

(No Model.)

J. STONE.  
END GATE FOR WAGONS.

No. 372,991.

Patented Nov. 8, 1887.

Fig. 1

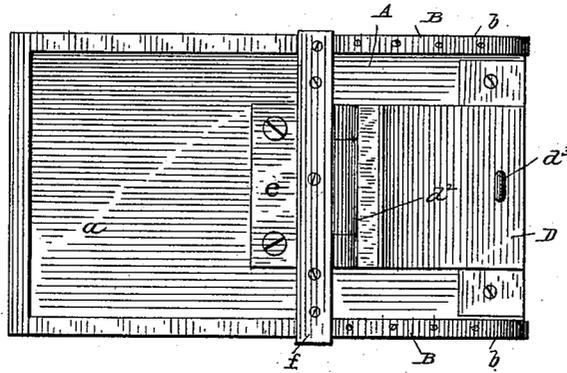


Fig. 2

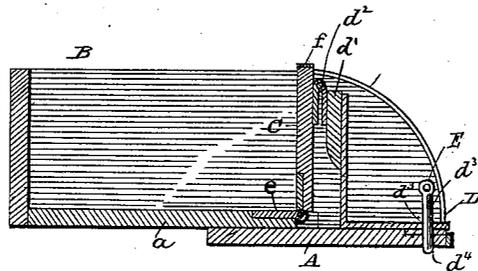


Fig. 3

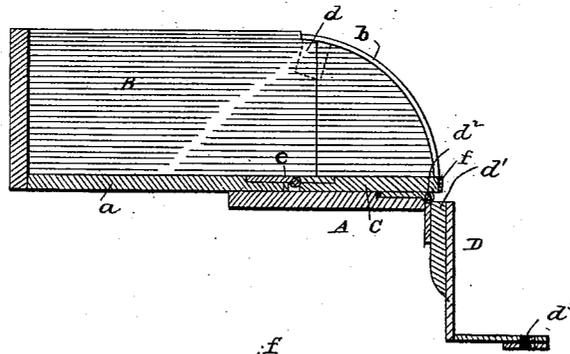
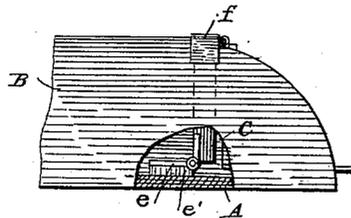


Fig. 4



WITNESSES

Edwin L. Yewell,  
Frank N. Warder

INVENTOR

John Stone  
By *[Signature]*  
Attorneys.

# UNITED STATES PATENT OFFICE.

JOHN STONE, OF PLATTSBURG, MISSOURI.

## END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 372,991, dated November 8, 1887.

Application filed August 26, 1887. Serial No. 247,957. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN STONE, a citizen of the United States of America, residing at Plattsburg, in the county of Clinton and State of Missouri, have invented certain new and useful Improvements in End-Gates for Vehicles, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention pertains to certain new and useful improvements in end-gates for wagons; and it consists of the detailed construction of the same, substantially as hereinafter set forth, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a plan view of my invention. Fig. 2 is a longitudinal sectional view of the same. Fig. 3 is a similar view thereof with the gate lowered or open. Fig. 4 is a modification of my invention.

In the organization of my invention I provide an attachment for the rear end of the vehicle-body, which constitutes an extension thereof. It consists of a bottom, A, and two sides, B B. The bottom A at its inner end underlaps and is connected to the outer end of the vehicle or wagon bottom *a*. The sides B B, which are inclined upon their upper edges downward and outward to their lower rear ends, abut at their inner vertical ends against the rear ends of the sides of the vehicle-body, being braced thereto by metal straps *b b*. These straps are laid and secured upon the upper inclined edges of the sides B B, re-enforcing and protecting the same, and are provided at their outer sides, at the upper ends, with flanges *d*, which extend obliquely across the joint between the sides B B and the vehicle sides and are bolted to the latter.

C is the end-gate, centrally connected at its bottom edge to the rear end of the vehicle-bottom proper by a hinge, *e*, so that the gate is thus located or disposed some distance inward from the extreme rear end thereof, permitting it to rest, when lowered, upon the bottom of the extension or attachment. The top edge of the gate C is armed with a metal plate or strap, *f*, the ends of which extend beyond the same and the upper edges of the vehicle-body sides

and are bent or extended down alongside of and brace the latter.

D is a step-like plate or prop bolted to a backing or thickness of wood, *d'*, which is hinged, as at *d''*, to the rear side of the end-gate at its upper edge, thus permitting the plate, with its backing, to fold flush against the rear side of said gate and its lower stepped portion to rest upon the bottom A of the extension or attachment, for the purpose presently seen. The said stepped portion of the plate D is provided with an aperture, *d'''*, through which and a coincident aperture, *d''''*, in the bottom A of plate A' in the extension or attachment is inserted a bolt, E, to effect the securing of the gate in position when the latter is closed.

As shown in Fig. 4, in lieu of making the extension A B B separate from the vehicle-body, it may be integral therewith, the end-gate in that case being hinged to a separate piece or strip, *e'*, fastened crosswise to the bottom of the said body.

This invention is especially designed for and has special advantages in loading and unloading hogs and the like, as also for hauling corn, &c.

I claim as my invention—

1. The end-gate attachment for vehicles, which consists of the hinged end-gate provided with a hinged stepped plate adapted to be bolted or connected to the body of the vehicle, substantially as shown and described.

2. The combination, with a vehicle-body, of the extension or attachment comprising the bottom, underlapping the vehicle-body bottom, and the sides braced to the sides of the body, the end-gate hinged to the body-bottom, and the apertured stepped plate hinged to the upper edge of the end-gate and adapted to be bolted to the extension or attachment bottom, substantially as shown and described.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN STONE.

Witnesses:

W. H. LYONS,  
C. L. PORTER.