No. 808,395. PATENTED DEC. 26. 1905.

G. M. LUSCOMBE.

END GATE AND SHOVEL BOARD.

APPLICATION FILED MAY 15, 1905.

2 SHEETS—SHEET 1.

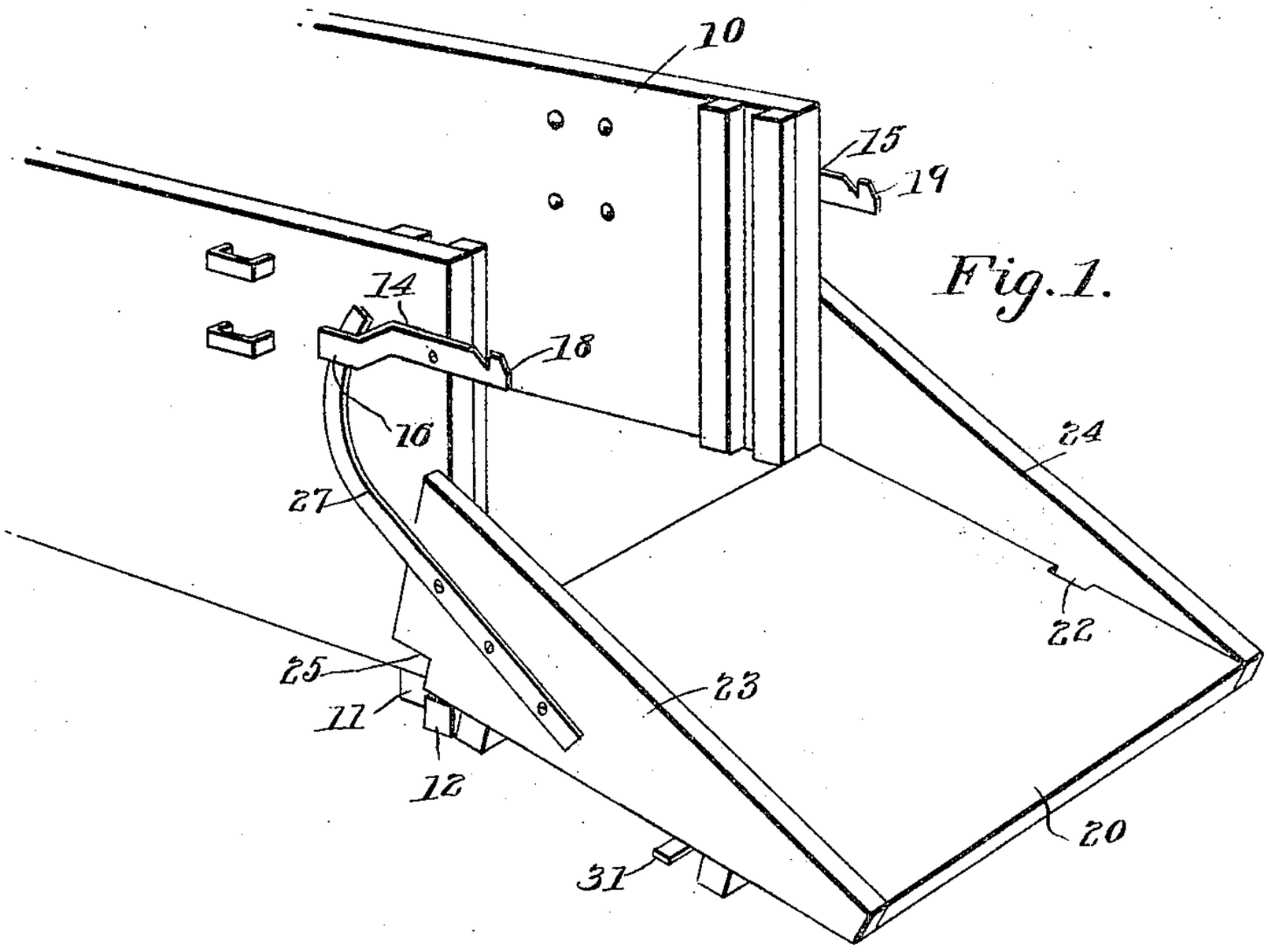

Fig. 1.

