

W. H. PARKIN.
End-Gate for Wagons.

No. 206,966.

Patented Aug. 13, 1878.

Fig. 1.

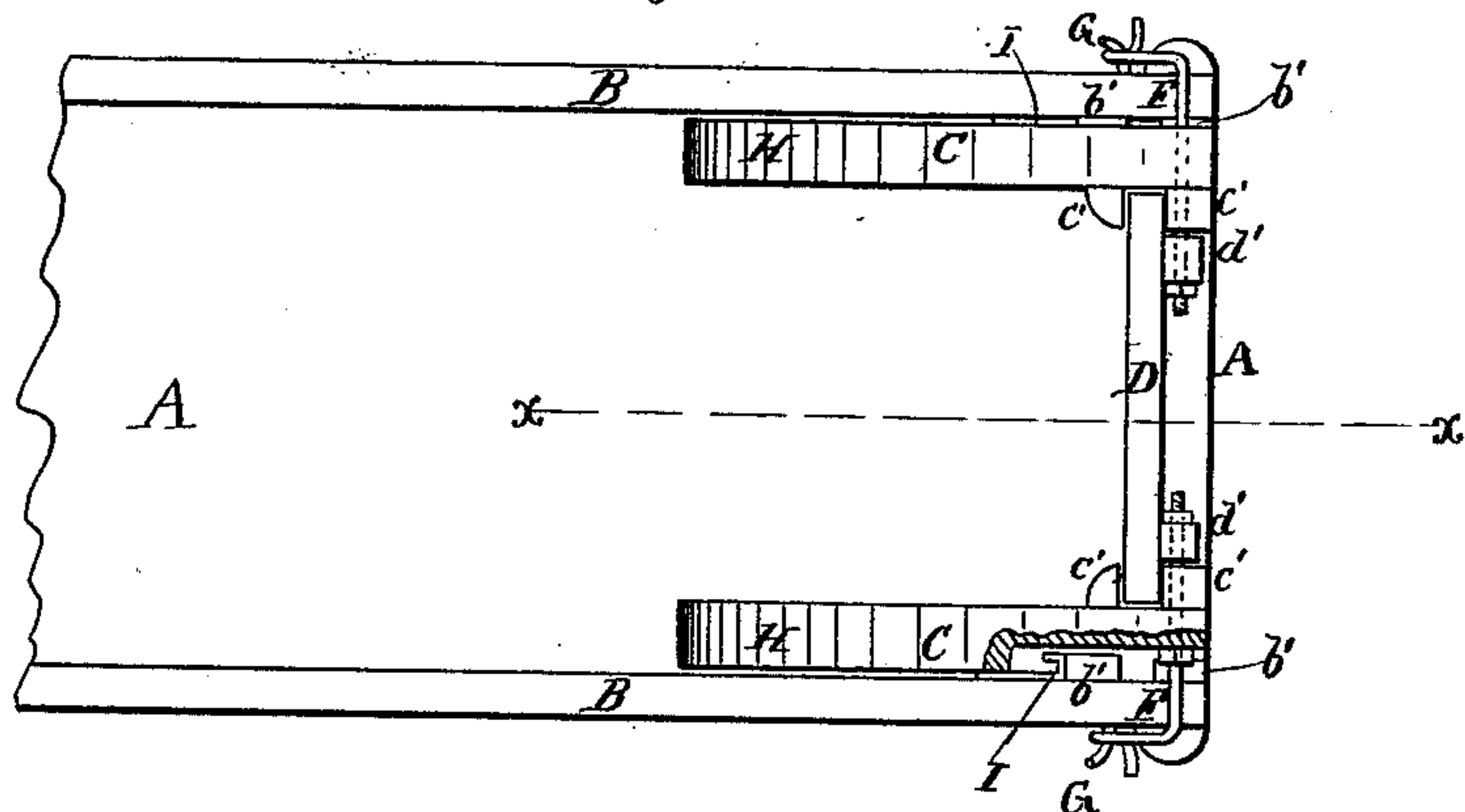


Fig. 2.

