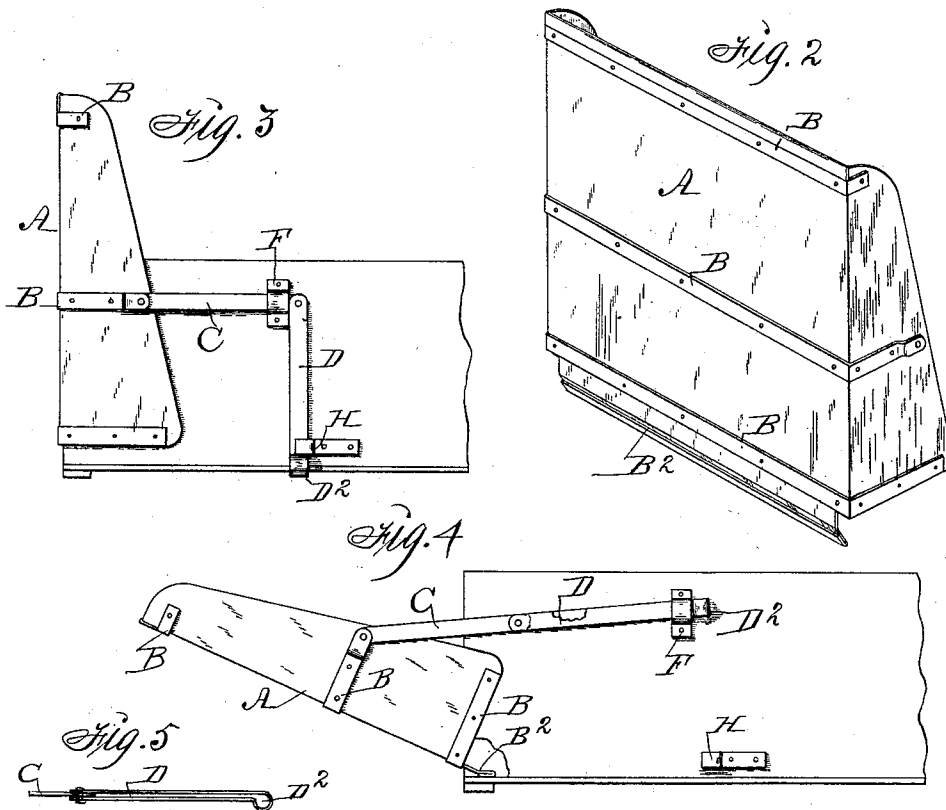
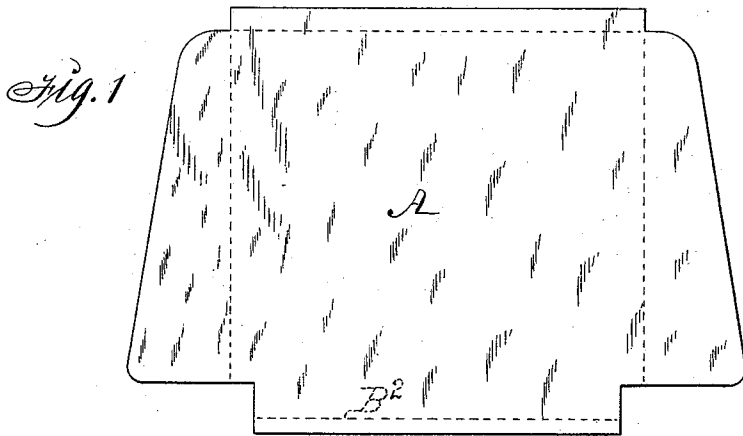


(No Model.)

G. S. SNEER.
WAGON END GATE.

No. 482,835.

Patented Sept. 20, 1892.



Witnesses:
W. J. Sankey.
R. H. Orwig }

Inventor: George S. Sneer,
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UNITED STATES PATENT OFFICE.

GEORGE S. SNEER, OF MARENGO, IOWA.

WAGON END-GATE.

SPECIFICATION forming part of Letters Patent No. 482,835, dated September 20, 1892.

Application filed December 22, 1891. Serial No. 415,900. (No model.)

To all whom it may concern:

Be it known that I, GEORGE S. SNEER, a citizen of the United States of America, residing at Marengo, in the county of Iowa and State of Iowa, have invented a new and useful Wagon End-Gate and Shoveling-Board, of which the following is a specification.

