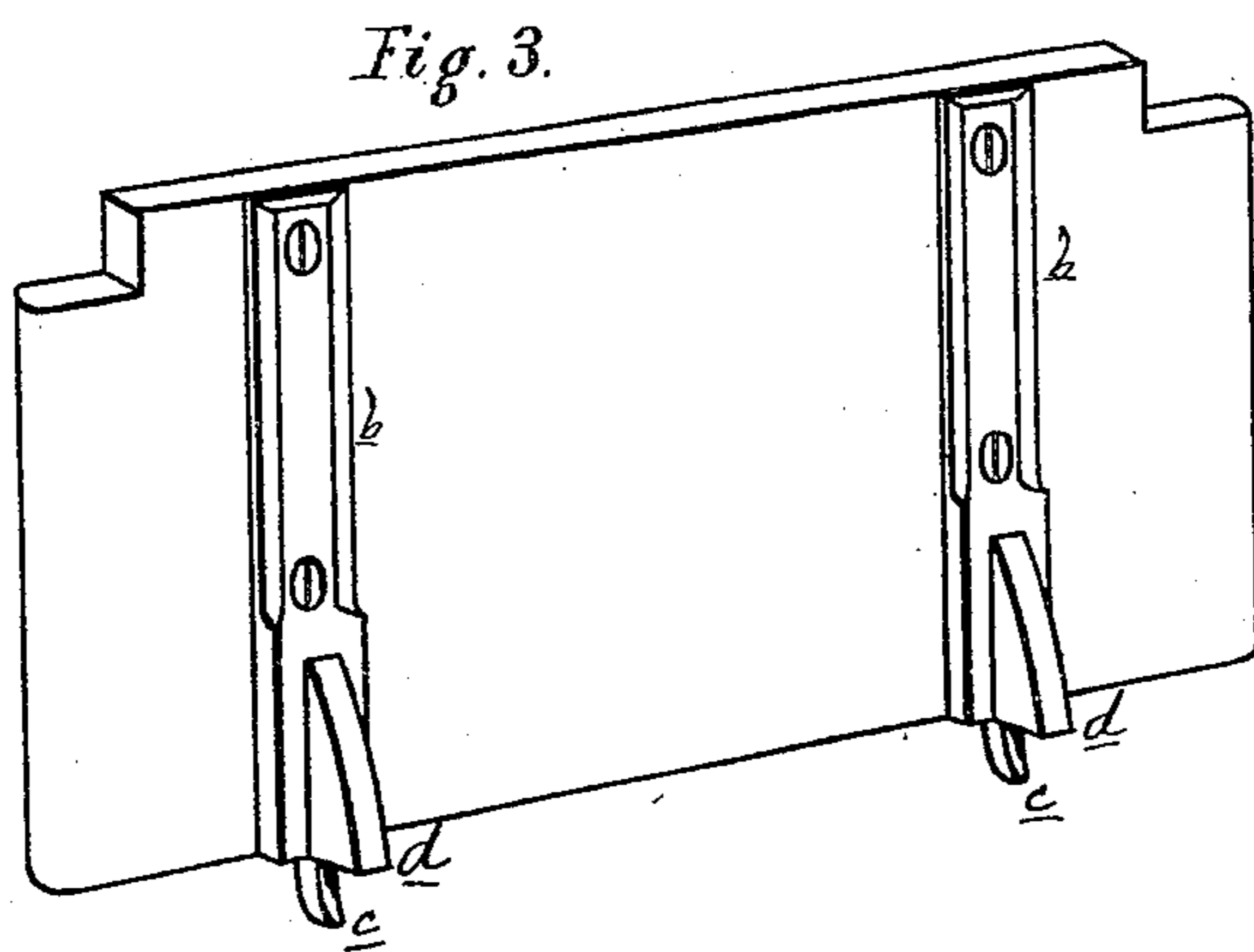
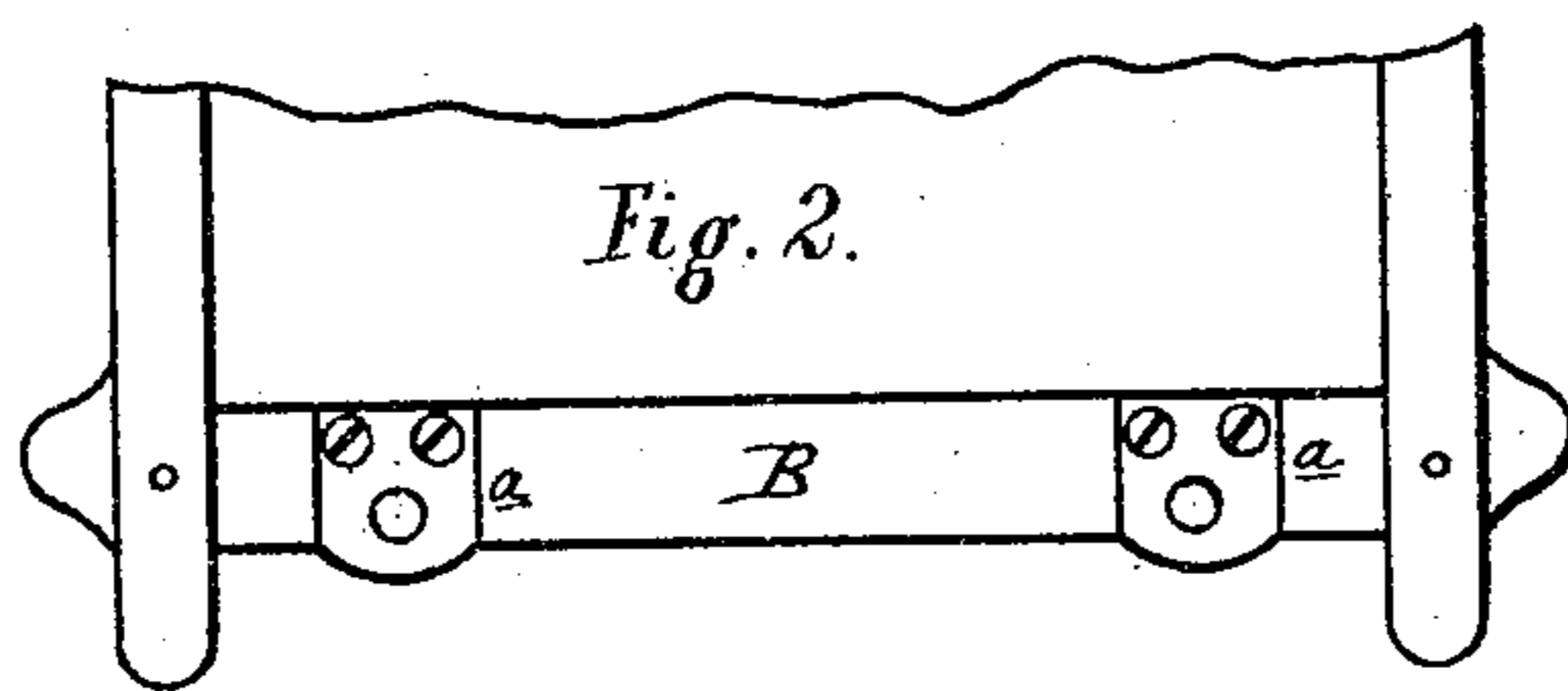