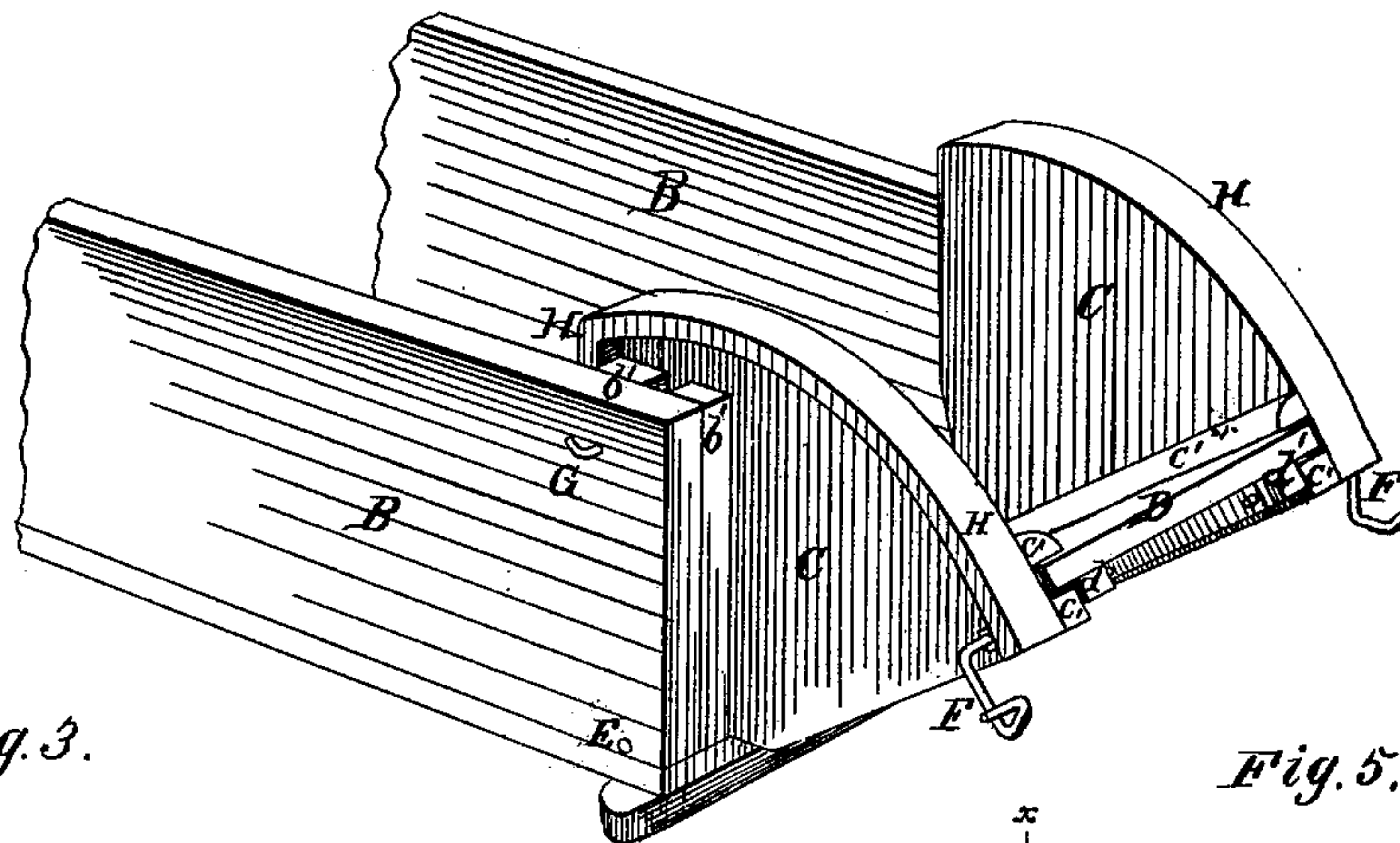


Fig. 3.

