

(No Model.)

2 Sheets—Sheet 1.

F. B. CUNNINGHAM.
END GATE FOR WAGONS.

No. 469,903.

Patented Mar. 1, 1892.

Fig. 1.

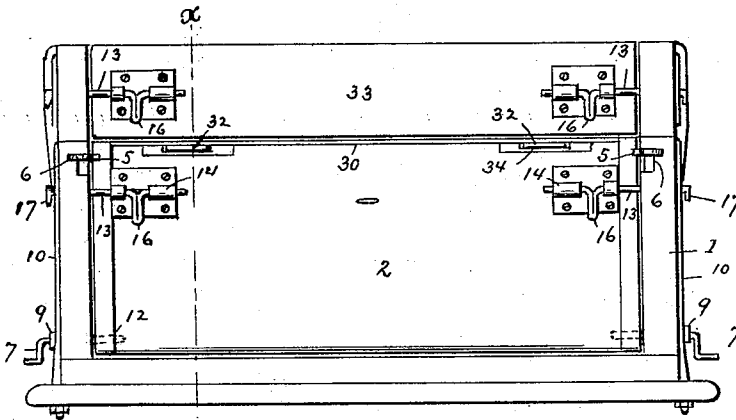
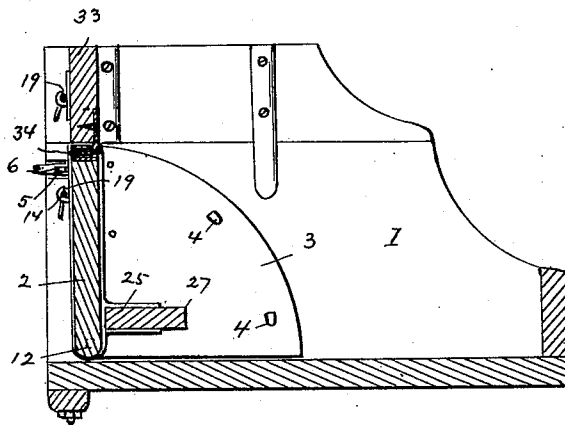


Fig. 2.



Witnesses

Sam R. Turner
Timothy H. Dancy

Inventor

F. B. Cunningham

By *his*

Attorney

J. B. Lawyer

(No Model.)

2 Sheets—Sheet 2.

F. B. CUNNINGHAM.
END GATE FOR WAGONS.

No. 469,903.

Patented Mar. 1, 1892.

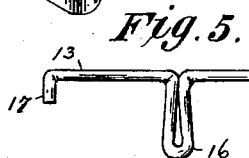
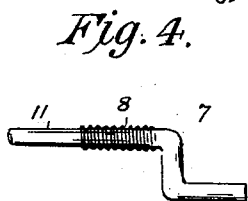
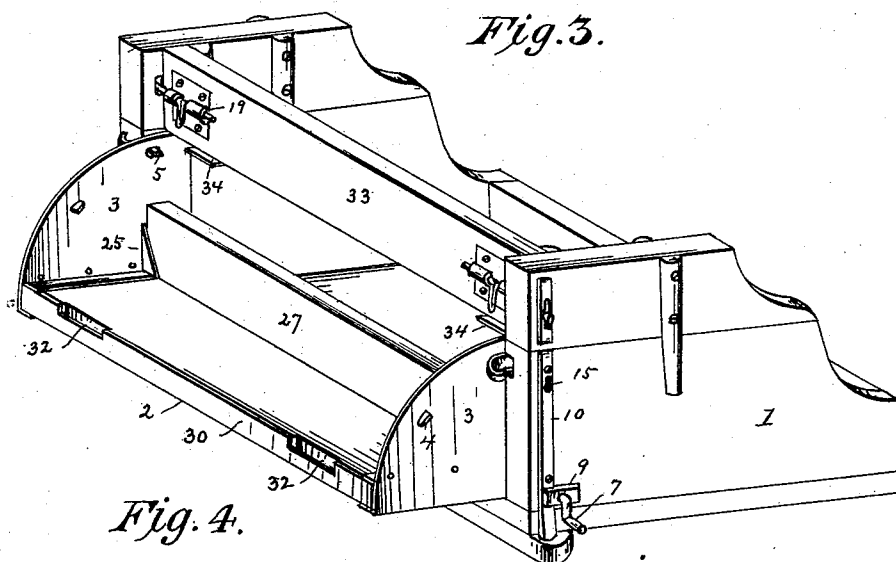


Fig. 6.

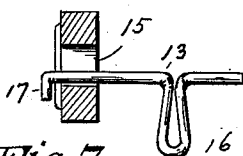
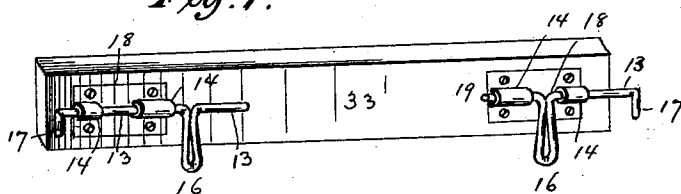


Fig. 7.