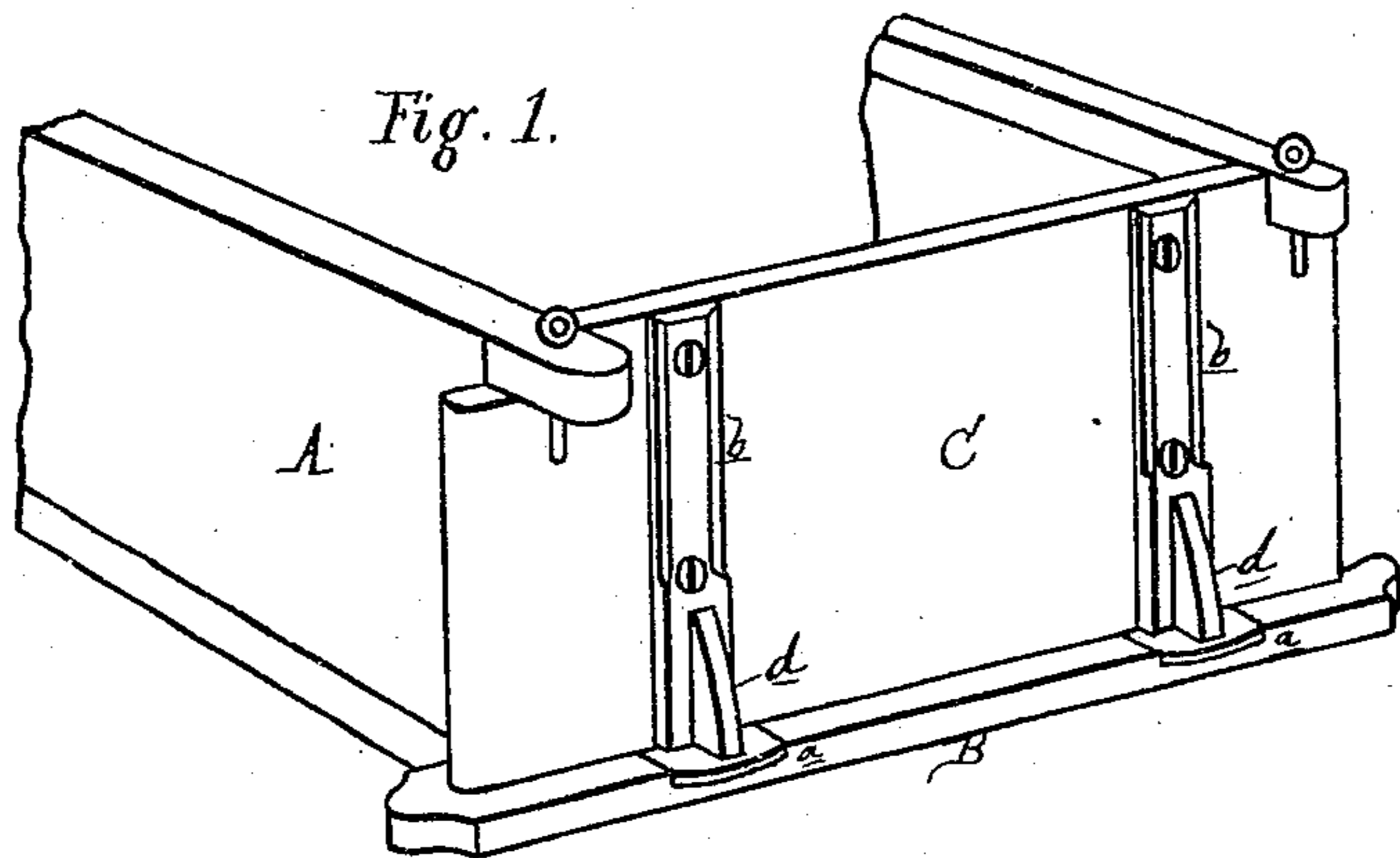