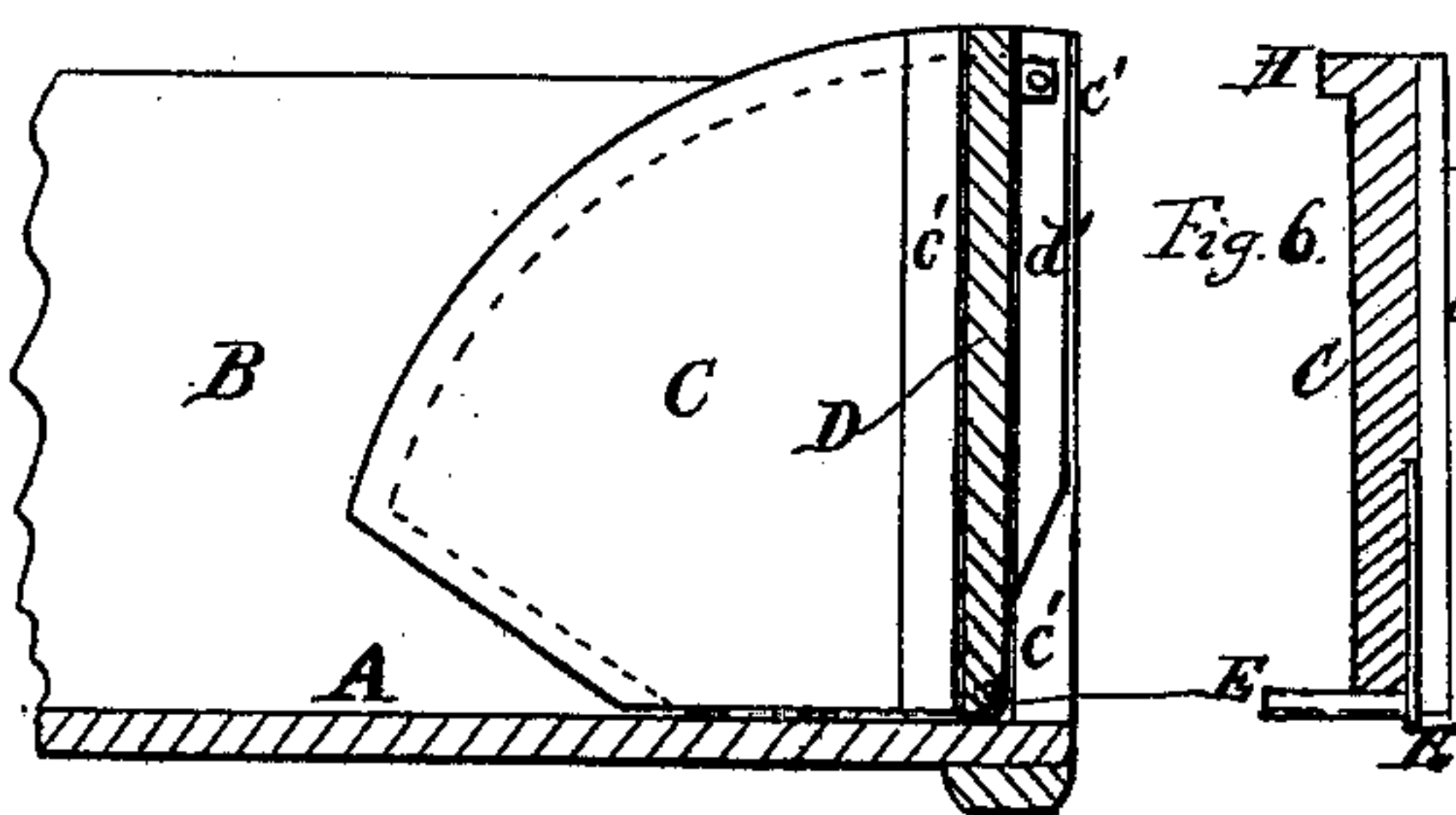


Fig. 4.