Fig. 2.

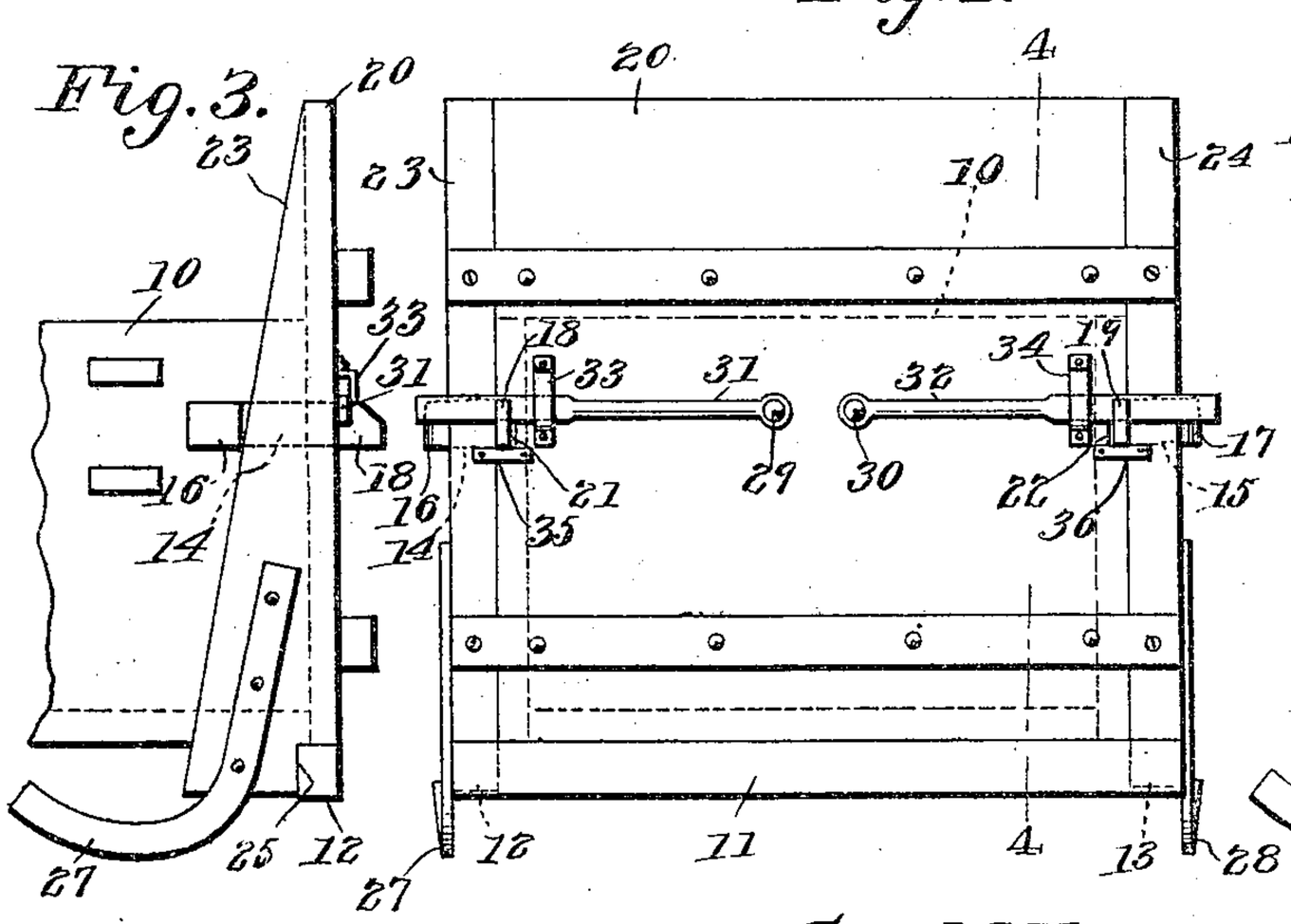

Fig. 3.