(No Model.)

M. J. RIVARD.  
END GATE.

No. 265,440.

Patented Oct. 3, 1882.



*Attest.*  
*A. J. Sprague.*  
*E. Scully.*

*Inventor.*  
*M. J. Rivard*  
*By Thos. A. Sprague*  
*Atty.*

# UNITED STATES PATENT OFFICE.

MAXIM J. RIVARD, OF DETROIT, MICHIGAN, ASSIGNOR TO HIMSELF AND  
CALVIN K. BRANDON, OF SAME PLACE.

## END-GATE.

SPECIFICATION forming part of Letters Patent No. 265,440, dated October 3, 1882.

Application filed May 17, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, MAXIM J. RIVARD, of Detroit, in the county of Wayne and State of Michigan, have invented new and useful Improvements in Tail-Boards for Wagons or Carts; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

10 The nature of this invention relates to certain new and useful improvements in the construction and operation of tail-boards for wagons or carts, the invention being especially adapted to the dumping-carts.

15 The invention consists in the peculiar construction and operation of the parts, as more fully hereinafter described.

20 Figure 1 is a perspective of the rear section of a cart or wagon body with my device attached. Fig. 2 is a sectional plan of the rear end of such body with the tail-board removed. Fig. 3 is a perspective elevation of the tail-board with its attachments.

25 In the accompanying drawings, A represents a cart-body supported upon a proper frame, and of the usual construction. The rear cross-girt, B, of the frame projects beyond the floor of the body, as shown in Fig. 2, and upon its upper face are secured the two plates *a*, with 30 central holes through the same, as shown.

The tail-board C is of the usual construction, and upon its outer face are secured the irons *b*, terminating in the round pointed and slightly-

curved ends *c*, and these irons are provided with rigid offsets or shoulders *d*, terminating on the line of the lower edge of the tail-board. In practice the curved pointed ends of these irons are engaged in the holes in the plates on the body-frame, and the tail-board elevated in position and secured in the usual manner by pins, springs, or otherwise. When it is desired to remove such tail-board it will be noticed that with a pressure of the load against the inner side of such tail-board as ordinarily constructed it would be necessary to lift the pins of the irons out of their engagement with the holes in the plates; but with this construction after the fastening at the top of the tail-board is removed the shoulders upon the irons form a fulcrum, so that as the upper edge of the tail-board is pressed upward such fulcrum lifts the pins out of their engagement with the plates, thereby avoiding any necessity of raising the tail-board—a difficult operation sometimes, when the body is loaded with coal or other analogous things.

What I claim as my invention is—

The combination, with the wagon-body A, of the apertured plates *a*, the end-gate C, the irons *b*, having hooks or lugs *c*, and shoulders *d* in the rear of the hooks or lugs, substantially as described.

MAXIM J. RIVARD.

Witnesses:

H. S. SPRAGUE,  
E. J. SCULLY.