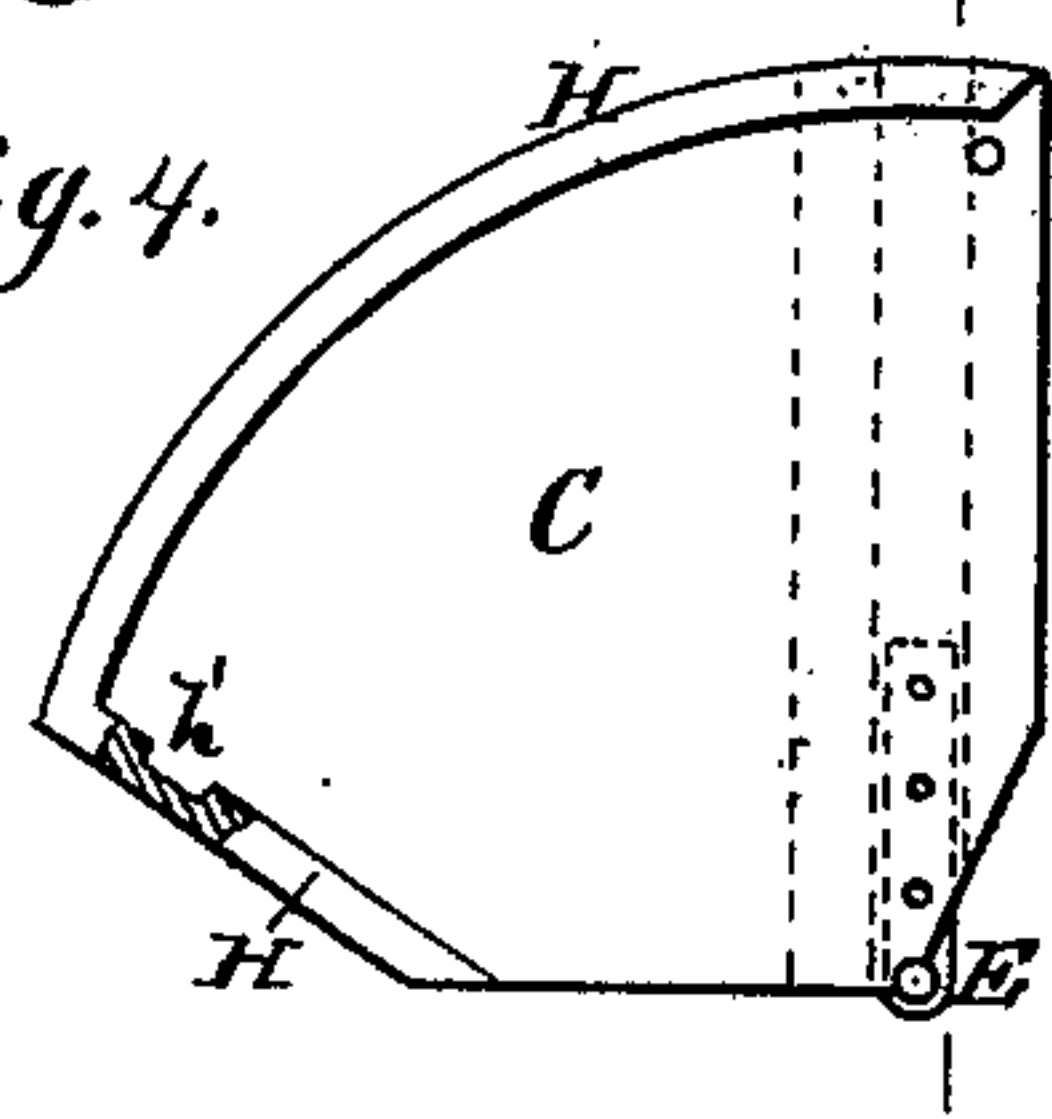
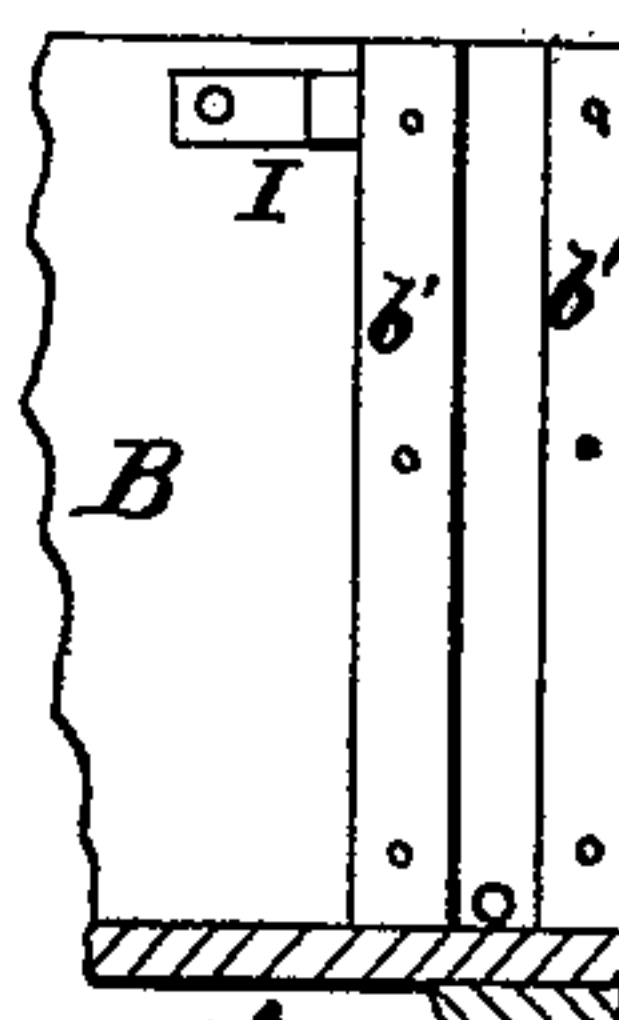


Fig. 5.



