

(No Model.)

W. H. CLARK.
COMBINED END GATE AND SCOOP BOARD.

No. 502,067.

Patented July 25, 1893.

FIG. 1.

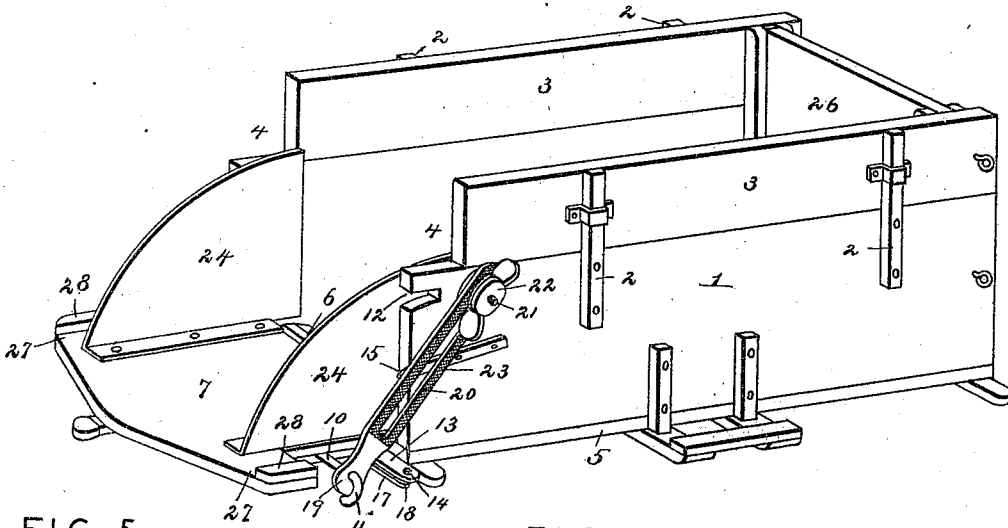


FIG. 5.

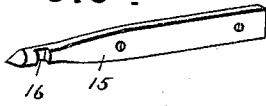


FIG. 2.

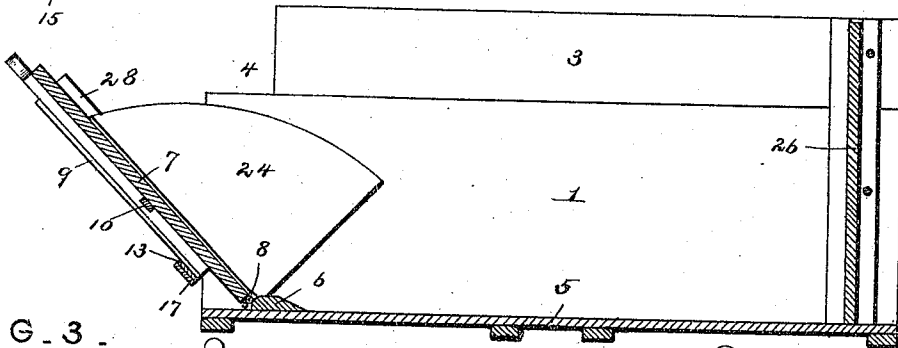


FIG. 3.

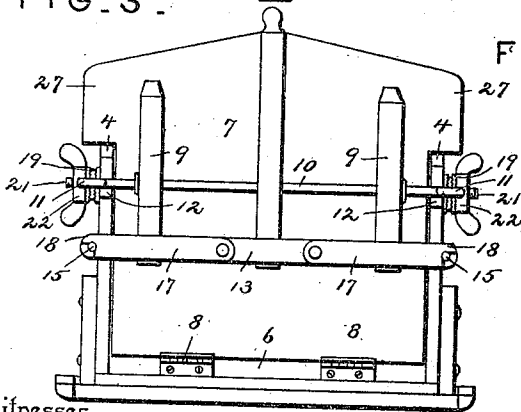
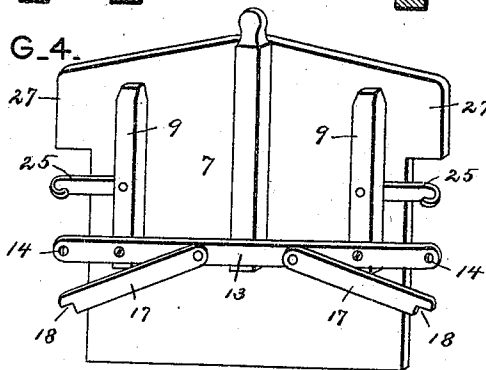


FIG. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM H. CLARK, OF STAR CITY, INDIANA.

COMBINED END-GATE AND SCOOP-BOARD.

SPECIFICATION forming part of Letters Patent No. 502,067, dated July 25, 1893.

Application filed April 14, 1893. Serial No. 470,351. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. CLARK, a citizen of the United States, residing at Star City, in the county of Pulaski and State of Indiana, have invented a new and useful Combined End-Gate and Scoop-Board, of which the following is a specification.

This invention relates to combined end gates, dashes and scoop boards, and has for its object to provide convenient means in connection with either end of a wagon body to make it convenient in scooping up corn, potatoes and the like, and also adapt the same for carrying long lengths of lumber; the parts being simple and effective in their construction and operation, strong and durable and comparatively inexpensive.

With these and other objects in view, the invention consists of the construction and arrangement of the parts as will be hereinafter more fully described and claimed.