Fig. 4.

Witnesses

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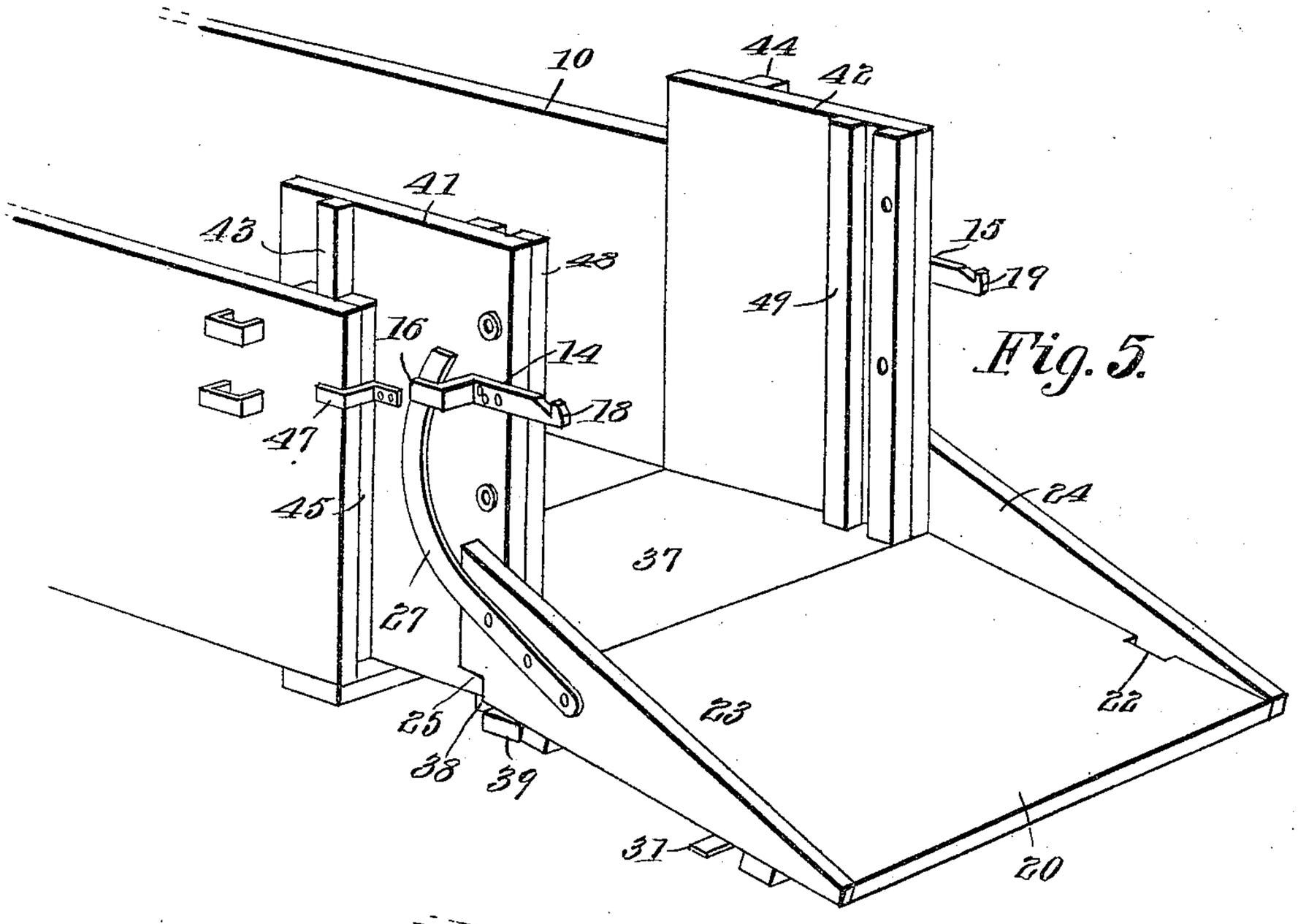
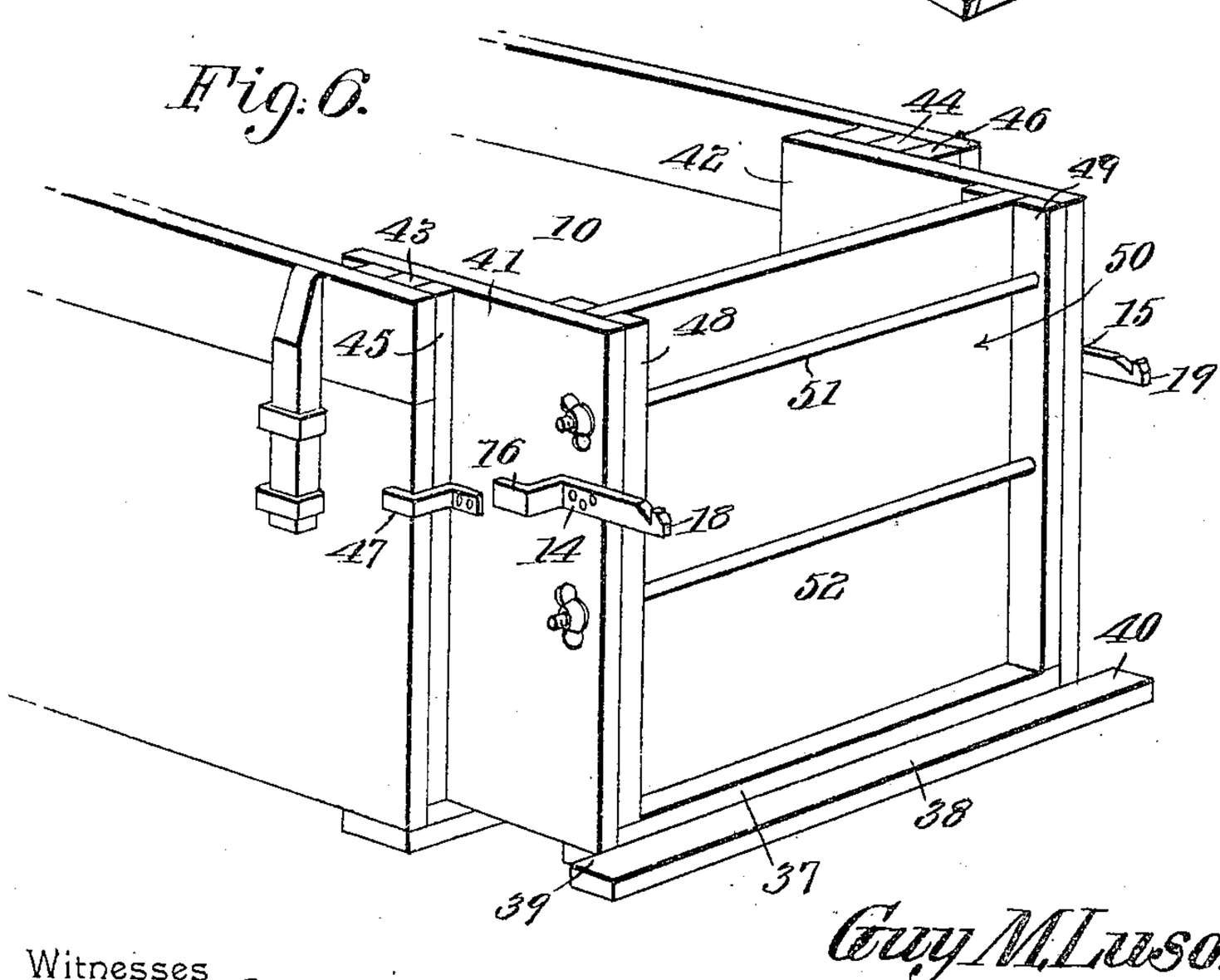


Fig. 5.

