

(No Model.)

2 Sheets—Sheet 1.

H. M. PURDY.
END GATE FOR WAGONS.

No. 432,897.

Patented July 22, 1890.

Fig. 1.

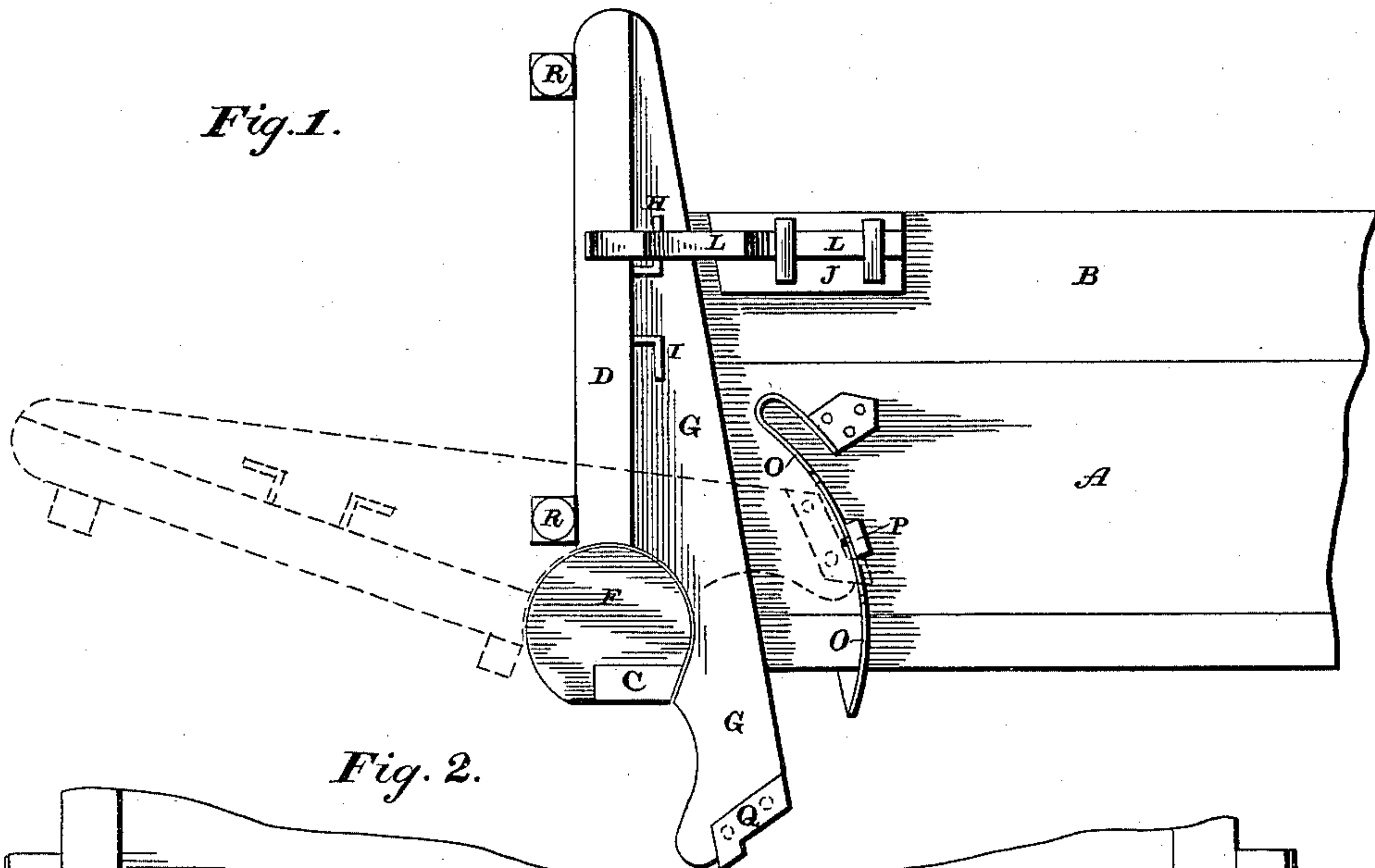
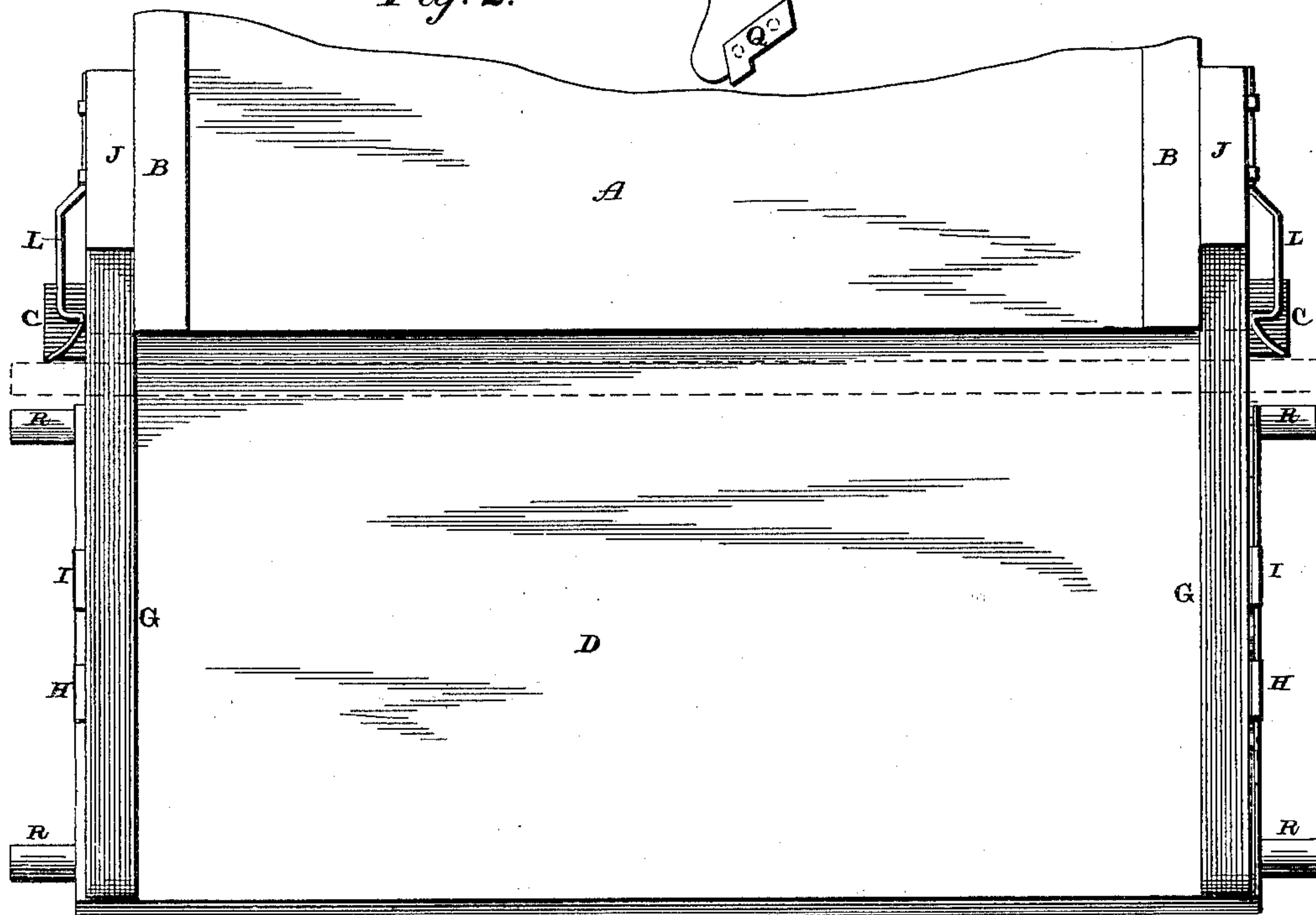