In the drawings—Figure 1 is a perspective view of a wagon body showing the improved end gate and scoop board applied to the front thereof to form a dash, and as open. Fig. 2 is a central longitudinal section of the device as shown in Fig. 1, and illustrating the combined device at a different angle. Fig. 3 is an end elevation, showing the combined device in closed position. Fig. 4 is a detail perspective view of the end gate disconnected and showing a different form of construction in connection therewith. Fig. 5 is a detail perspective view of one of the catches disconnected.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

Referring to the drawings, the numeral 1 designates the body of a wagon, which as shown is provided with standards 2 that support side-boards 3 which are shorter than the length of the body to provide open angles 4 at the opposite sides of the said body. To the bottom 5 of the body at one end, it being the front end as shown, is secured a cleat 6, to which is hinged an end 7 by hinges 8, that are connected to the lower edge of said end and to the said cleat. The said end may serve either as the end gate or the dash, but as shown it forms the dash combining therewith a scoop board, which constitutes the novelty of the in-

vention. The said end 7 has secured thereto a series of vertically disposed strips or cleats 9 that have openings therethrough intermediate of the ends thereof, through which is passed a steel rod 10 having hooked outer ends 11, the said outer ends of the rod being arranged to pass into slots 12 in the ends of the sides of the body. To the lower parts of the said strips or cleats 9 is a metallic catch bar 13 having openings 14 in the opposite ends thereof, that are engaged by the projecting ends of catches 15 having shoulders 16 formed thereon by notching the same as clearly shown. On the said catch bar are pivotally mounted a pair of latches 17 that extend outwardly in opposite directions, and are formed with shouldered engaging ends 18 to take over the shoulders 16 of the catches 15, to thereby lock the end 7 in closed position. It will be observed that the catch bar 13 is supported in such a plane, that when the end 7 is closed the said bar will be brought against the ends of the opposite sides of the body, and in proper position to have the openings 14 in the ends thereof engage the projecting ends of the catches 15.

The opposite hooked ends of the rod 10 engage eyes 19 formed in the outer ends of elongated slotted hangers 20, through the slots of which pass bolts 21 having thumb or wing nuts 22 thereon to clamp the said hangers 20 in adjusted position. The outer surfaces of the said hangers are roughened as at 23, and the inner engaging faces of the thumb or wing nuts are in like manner roughened to form a firm clamping action between the said nuts and the hangers to insure holding the latter in immovable adjusted position. When it is desired to open the end 7, whether it be the dash or the end gate and carrying the scoop board therewith, the said nuts 22 are released or loosened, and the hangers are then permitted to freely move over the bolts 21, and it will be understood that the said end 7 can be held at any angle of adjustment by clamping the said nuts 22 against the hangers.

To the inner side of the end 7 are secured wooden or metallic guards 24 of segmental form that extend upwardly any distance, but preferably above the top of the wagon body and form with the said end the scoop board. The said guards 24 are positioned in such

manner on the inner side of the end as to fit snugly against the opposite sides of the body when the said end is closed, and when the end is opened the sides of the body are extended and adapt the same for scooping up corn, potatoes and the like.

As shown in Fig. 4 the rod 10 is replaced by hooked lugs 25 that serve the same purpose, but in their use may be more quickly and readily applied and take up less room. It will also be observed that the lower edge of the end 7 is hinged at such an elevation on the cleat 6, that when let down in a horizontal position it will make a flush fitting with the upper termination with the said cleat, and the latter being beveled on its upper side toward the bottom 5, thereby provides ready access and means for filling the body or emptying the same of its contents. The opposite end 26 is removable, and it will be observed that by this means very long lengths of timber can be placed within and carried by the body. The end 7 is also formed with an upper angular extension 27 to fit over the open angle 4 on each side of the upper part of the body formed in a manner as heretofore set forth, and to the inner parts of the said angular ends 27 are secured cleats 28 that bear against the outer sides of the opposite ends of the side boards 23 and hold the latter in place to prevent the same from springing apart, and also snugly keep the end 7 in immovable connection with the body.

As previously stated the form of end 7 and scoop board may be applied to either end of the wagon bed, and when applied on the rear end it will extend upwardly only as high as the lower bed, but when employed in the position shown in the accompanying drawings it is extended up as high as the side boards, and has the center thereof curved upwardly to increase the height of the same at this point, and thereby provide a convenient and practicable form of dash.

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 described the invention, what is claimed as new is—

1. In a device of the class described, the combination with a wagon body, of a cleat

mounted on the bottom thereof, an end hinged at its lower edge to said cleat, adjustable hangers movably connected to the opposite sides of said end, catches secured to the body, a catch-bar attached to the said end, and latches pivotally connected to the said catch bar and adapted to engage the said catches, substantially as described.

2. In a device of the class described, the combination with a wagon body, of an end hinged thereto, catches connected to said body, a catch bar attached to said end and having openings in the opposite ends of the same through which said catches pass, and latches pivotally connected to said catch bar and having shouldered ends to engage said catches, substantially as described.

3. In a device of the class described, the combination with an end having metallic guards to form therewith a scoop board, of hooks projecting from opposite sides thereof, elongated slotted hangers having eyes therein to engage the said hooks and formed with roughened surfaces, clamping devices also roughened and arranged to engage the said hangers, and securing devices for holding the said end in closed position and coacting with the wagon body, substantially as described.

4. In a device of the class described, the combination with a wagon body, of a cleat secured to one end of the bottom thereof, an end hinged to said cleat above the bottom, hooks projecting from the opposite sides of said end, elongated slotted hangers having eyes engaging said hooks and provided with roughened surfaces, clamping devices with roughened surfaces engaging said hangers, a catch bar attached to the said end and having openings in the opposite ends of the same, catches secured to the said body and arranged to project through the said openings of the catch bar, and latches pivotally connected at their inner ends to the said catch bar and arranged to have their outer ends engage the said catches, substantially as described.

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

WILLIAM H. CLARK.

Witnesses:

CHAS. H. HEWARD,
S. H. HEWARD.