Fig. 6.



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UNITED STATES PATENT OFFICE.

GUY M. LUSCOMBE, OF RADCLIFFE, IOWA.

END-GATE AND SHOVEL-BOARD.

No. 808,395. Specification of Letters Patent. Patented Dec. 26, 1905.

Application filed May 15, 1905. Serial No. 260,535.

To all whom it may concern:

Be it known that I, GUY M. LUSCOMBE, a citizen of the United States, residing at Radcliffe, in the county of Hardin and State of Iowa, have invented a new and useful End-Gate and Shovel-Board, of which the following is a specification.

This invention relates to combined end-gates and shovel-boards for attachment to farm-wagons, and has for its object to improve the construction and increase the efficiency and facility of operating devices of this character.

With these and other objects in view, which appear as the nature of the invention is better understood, the same consists in certain novel features of construction, as hereinafter fully described and claimed.

In the accompanying drawings, forming a part of this specification, and in which corresponding parts are denoted by like designating characters, is illustrated the preferred form of embodiment of the invention capable of carrying the same into practical operation, it being understood that the invention is not necessarily limited thereto, as various changes in the shape, proportions, and general assemblage of the parts may be resorted to without departing from the principle of the invention or sacrificing any of its advantages.

In the drawings thus employed, Figure 1 is a perspective view of the rear portion of a wagon-box with the improvement applied as a shovel-board. Fig. 2 is a rear elevation with the improvement applied as an end-gate. Fig. 3 is a side view of the parts shown in Fig. 1 with the device arranged as an end-gate. Fig. 4 is a sectional detail on the line 4 4 of Fig. 2. Fig. 5 is a view similar to Fig. 1, illustrating a modified form of the construction. Fig. 6 is a perspective view of the modified structure shown in Fig. 5 with the shovel-board member detached and an ordinary tail-board substituted therefor.

In the form of the improved device illustrated in Figs. 1 and 2 the wagon-box, a portion of which is represented at 10, is provided with a rearwardly-extended bearing member 11, having the ends projecting beyond the sides of the box, as at 12 13, and in the modified structure illustrated in Figs. 4 and 5 the equivalent of this feature is attached to a supplemental bottom member 37, which forms a continuation of the bottom of the box 10, and designated by the characters 38 39 40, respectively.

In the form of the improved device illustrated in Figs. 1, 2, 3, 4 stop members 14 15 are attached to the sides of the box 10 and provided with laterally-extending hooks 16 17 at one end and barbed extensions 18 19 at the other ends, as shown.

The combined end-gate and shovel-board 20 bears by its lower edge upon the rearward extension 11 and is provided with transverse apertures 21 22, through which the barbed ends 18 19 of the members 14 15 pass when the shovel-board is closed, as in Fig. 2. Attached to the sides of the shovel-board 20 are wings 23 24 for passing outside the side members of the box 10 when closed, as in Figs. 2, 3, and 4, and engaging the hooks 16 17 of the stop members 14 15, the inner lower ends of the wings having recesses 25 26 for bearing over the projecting ends 12 13 of the bearing member 11 when the member 20 is elevated. Attached to the wing portions of the shovel-board member are curved hooked bars 27 28 for engaging the latter terminals 16 17 of the stop members 14 15 when the shovel-board is depressed, and thus limit the downward movement and firmly support the member 20 in position as a shovel-board, as shown in Fig. 1. Pivoted at 29 30 to the rear face of the member 20 are latch-bars 31 32, operating beneath keepers 33 34 and engaging the recesses in the barbed terminals of the stop members, as shown in Figs. 2, 3, and 4, and thus locking the member 20 in position as an end-gate. The apertures 21 22 in the member 20 are provided with metal wear-strips 35 36 to receive the impact of the members 18 19 and prevent wear of the wood of which the member 20 is constructed.

