters Patent No. 749,187, dated January 12, 1904.

Application filed May 11, 1903. Serial No. 156,624. (No model.)

To all whom it may concern:

Be it known that I, WABRANCE B. HANLON, a citizen of the United States, residing at Sterling, in the county of Rice and State of Kansas, have invented certain new and useful Improvements in a Combined End-Gate, Shovel-Board, and Live-Stock Chute; and I do 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.

This invention relates to improvements in end-gates, shovel-boards, and live-stock chutes for wagons and the like.

The object of the invention is to provide an end-gate for wagons which may be adapted for use as a shovel-board, means being provided for extending the same and applying fenders or side pieces to adapt the board for use in loading stock.

A further object is to provide a board of this character which will be simple, strong, and durable, quickly arranged for use, and well adapted to the purpose for which it is designed.

With these and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be more fully described, and particularly pointed out in the appended claims, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of the rear end of a wagon, showing the device in position for use as an end-gate. Fig. 2 is a similar view showing the same in position for use as a shovel-board. Fig. 3 is a similar view showing the same arranged for use as a stock-chute. Fig. 4 is a detail section through the meeting edges of the end-gate and the floor-board of the extension, showing the hinged connection of the same. Fig. 5 is a perspective view of the rear end of a wagon, showing the attachments in folded position.

In the drawings, 1 denotes the rear end of a wagon-body. 2 denotes the sides of the same.

3 denotes the end-gate and shovel-board, hinged at its lower end to the end of the wagon-body in any suitable manner. The board or end-gate 3 is provided along its side edges

with upwardly-projecting side pieces 4, which taper or are inclined from the lower toward the upper end of the same, as shown.

Referring to Fig. 3 of the drawings, in which the device is shown in use as a stock-chute, 5 denotes fenders or side guards arranged above the side pieces 4 and removably connected thereto by means of standards or cleats 6, fixed at their upper ends to the lower portion of the fenders. The lower ends of the cleats 6 project below the side pieces and are adapted to engage sockets 7, carried by the side pieces 4 of the gate or board. The upper portion of the fenders 5 is preferably formed of slats or rails held together by cleats 5^a, and said upper portions of the fenders are hinged to the lower portion of the same and adapted to be folded back when not in use. The upper inner corners of the fenders are provided with hooks 8, which are adapted to engage eyes 9, formed on the adjacent upper corners of the wagon-body, by which means the upper portion of the fenders are held in place.

10 denotes an extension adapted to be used in connection with the end-gate when used as a stock-chute in order to form a more gradual inclination from the ground to the wagon-bottom, the said extension consisting of a floor portion 12 and upwardly-projecting slatted sides 13, hinged at their lower edges to the sides of the floor portion, as shown at 14. The sides 13 are held in an upright or open position by means of inclined brace-rods 15, hingedly connected at their lower ends to the laterally-projecting ends of a cross-piece 16, fixed to the end of the floor portion. The upper ends of the rods 15 are formed into hooks 17, which are adapted to engage eyes 18 on the sides 13 and to hold and brace the same in position. The floor portion of the extension 10 is adapted to be hinged to the end-gate by means of hooks 19, carried by said floor portion, which are adapted to engage eyes or loops 20, fixed to the edge of the end-gate in such a manner that the parts may be readily disengaged to permit the removal of the extension. The upper inner corners of the sides 13 of the extension 10 have pivoted thereto latches 21, which are adapted to be swung into engagement with the upper edges

of the guards or fenders 5 of the end-gate, thereby holding the upper portions of these parts firmly together.

22 denotes legs or props hinged to the inner edge of the floor of the extension and adapted to be swung downwardly in position to support the contiguous ends of both the end-gate and the extension-floor, the lower end of the prop being adapted to rest upon the ground.

When the end-gate is up or in closed position, the side pieces of the same are adapted to lie along the sides of the wagon out of the way, as shown in Fig. 1, the end-gate being held in this position in any suitable manner. When it is desired to use the end-gate simply as a shovel-board or skid, the same is swung downwardly until the edge thereof engages the ground, as shown in Fig. 2 of the drawings. When it is desired to load stock of any kind into the wagon, the parts are arranged as herein described and as shown in Fig. 3, forming a gradually-inclined passage from the ground to the wagon up which stock may be easily driven, the passage being protected or guarded by the guards or fenders which form the sides of the same.

When not in use as a stock-chute, the end-gate may be folded up in place, and the upper portion or rails of the fenders 5 may be swung or folded back upon the sides 4 and the fenders 5, and the extension 10 may be folded or swung back upon the end-gate, and the sides 13 of the same may be folded in upon the extension, as shown in Fig. 5 of the drawings, and in which position the parts may be carried. This arrangement and manner of carrying the parts will allow the same to be quickly and easily opened into position for use. When desired, however, they may be entirely removed, simply leaving the end-gate, as shown in Fig. 1.

From the foregoing description, taken in

connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a device of the character described, the combination with a wagon-body or the like of an end-gate hinged to the rear end of said wagon-body and adapted to be swung downwardly to form a shovel-board, side pieces fixed to said shovel-board, and guards or fenders adapted to be removably connected to said side pieces, substantially as described.

2. In a device of the character described, the combination with a wagon-body or the like of an end-gate hinged to the rear end of said wagon-body and adapted to be swung downwardly, side pieces fixed to said end-gate, foldable guards or fenders adapted to be removably connected to said side pieces, a guarded, foldable extension adapted to be removably hinged to the end of said end-gate, means for supporting the contiguous ends of the floors of said gate and said extension and means for connecting and holding and bracing, the upper portions of the side guards of the same, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

WABRANCE B. HANLON.

Witnesses:

S. CHARLES THARP,
W. L. HANLON.