

(No Model.)

G. J. CARPENTER.  
END GATE.

No. 426,768.

Patented Apr. 29, 1890.

Fig - 1 -

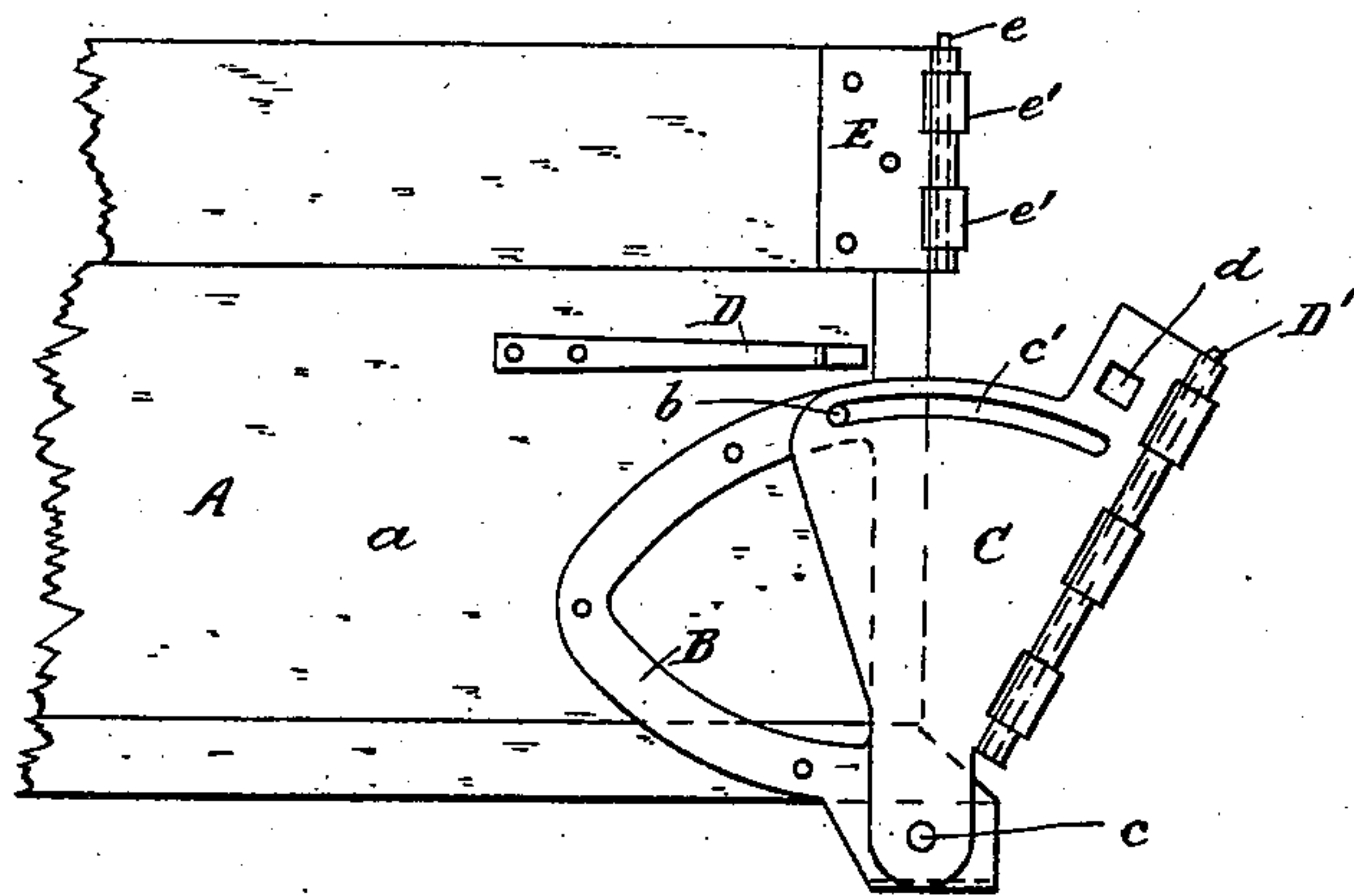


Fig - 2 -