My object is to produce a simple, strong, and durable metal end-gate and shoveling-board which may be readily and quickly applied to a wagon-box and so arranged as to produce a tight joint between the end-gate and the bottom of the wagon without applying any extraneous device whatever to the bottom of the wagon-box.

My invention consists, primarily, in forming an end-gate from a single piece of sheet metal and in the construction of the locking and supporting device and in certain other details of construction, as hereinafter more specifically set forth, pointed out in my claims, and illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of the sheet-metal blank from which the end-gate is formed. The dotted lines show where the metal is to be bent. Fig. 2 is a perspective view of the complete end-gate. Fig. 3 is a side elevation of the end-gate applied to the rear end of a wagon-box and in a closed and locked position. Fig. 4 is a similar view with the end-gate supported in an approximately horizontal position as required for use as a shoveling-board, a portion of the wagon-box being removed to show the connection between the end-gate and the bottom of the wagon-box. Fig. 5 is an edge view of one of the locking and supporting devices.

The reference-letter A is used throughout the drawings to designate the body or rear portion of the gate. Its top portion is preferably doubled over to increase its strength, and the reinforcing-pieces B, preferably made of iron, are secured to its outside surface by means of rivets.

The bottom portion of the end-gate is doubled at B², as required, to increase its strength, and inclined forward at such an angle as to lie parallel with the bottom of the wagon-bed when the end-gate is extended in an approximately horizontal position, as required for use as a shoveling-board. This construction adapts the end-gate to produce a tight con-

nection between its lower edge and the bottom of the wagon-box either when the end-gate is open or closed.

It will be obvious that any ordinary fastening device may be used in connection with this end-gate; but as the most convenient and practical means for the purpose I shall proceed to describe the device illustrated in the drawings. The central one of the reinforcing-braces B is bent outward at its ends and perforated.

C represents a flat metal arm pivoted to one end of the said brace.

D represents a flat metal arm doubled and having its ends perforated and adapted to admit the arm C between them, as required, to produce a hinged joint. Its free end is formed into a loop D².

F represents a metal loop fixed to the side of the wagon-box and adapted to admit the arm D to be extended therethrough, the loop D² on the end of the said arm being large enough to engage the loop F, and thereby support the end-gate when in use as a shoveling-board. It will also be obvious that the end-gate may be locked in a closed position by raising the arm D as a lever and fulcruming it on the loop F. H is a hook secured to the wagon-box and adapted to admit and retain the end of the said lever D.

It will be obvious that one of the principal advantages of my end-gate and shoveling-board is in producing a tight joint where it connects with the bottom of the box. It will also be obvious that the outer arms of the locking and supporting device being formed of flat metal and doubled will be easily constructed and adapted to resist more strain applied edgewise, as required in locking the end-gate, than if formed of round metal bars containing the same amount of metal.

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

1. An improved wagon end-gate composed of a single piece of sheet metal having integral wings at its sides, an incline at its bottom and provided with means for connecting it with a wagon-box.

2. An improved wagon end-gate composed of a single piece of sheet metal doubled at its top and bottom edges to increase its strength

and provided with means for connecting it with a wagon-box.

3. An improved wagon end-gate composed of a single piece of sheet metal doubled at its top and bottom edges, provided with reinforcing-pieces at its rear, and also with means for connecting it with a wagon-box.

4. An improved locking and supporting device for an end-gate and shoveling-board, comprising a flat metal strip extended around the rear of the end-gate, bent outward and perforated at its ends, a flat metal arm pivoted to each of the said ends, and flat metal arms doubled and adapted to admit the aforesaid arms between their ends and allow them to be pivoted therein and having their free ends formed into loops, a loop fixed to each side of the wagon-box and adapted to admit the said arms to be moved therein and to engage the said loops on the ends of the arms and sup-

port the device when used as a shoveling-board, and a hook secured to each side of the wagon-box, adapted to admit and retain the free ends of the doubled arms and thereby secure the end-gate to the wagon, substantially in the manner set forth, for the purposes stated.

5. An improved wagon end-gate and shoveling-board comprising an end-gate formed of a single piece of metal doubled at its top and bottom, having its bottom edge inclined forward, for the purposes stated, reinforcing-pieces on its rear surface, and the locking and supporting devices, all constructed and combined substantially as set forth in the specification.

GEORGE S. SNEER.

Witnesses:

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