It will thus be obvious that a simply-constructed and efficient combined end-gate and shovel-board is produced which may be quickly changed from one to the other when required and without detaching any of the parts. The device may be readily applied to any size of wagon-box, as will be obvious.

In the modified structure shown in Figs. 5 and 6 supplemental side members 41 42 are attached to a bottom member 37, heretofore mentioned, and provided with exterior vertical ribs 43 44 for bearing between the usual end-gate guide members 45 46 of the wagon-box. The supplemental side members 41 42 are provided with keepers 47, one only being shown, to bear over the rear ends of the sides of the wagon-box and assist in holding the members 41 42 in position. The stop members 14 15 are attached to the members 41 42

for receiving the curved members 27 28 in the same manner and operating to produce the same results as in the form of structure shown in Figs. 1, 2, 3, and 4. The notched ends 25 26 of the wings 23 24 bear over the extensions 39 40 in the modified structure and operate in the same manner as in the structure shown in Figs. 1 to 4. The supplemental side members 41 42 are provided with spaced guide-ribs 48 49 for receiving an end-gate 50 of the usual form, the latter held in position by the bolts 51 52. Thus provision is made for employing the wagon-box in the ordinary manner and with an ordinary end-gate instead of the combined shovel-board and end-gate, if required.

Having fully described the invention, what is claimed is—

1. In a device of the class described, a wagon-body having a bearing member extending rearwardly of and beyond the sides of the same, stop members connected to the sides of the body and having lateral extensions at one end, a combined shovel-board and end-gate bearing upon the rearwardly-extending portion of said bearing member and having side wings for bearing against the laterally-extended portions of said stops and likewise provided with terminal recesses for engaging the projecting ends of said bearing member when the shovel-board is elevated, bars connected rigidly to said side wings for engaging said lateral projections of said stop members when the shovel-board is depressed, and fastening means for holding the shovel-board closed.

2. In a device of the class described, a wagon-body having a bearing member extending rearwardly of and beyond the sides of the same, stop members connected to the sides of the body and having lateral extensions at one end and barbed extensions at the other end, a combined shovel-board and end-gate bearing upon the rearwardly-extending portion of said bearing member and with apertures for receiving said barbed extensions and provided with side wings for bearing against the laterally-extended portions of said stop members, said side wings having terminal recesses for engaging the lateral extensions of said bearing member when the shovel-board is elevated, latches swinging upon said shovel-board for engaging said barbed extensions, and bars connected rigidly to said side wings for bearing against the lateral extensions of said stop members.

3. In a device of the class described, a wagon-body having end-gate guides upon the interior of its sides, supplemental side members connected by a supplemental floor member and provided with guide-ribs for bearing between said end-gate guides, keepers connected to said supplemental side members and bearing over the side members of said body, a bearing member extending rearwardly of and beyond the ends of said supplemental floor members, stop members connected to said supplemental sides and having lateral extensions at one end, a combined shovel-board and end-gate bearing upon the rearwardly-extended portion of said bearing member and having side wings for bearing against the extended portions of said stops and likewise provided with terminal recesses for engaging the projecting ends of said bearing member when the shovel-board is elevated, bars connected rigidly to said side wings for bearing against the lateral projections of said stop members when the shovel-board is depressed, and fastening means for holding the shovel-board closed.

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

GUY M. LUSCOMBE.

Witnesses:
D. L. RIERSON,
K. O. PRESCOTT.