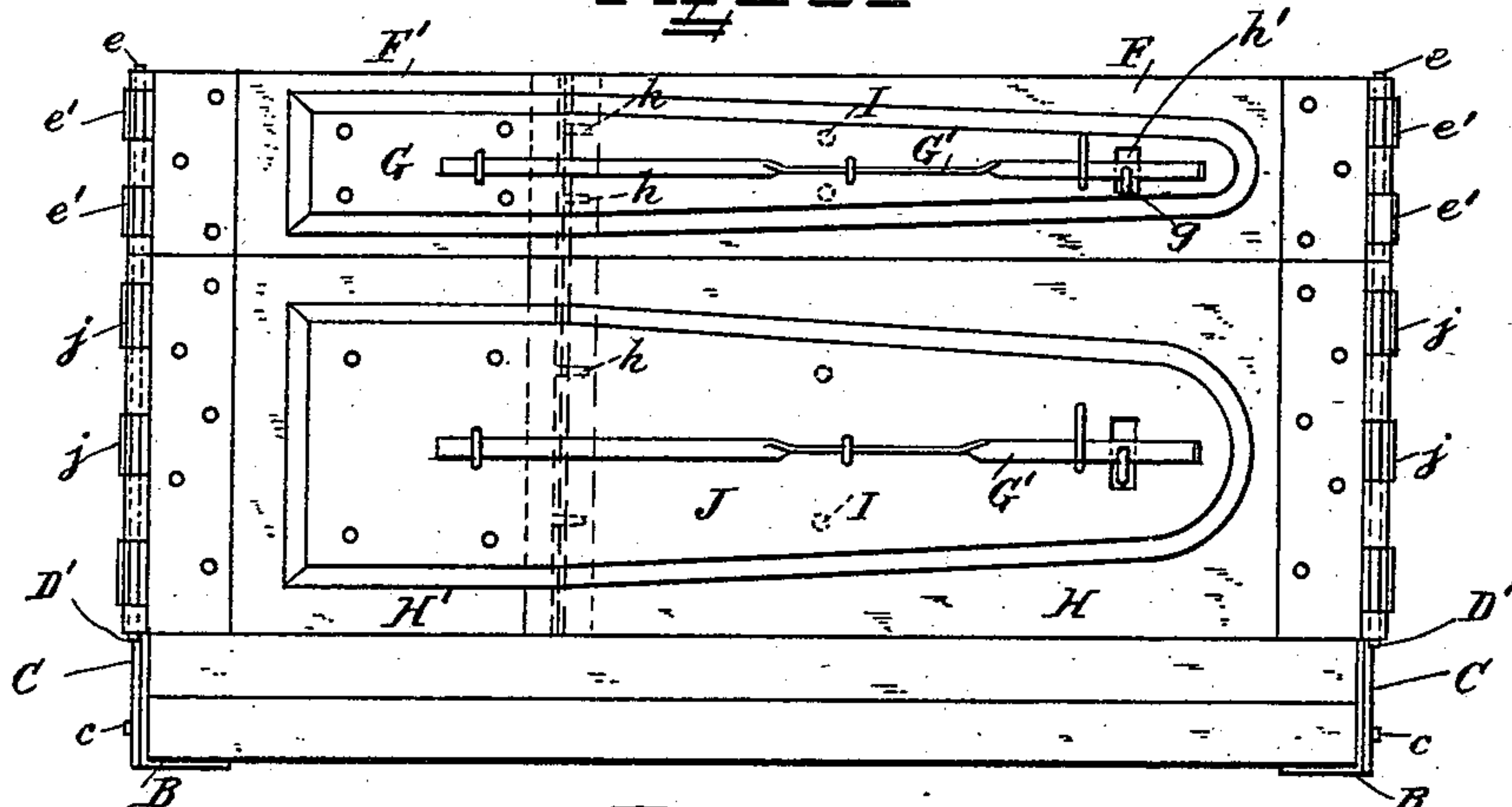
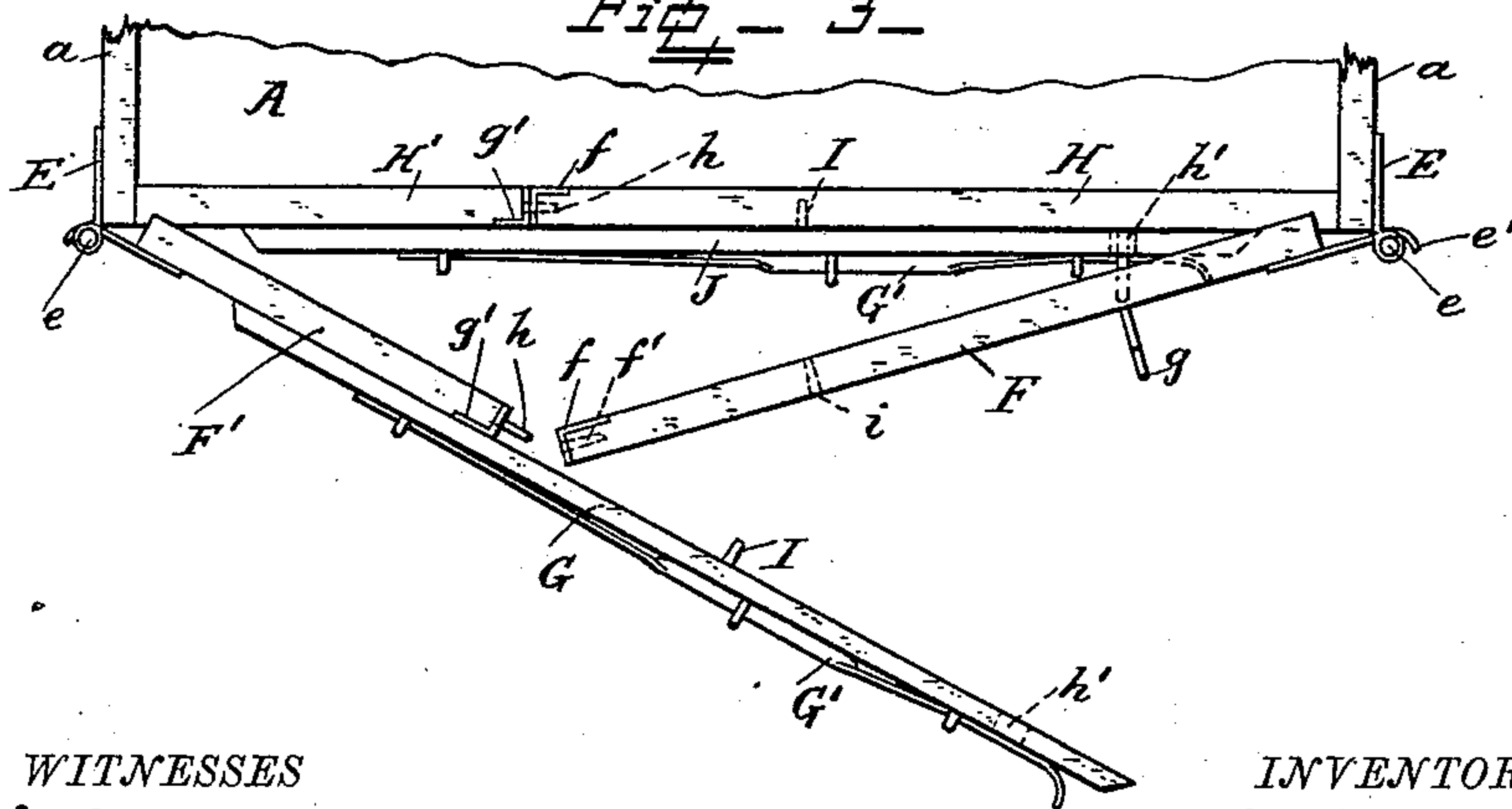