Fig. 2.



Witnesses:

E. P. Ellis,
B. P. Brackett,

Inventor:

H. M. Purdy.
per
Lehmann & Mattison,
Attys.

(No Model.)

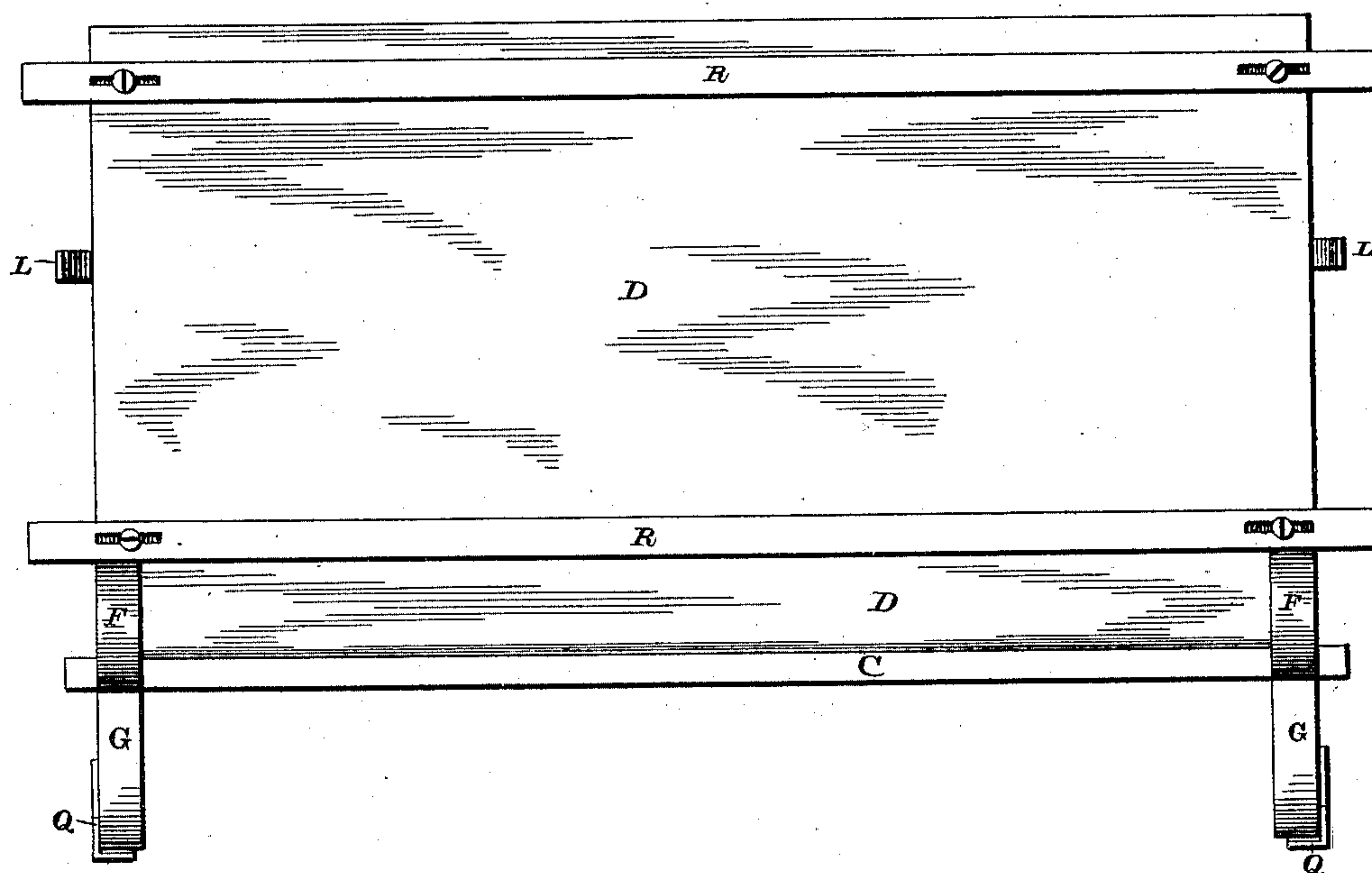
2 Sheets—Sheet 2.

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Fig. 3.



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UNITED STATES PATENT OFFICE.

HORACE MAN PURDY, OF LAWRENCE, NEBRASKA.

END-GATE FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 432,897, dated July 22, 1890.

Application filed May 12, 1890. Serial No. 351,466. (No model.)

To all whom it may concern:

Be it known that I, HORACE MAN PURDY, of Lawrence, in the county of Nuckolls and State of Nebraska, have invented certain new and useful Improvements in End-Gates for Wagons; 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in end-gates for wagons; and it consists in the arrangement and combination of parts, which will be more fully described hereinafter.

The object of my invention is to provide an end-gate which can be freely removed at any time without the removal of a screw, bolt, or rod of any kind; to provide the wagon-bed with segments upon which the end-gate turns; to provide guides and stops by which the angle at which the end-gate shall project backward can be regulated at will, and to make the end-gate vertically adjustable in relation to the wagon-bed.

Figure 1 is a side elevation of a wagon-bed, showing the end-gate in a closed position in solid lines and an open position in dotted lines. Fig. 2 is a plan view showing the end-gate in an open position in solid lines and in a raised position in dotted lines. Fig. 3 is a rear view.