WITNESSES:

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WILLIAM H. PARKIN, OF GOOD HOPE, ILLINOIS.

IMPROVEMENT IN END-GATES FOR WAGONS.

Specification forming part of Letters Patent No. **206,966**, dated August 13, 1878; application filed April 18, 1878.

To all whom it may concern:

Be it known that I, WILLIAM HENRY PARKIN, of Good Hope, in the county of McDonough and State of Illinois, have invented a new and useful Improvement in Wagon-Body End-Gates, of which the following is a specification:

Figure 1 is a top view of the end part of a wagon-body to which my improvement has been attached, the gate being shown in vertical position. Fig. 2 is a side perspective view of the same, the gate being shown in an inclined position. Fig. 3 is a detail longitudinal section of the same, taken through the line *x x*, Fig. 1. Fig. 4 is a detail view of one of the pivoted segments. Fig. 5 is a detail view of the inner side of the end part of one of the side boards. Fig. 6 is a section through line *x x* of Fig. 4.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved end-gate for wagon-bodies which shall be so constructed that it may be conveniently adjusted into an inclined position to enable the contents of the wagon-body to be conveniently removed with a scoop or shovel, and which, when in an erect position, will hold the side-boards together and prevent them from being pressed apart by the load.

A represents the bottom boards, and B the side-boards, of a wagon-body. To the inner side of the ends of the side-boards B are attached cleats *b' b'*, at such a distance from each other as to form a groove to receive an end-board in the ordinary way. C are two boards made in the form of segments of circles, with the lower parts of their rear straight edges and the forward parts of their forward straight edges beveled off, as shown in Figs. 3 and 4. To the inner sides of the segment C, along their rear straight edges, are attached parallel cleats *c'*, to form grooves to receive the ends of the end-board D, which has cleats *d'* attached to its rear side, near its ends, in the usual way. To the inner sides of the segment C, at its angle and between the cleats *c'*, are attached plates provided with outwardly-projecting spurs or pivots E, which pass through the lower part of the ends of the side-boards B,

and pivot the said segments C at their angles to the said side-boards B, so that the segments C may be turned upon their pivots to bring the end-board D into an erect position, as shown in Figs. 1 and 3, and into an inclined position, as shown in Fig. 2.

The end-board D is secured in place between the segments C by the shanks of the cranks F, which pass through the said segments and through the upper parts of the cleats *d'* of the said end-board D. With this construction, when the segments C are adjusted to bring the end-board D into an erect position, the cranks F are swung down over the hooks G, attached to the upper part of the ends of the side-board B, so as to fasten the end-gate in place. With this construction, also, the cranks F rest against the outer sides of the side-board and hold them pressed against the segments C, so that they cannot be spread apart by the outward pressure of the load.

Upon the curved edges of the segments C and the beveled upper part of the forward straight edge of said segments are formed outwardly-projecting flanges H, which project to a distance equal to the thickness of the cleats *b'* of the side-boards B, so that the edges of the said flanges may rest against the inner surfaces of the said side-boards B, and prevent any grain or other substance forming the load from working in between the said boards B and the said segments C. To the upper part of the side-boards B, at the inner side of the inner cleats *b'*, are attached hooks I, which, when the end-gate has been turned down into an inclined position, enter the recess *h'* in the straight part of the flange H, so as to prevent the side-boards from being pressed outward by the pressure of the load.

With this construction the gate may be conveniently detached, when required, by removing the cranks F and drawing out the end-board D, which allows the pivots E to be withdrawn from the side-boards B and the segments C to be removed.

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

1. A wagon end-gate provided with cranks F, combined with sides, tail-board, and seg-

ments, as shown and described, so as to serve the double purpose of preventing the former from spreading and holding the tail-board to the segments.

2. The flanges H, formed upon the curved edges and the beveled part of the forward straight edges of the segments C, to prevent

grain, &c., from getting between the said segments C and the side-boards B, substantially as herein shown and described.

WILLIAM HENERY PARKIN.

Witnesses:

THOMAS EDMONSON,

HORACE BROWN.