

F. W. BISHOP.

End Gate.

No. 49,966.

Patented Sept. 19, 1865.

Fig. 1.

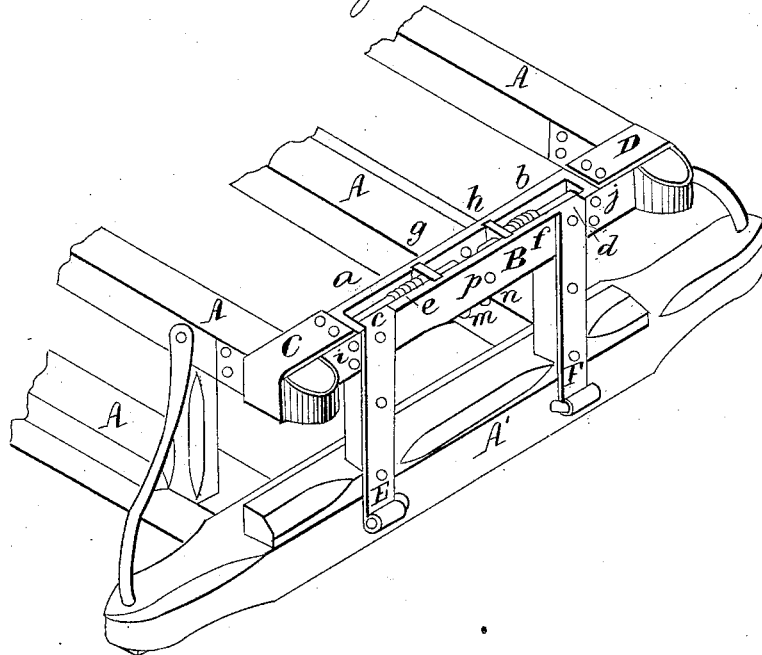
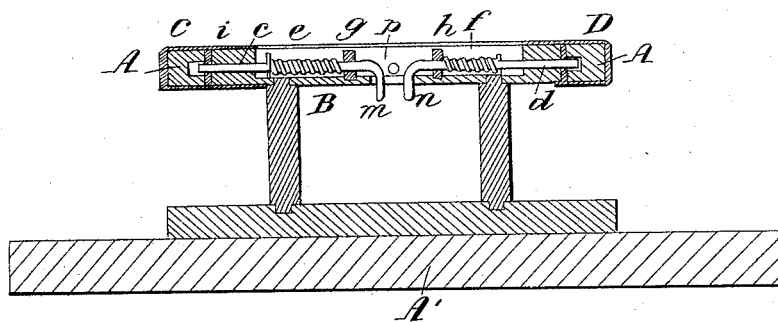


Fig. 2.



Witnesses.
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IMPROVEMENT IN SHIPPING AND UNSHIPPING HIND BOARDS TO FREIGHT-WAGONS.

Specification forming part of Letters Patent No. **49,966**, dated September 19, 1865; antedated August 31, 1865.

To all whom it may concern:

Be it known that I, FREDERICK W. BISHOP, of West Haven, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Shipping and Unshipping the Hind or Tail Board of the Frame of the Box of Freight-Wagons, &c.; and I do hereby declare that the following is a full, clear, and exact description of the construction, character, and operation of the same, reference being had to the accompanying drawings, which make part of this specification, in which—

Figure 1 is a perspective view of the hind or rear portion of the frame of a wagon-box, showing the spring-bolts, spiral springs, &c., the top plate or band being removed for that purpose. Fig. 2 is a section of the same, cut longitudinally and vertically through the frame of the hind board, &c., showing the relative positions of the spring-bolts, spiral springs, and the fitting of the upper corners.

My improvement consists in fitting a pair of spring-bolts longitudinally into the upper rail of the frame of the hind board, with beveled outer ends, and the inner ends bent downward at right angles and extended a short distance below the rail, so that they may be readily taken hold of, both with the same hand, and pressed together, so as to withdraw both of the bolts, and thus release the fastening or unship the hind board; and in having a bow-strap of iron or other suitable material attached to each end of the upper rail of the frame of the hind board, to pass onto the rear ends of the upper side rails of the frame to hold them from being sprung out by any accidental pressure, &c.

I make all of the frame of the box in the usual way, as shown at A, &c., Fig. 1, except the upper rail of the frame of the hind board. I make the upper rail, B, of the frame of the hind board with a longitudinal slot in the upper surface, as shown at *a b*, Fig. 1. Into this slot I fit two iron bolts, *c* and *d*, onto which I

slip spiral springs, as *e* and *f*, and secure the inner ends of these bolts by means of two perforated iron nuts, *g* and *h*, embedded in the slot, all as shown in Fig. 1, and indicated in Fig. 2. I put metallic caps on the ends of this slotted rail B in the usual way, as shown at *i* and *j*, Fig. 1, and indicated in section in Fig. 2. I also fit on two strap or loop bands, C and D, through which the rear ends of the two upper side rails pass, as shown at C and D, Fig. 1, and indicated in section in Fig. 2, which will prevent the side rails from being sprung out so as to release the spring-bolts *c* and *d* when the wagon is loaded. I fit the spiral springs *e* and *f* so that they will operate to shoot the bolts outward and into holes in the side rails, as shown at A A, Fig. 2, to lock or ship the hind board.

When I wish to unship and let down the hind board, I take hold of the two inner ends of the spring-bolts where their bent ends project below the rail, as at *m* and *n*, Figs. 1 and 2, and press them toward each other until each of them strikes a pin, *p*, or any other suitable stop, when the hind board may be let or turned down on the hinges E and F in the usual way; and when desired the hind board may be turned up to the position shown in Fig. 1, when the spiral springs *e* and *f* will shoot the bolts *c* and *d* into the holes or spaces in or near the ends of the side rails, as indicated at A and A, Fig. 2, when the hind board will be properly shipped or secured and ready for use.

What I claim as my invention, and desire to secure by Letters Patent, is—

The combination of the spring-bolts *c* and *d* with the strap or loop bands C and D, when the whole is constructed, arranged, and fitted to produce the result substantially as herein described.

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Witnesses:

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