A represents a wagon-bed, which has secured to its upper edge the side-board B, in any suitable manner, for the purpose of increasing the depth of the bed. Secured to the under rear edge of the bed A is the cross-piece C, which may be made of either wood or iron, and which projects outward beyond the outer lower edge of the bed, so as to form both a support for and a tight joint with the lower edge of the end-board D. Near each edge of this cross-piece C, but in close contact with the sides of the bed A, are the segments F, upon which the side pieces G of the end-board D turn. These segments F may be made of any suitable material, and either be formed as a part of the cross-piece C or made separate therefrom and secured in posi-

tion in any suitable manner, as may be desired.

The side pieces G are preferably made of the form shown, and have their lower ends to project a suitable distance below the lower edge of the wagon-bed when the end-board is in a closed position, and which side pieces G have the two curved recesses or indentations made in their rear edges, so as to correspond to the shape of the segments F. The upper and larger recess corresponds to the segment whether the end-gate is in a raised or horizontal position. These side pieces form the principal means of support for the end-gate when the gate is opened, for then the side pieces G rest directly upon the segments F at the same time that the lower edge of the end-gate rests upon the cross-piece C.

In order to hold the end-gate D in a closed position, there are secured to it suitable catches H I, which are preferably made L-shaped, and which are placed in reverse positions to each other. Secured to the side-board B of the bed A are the blocks J, to the outer sides of which are secured the spring-catches L, which engage with the catches H I, according to the position in which the end-board is used. If the lower edge of the end-gate rests upon the lower cross-piece C, the spring-hooks L engage with the catches H. If, however, it is desired to raise the end-board so that its lower edge is above the bottom of the bed A, the spring-hooks L are made to engage with the catches I, and these catches being made to catch over the top edges of the spring-hooks L, they support the end-board in a raised position, so that grain or any other substance can be shoveled out at the rear end of the wagon into any suitable receptacle placed to receive it.

Secured to opposite sides of the wagon-bed A are the curved flat metallic guides O, which are provided with a number of projections, and to which guides the blocks or stops P are secured. The perforations allow the stops to be adjusted from one place to another, according to the angle at which the end-gate is to extend backward when it is opened. Secured to the lower ends of the side pieces G are suitable guiding-hooks Q, which catch over

the edges of the guides O, and thus serve to attach the end-gate loosely to the bed as it is opened backward, and prevent it from becoming accidentally displaced. Secured across
5 the rear side of the end-gate are the cross-bars R, which are provided with slots at their ends, through which the bolts pass, so that the gate can be adjusted to fit the bed. This adjustment is desirable, because some wagon-
10 beds are wider than others. The bolts which pass through these slots extend through the end-board, and through or into the side pieces G.

As the segments form the supports and the
15 bearing upon which the end-gate turns as it is opened and closed, the end-gate can be removed from and returned to position upon the wagon-bed without having to take off a single bolt, nail, nut, or screw.

20 When the end-gate has its upper edge lowered as far as the curved guide will allow, the gate can be used for loading any kind of freight. Should it not be desired to use the spring-catches, hooks and staples may be
25 substituted for them.

Having thus described my invention, I claim—

1. The combination, with the wagon-bed
30 provided with circular bearings at its rear outer corners, of an end-gate provided with vertical side pieces having circular recesses in their lower outer edges, which engage the

bearings, the lower ends of the side pieces extending below the bearings, substantially
as described. 35

2. The combination, with the wagon-bed, the cross-piece C, which extends across its lower rear edge, and the segments secured to opposite sides of the bed, of the end-gate provided with the side pieces, which catch upon
40 the segments, substantially as described.

3. The combination, with the wagon-bed provided with circular bearings at its rear outer sides, of an end-gate having vertical
45 side pieces, which are each provided with two or more circular recesses in their lower outer edges, and which engage the bearings, whereby the end-gate can be adjusted vertically and supported in the adjusted position by the
50 recesses, and a catch for holding its upper end in position, substantially as shown.

4. The combination of the wagon-bed, the curved guides secured thereto, and the stops secured to the guides with the end-gate, the segments upon which the end-gates turn, and
55 the side pieces provided with the hooks or catches under their lower ends, substantially as specified.

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

HORACE MAN PURDY.

Witnesses:

WILLIAM D. VOIGT,
SAM A. COWEN.