Fig - 3 -



WITNESSES

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INVENTOR

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*by Herbert W. Jenner* Attorney



# UNITED STATES PATENT OFFICE.

GEORGE J. CARPENTER, OF BETHEL, MICHIGAN.

## END-GATE.

SPECIFICATION forming part of Letters Patent No. 426,768, dated April 29, 1890.

Application filed March 18, 1890. Serial No. 344,315. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE J. CARPENTER, a citizen of the United States, residing at Bethel, in the county of Branch and State of Michigan, have invented certain new and useful Improvements in End-Gates; and I do hereby 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.

This invention relates to end-gates for wagons; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed, whereby the end-gate may be used as an inclined scoop-board or removed altogether for dumping.

In the drawings, Figure 1 is a side view of the complete end-gate, showing the lower end-gate in its inclined position. Fig. 2 is a rear view of the complete end-gate. Fig. 3 is a plan view of the complete end-gate with the upper end-gate partly swung open.

A is the box or frame of the wagon, provided with sides *a*.

B are plates secured to the sides *a* for bracing them to the bottom, and *b* are stop-pins which project outwardly from the said plates.

C are plates pivoted upon pins *c* at the lower corners of plates B, and *c'* are curved slots which slide upon the pins *b*.

D are spring-catches secured to the sides *a* and adapted to engage with the holes *d* in plates C when the lower end-gate is in its vertical position. The end-gate is let down to the inclined position, as shown in Fig. 1, by pressing the catches outwardly and turning it upon the pins *c* until the ends of the slots *c'* come against the pins *b*.

D' are hinge-pins secured to plates C. These pins are vertical and close to the sides *a* when the lower end-gate is in its vertical position.

E are plates secured to the sides *a* and provided with hinge-pins *e*.

The upper end-gate is made in two parts F F', each of which is provided with hooks *e'* for pivotally engaging with the said hinge-pins *e*. The part F is longer than the part F', and is provided with the edge plate *f*, having holes *f''* for the guide-pins, and the latch *g*. The part F' is provided with the edge plate *g'* and pins *h'*, adapted to engage with

holes *f''*. G is an arm secured to part F' and provided with the hole *h'*, adapted to pass over the latch, and with a spring-catch G', adapted to engage with the said latch. I are guide-pins which engage with corresponding holes *i* in the part F. The said parts of the upper end-gate can be turned upon their hinge-pins, as shown in Fig. 3, and when turned far enough the hooks may be disengaged from the hinge-pins and the parts detached from the wagon-sides altogether.

The lower end-gate is made in two parts H H', similar to the parts F F' of the upper end-gate, and these parts are similarly provided with edge plates *f* and *g'*, holes *f''*, and pins *h*. J is a projecting arm on part H' similar to arm G on part F', and is provided with a similar spring-catch G', hole *h'*, and guide-pins I. The part H is also provided with a latch *g* and pin-holes *i*. The parts H H' are each provided with hooks *j'*, similar to hooks *e'* and adapted to engage with the hinge-pins D'.

The upper and lower end-gates are operated in exactly the same manner and are alike in all respects, except that the lower end-gate is much deeper and is hinged to the pivoted plates C, so that it may be let down to an inclined position instead of being hinged to plates secured to the wagon-box sides.

What I claim is—

1. The combination, with the wagon-sides and the hinge-pins supported thereby, of an end-gate made of two removable parts, each pivoted to the said hinge-pins by hooks, and a spring-catch device and guide-pins for coupling the two parts of the end-gate together, substantially as and for the purpose set forth.

2. The combination, with the wagon-sides and the hinge-pins supported thereby, of an end-gate made of two removable parts, each pivoted to the said hinge-pins by hooks, the long arm secured to one part, the spring-catch, the latch projecting from the other part, and the guide-pins *h* and I, projecting from one part and engaging with corresponding holes in the other part, substantially as and for the purpose set forth.

3. The combination, with the wagon-sides of the plates B, secured thereto and provided with stop-pins, the plates C, pivoted to plates B and provided with hinge-pins and curved slots engaging with the said stop-pins, catches

secured to the wagon-sides for retaining the plates C, and the end-gate made of two removable parts, each provided with hooks engaging with the said hinge-pins, and a fastening device for securing the two said parts together and permitting the end-gate to be lowered to an inclined position, substantially as and for the purpose set forth.

4. The combination, with the wagon-sides, of the plates C, pivotally attached thereto and provided with hinge-pins, the lower end-gate made in two removable parts, each provided with hooks engaging with the said hinge-pins and adapted to be let down to an inclined po-

sition, a fastening device for securing the two said parts together, and the upper end-gate, also made in two removable parts, provided with a fastening device for holding said parts together, and with hooks pivotally engaging with hinge-pins secured to the wagon-sides, substantially as and for the purpose set forth.

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

GEORGE J. CARPENTER.

Witnesses:

WM. H. COMPTON,  
ALPHEUS CLARK.