Witnesses

Sam R. Turner
V. M. Ansey

Inventor

F. B. Cunningham
By *his* Attorney *J. B. Sawyer*

UNITED STATES PATENT OFFICE.

FIELDON B. CUNNINGHAM, OF BURLINGTON, KANSAS.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 469,903, dated March 1, 1892.

Application filed June 1, 1891. Serial No. 394,639. (No model.)

To all whom it may concern:

Be it known that I, FIELDON B. CUNNINGHAM, a citizen of the United States, residing at Burlington, in the county of Coffey and State of Kansas, have invented certain new and useful Improvements in End-Gates for Wagons; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention has for its object to provide a new and useful improvement in end-gates for wagons and upon the devices described and claimed in Letters Patent No. 361,749, issued to me April 26, 1887.

My present invention consists in means whereby the end-gate may be adapted for use as a feed-box, whereby a tight joint can be made between the said gate and a top box, and whereby the use of tie-bolts to hold the sides together is avoided; and it also consists in the construction, arrangement, and combination of the several parts of which it is composed, as will be hereinafter more fully described and claimed.

Referring to the accompanying drawings, in which corresponding parts are designated by similar numerals, Figure 1 is an end view of a wagon-body having my improved end-gate and top box thereon. Fig. 2 is a vertical longitudinal section on line *xx* of Fig. 1. Fig. 3 is a perspective view of a wagon-body having my improved end-gate, the latter being thrown down and being adapted for use as a feed-box. Fig. 4 is a detail view of the pivotal cranks. Fig. 5 is a detail view of one of the bolts. Fig. 6 is a detail sectional view through a part of the rear end of one side of the wagon-body or top box, showing a bolt resting within its seat and locked. Fig. 7 is a perspective view of the end-board of the top box.

The sides 1 of the wagon body or box are of any approved construction, and between them at their rear end is pivoted the end-gate 2, provided on its ends with the quadrant-shaped metal wings 3, which are apertured, as at 4, and adapted to be engaged by lugs 5

on springs 6, as is fully described in the herebefore-mentioned patent, and which need, therefore, no further description here. The pivots on which the gate 2 is adapted to turn consist of two double-cranked pieces 7, one crank of each of which is partially threaded on its inner end, as at 8, the said threaded portion being adapted to engage a threaded aperture in an ear 9, projecting rearwardly from a standard 10 on the outside of the rear end of each of the sides 1, whereby the smooth rounded end of the threaded crank 11 may be caused to project through the side 1, and, being there received by a socket 12 in the ends of the gate 2, pivot the latter.

In order to prevent the spreading of the sides 1, I use bolts 13, each of which consists of a bar having one end bent laterally to form a head 17 and a return bend intermediate its ends to form a handle 16, the said handle being in the same plane as the head and extending in the same direction. The slots 15 in the sides 1 are vertical and are adapted to receive the heads 17 when the bolts are in such a position that the heads and handles are on the upper side thereof, the heads 17 being, when the bolt is slid to its full extent outward, on the outside of the sides 1 and of the standards 10, through which the holes 15 also extend. The bolts may now be turned through an arc of one hundred and eighty degrees, when the heads 17 will bear against an imperforate portion of the sides, preventing the latter from being forced outward. It will also be seen that the bolts lock the gate from being forced rearward on its pivot, and that by disengaging the bolts from the holes 15 by moving the former inwardly and unscrewing the pieces 7, causing them to move outwardly, that the gate may be so loosened as to be readily removable. The bolts are each carried by a plate 14, secured to the gate and provided with open bearings, through which the handles of the bolts pass.

Guideways 25 are formed on the inner surface of the wings 3, the ways upon the two wings being opposite each other and being formed by flanges running at right angles to the plane of the end-gate. It will therefore be evident that if when the end-gate is thrown down, as in Fig. 3, a piece 27 of suitable material is inserted in the said guideways 25

that the body of the wagon-box will be converted into a convenient feed-box, the said piece 27 preventing the feed from falling out of the open rear end thereof. A strap 30 is bound along the upper edge of the gate, it having recesses 31 in its forward edge at or near each end of the gate, while below the said strap and registering with the said recesses are channels or sockets 32, formed in the upper edge of the gate. The tail-board 33 for the top box is secured to the sides of the latter by bolts similar to those hereinbefore described in relation to the end-gate and sides, and tongues 34 are hinged to the lower surface of the board 33, one at either end thereof, in positions in which they are adapted to enter the sockets 32 in the gate when the latter is moved into a vertical position, and it will thus be seen that the tail-board of the top box will be prevented from moving upward, leaving a crack through which the contents of the wagon may fall.

Having thus described my invention, what I claim is—

1. The combination, with a wagon-body, of an end-gate therefor and wings secured to the ends of the said gate and having guideways thereon at right angles to the plane of the said gate and adapted to receive a transverse board, as described.

2. The combination, with a wagon-box having a top box thereon, of a pivoted end-gate for the said wagon-box, having covered channels in its upper edge, and a tail-board for the said top box, having hinged tongues upon its lower surface, adapted to be contained in the said covered channels, as described.

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

FIELDON B. CUNNINGHAM.

Witnesses:

E. J. CREYO,

H. C. PAGE.