IRA F. SEBRING, OF ROSSVILLE, KANSAS.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 674,320, dated May 14, 1901.

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To all whom it may concern:

Be it known that I, IRA F. SEBRING, a citizen of the United States, residing at Rossville, in the county of Shawnee and State of Kansas, have invented a new and useful End-Gate for Wagons, of which the following is a specification.

My invention is an improved end-gate for wagons; and it consists in the peculiar construction and combination of devices herein-after described and claimed.

The object of my invention is to provide an improved end-gate which is adapted to be used as a shoveling-board on which to stand when shoveling material, such as ear-corn or the like, into or out of a wagon and which is provided with downwardly and outwardly opening hinged wings, which when the end-gate is lowered may be opened to facilitate the unloading of the wagon.

In the accompanying drawings, Figure 1 is a perspective view of an end-gate embodying my improvements, showing the same closed on the end of a wagon-bed. Fig. 2 is a vertical sectional view of the same, showing the end-gate in a vertical position and the hinged wings thereof open. Fig. 3 is a side elevation of the same, showing the end-gate lowered to nearly a horizontal position and the hinged wings therein closed, the end-gate being disposed for use as a shoveling-board. Fig. 4 is a perspective view of a modified form of my invention. Fig. 5 is a sectional view of the same. Figs. 6 and 7 are detail views of the stops which coact with the locking-bar to secure the wings in closed position.

The end-gate 1 is provided with a pair of outwardly-opening wings 2, which are hinged to the side portions 3 of the gate, as at 4. One of the wings 2 has a bar 5, which is bolted or otherwise secured thereto, and said bar extends across the outer side of the other wing when the wings are closed and engages a staple or eye 6 on one side of the gate, the said bar being preferably provided also with a hook or other similar device 7 for engaging said staple or eye and thereby locking the bar and the wings in a closed position.

The side portions 3 of the gate are connected together on their upper and lower sides by metallic straps 8, which are preferably made of angle-iron and against which the wings 2 bear when the latter are closed. The ends 9 of the gate, which overlap and bear against the sides of the wagon-bed, which is indicated at 10, are here shown as provided with rabbets 11 in their lower outer corners, which rabbets engage the projecting ends 12 of the usual cross-bar 13 on the under side of the wagon-bed, at the rear end thereof. The said rabbets and the projecting ends of the said cross-bar serve to attach the end-gate to the wagon-bed and adapting the end-gate to be disposed in a vertical position across the rear end of the wagon-bed or to be lowered to a substantially horizontal position for the discharge of the contents of the wagon or for use as a shoveling-board. Furthermore, this construction adapts the end-board to be readily detached from the wagon-bed. The end-gate may, however, be hinged or otherwise suitably connected to the wagon-bed, and I do not limit myself in this particular.

Hooks 14 are pivotally connected to the side portions 3 of the gate, at as at 12, and each of the said hooks is provided with a hinge-joint at a suitable distance from its pivotal end. The said hooks pass through and are adapted to engage eye 14 on the sides of the wagon-bed at a suitable distance in advance of the points at which said hooks are connected to the side portions 3, and said hooks, when the end-gate is lowered to substantially a horizontal position, as shown in Fig. 3, by engagement with the eyes 14, serve to support the end-gate, as will be understood. When the end-gate is closed to a vertical position across the rear end of the wagon-bed, the short inner sections of the hooks pass through the said eyes 14, and the longer outer sections of said hooks are engaged with eyes 15, with which the sides of the end-gate are provided, thereby securing the end-gate in a closed position, as shown in Fig. 1.

It will be understood from the foregoing that the end-gate may be either partially opened by opening one or both of its wings 2 in order to discharge a load from the wagon-bed while the end-gate remains in a vertical position across the rear end of the wagon-bed or the said wings may be opened and swung down from the gate when the latter is lowered and a load is being discharged from the wagon-bed, and it will be furthermore understood...
that the end-gate when lowered and supported, as shown in Fig. 3, may be used as a shoveling-board.

In the modified form of my invention shown in Fig. 4 the metallic straps 8, which connect the side portions 3 of the gate, are provided, respectively, with stops 8 8'. The hinged wing 2 has a cleat or batten board 9, which, when the wings are closed bears against the outer side of the wing 2 and overlaps the joint between the two wings. A locking-bar 5 is disposed on the outer side of the said batten-board and is pivoted thereto, as by a bolt 5'. The lower end of the said locking-bar is adapted to engage the stop 8. The upper end of the said locking-bar is provided with a spring-handle 5', which is guided in a keeper 16. When the locking-bar is turned to its vertical locking position, said spring-handle engages with the stops 8' at the same time that the lower end of said locking-bar engages the stop 8', and hence the wings are effectually locked when closed. By manually tripping the spring-handle to thereby disengage the locking-bar from the stops 8' said locking-bar may be readily and instantly disengaged from the stop 8', hence releasing the wings and permitting them to be opened, as will be understood.

Having thus described my invention, I claim—

1. The combination with a wagon-bed, of an end-gate pivotally supported at its lower side, and thereby adapted to be swung downwardly to open the end of the wagon-bed and raised to close the same, said gate having a pair of outwardly-opening wings hinged thereto at their sides, substantially as described.

2. The combination with a wagon-bed of an end-gate thereon adapted to be raised and lowered to close and open the rear end thereof, said end-gate having outwardly-opening hinged wings and means to support said end-gate when adjusted, substantially as described.

3. A wagon end-gate comprising the side portions 3, bars 5 connecting said side portions together at their upper and lower sides, outwardly-opening wings 2 hinged to the said side portions 3 and means to secure said wings when closed, in combination with a wagon-bed to which the end-gate is attached and adapted to engage eyes with which the wagon-bed is provided, said hooks supporting and securing said end-gate, for the purpose set forth, substantially as described.

4. An end-gate pivotally mounted at its lower side and adapted to be lowered to form a shoveling-board, and raised, to close the rear end of a wagon-bed, said gate having hinged wings adapted to open in opposite directions and means to lock said wings together and to the said end-gate, when said wings are closed, substantially as described.

5. An end-gate pivotally mounted at its lower side and adapted to be lowered to form a shoveling-board, and raised, to close the rear end of a wagon-bed, said gate having hinged wings adapted to open in opposite directions, said end-gate having stops, and a locking-bar mounted on one of said wings and adapted to engage said stops, substantially as described.

6. An end-gate pivotally mounted at its lower side and adapted to be lowered to form a shoveling-board, and raised, to close the rear end of a wagon-bed, said gate having hinged wings adapted to open in opposite directions, said end-gate having stops, on its upper and lower side, a locking-bar pivotally mounted on one of said wings and adapted to engage the lower stop, said locking-bar having a spring detent or catch, adapted to engage the upper stop, as said locking-bar is turned into engagement with the lower stop, substantially as described.

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

I. F. SEBRING.

Witnesses:
J. E. TAYLOR,
BERT PARKS.