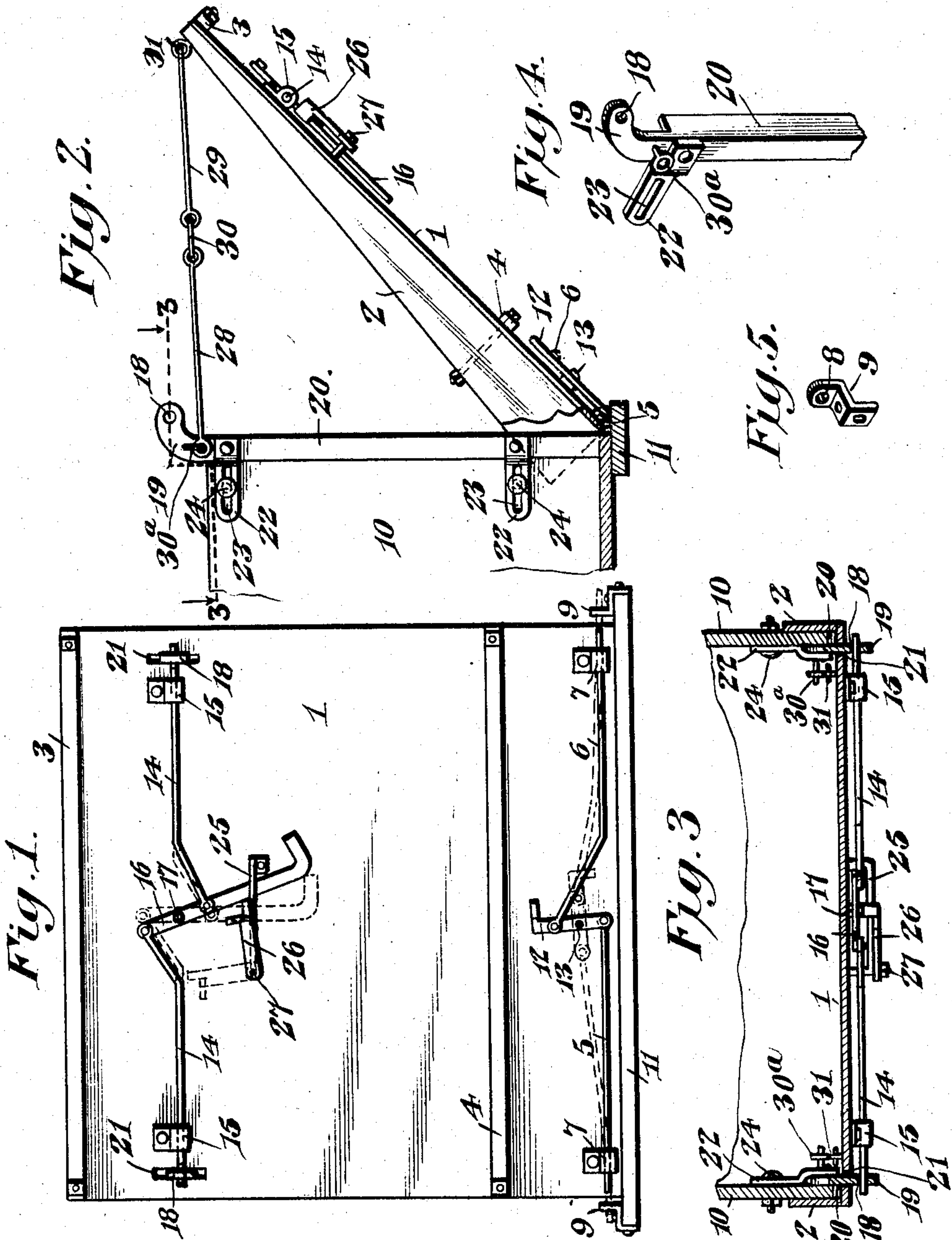


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END GATE FOR WAGONS.

APPLICATION FILED NOV. 19, 1907. RENEWED MAR. 29, 1909.

930,881.

Patented Aug. 10, 1909.



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# UNITED STATES PATENT OFFICE.

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## END-GATE FOR WAGONS.

No. 930,881.

Specification of Letters Patent.

Patented Aug. 10, 1909.

Application filed November 19, 1907, Serial No. 402,876. Renewed March 29, 1909. Serial No. 486,493.

*To all whom it may concern:*

Be it known that I, MELVON O. PARKER, a citizen of the United States, residing at Burlington, in the county of Carroll and State of Indiana, have invented a new and useful End-Gate for Wagons, of which the following is a specification.

The invention relates to improvements in end gates for wagons.

10 The object of the present invention is to improve the construction of end gates for farm wagons, and to provide simple and comparatively inexpensive means for securely fastening an end gate in its closed position, and for enabling the same to be readily lowered to the inclined position to form a scoop board.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawing, and pointed out in the claims hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction, within the scope of the claims, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

30 In the drawing:—Figure 1 is a rear elevation of an end gate, constructed in accordance with this invention, and shown applied to a wagon body. Fig. 2 is a longitudinal sectional view, the end gate being arranged at an inclined position. Fig. 3 is a horizontal sectional view on the line 3—3 of Fig. 2, the end gate being closed. Fig. 4 is a detail perspective view of one of the corner uprights, showing the attaching arms and the keeper arm. Fig. 5 is a detail view of one of the bearing brackets.

Like numerals of reference designate corresponding parts in all the figures of the drawing.

45 1 designates an end gate, designed to be constructed of any suitable material and provided at opposite sides with wings 2 and reinforced by upper and lower transverse cleats 3 and 4. The end gate is provided adjacent to its lower edge with opposite transverse locking rods or bolts 5 and 6, mounted in guides 7 and arranged to engage openings 8 of bearing brackets 9 of a wagon body 10. The bearing brackets 9, which are mounted on the ends of the grain sill 11, are angular being composed of inner vertical

portions, outwardly extending horizontal portions and depending outer vertical portions. The intermediate horizontal connecting portions of the brackets are arranged upon the upper face of the ends of the sill or bar 11 of the body, and the depending portions fit against the end edges of the same.

The inner ends of the rods are connected with an operating lever 12 at opposite sides of the pivotal point 13, and the operating lever 12 is adapted to be oscillated to engage the outer ends of the rods with and disengage them from the bearing brackets. The rods 5 and 6 form pintles, and the bearing bracket constitutes hinge elements, whereby the end gate is hinged to the body at the bottom thereof, and is adapted to swing downwardly and upwardly in the usual manner. The rods 5 and 6 are disengaged from the brackets 9 to enable the end gate to be detached from the wagon body.

The end gate is also provided with upper locking mechanism, including opposite locking rods or bolts 14, mounted in guides 15 and connected with an operating lever 16 at opposite sides of the pivotal or fulcrum point 17 thereof. The outer ends of the locking rods 14 are adapted to engage openings 18 of keeper arms 19, which project rearwardly from corner uprights or bars 20. The corner uprights or bars are constructed of angle iron, and the rearwardly extending arms project through slots 21 of the end gate. When the end gate is closed, the arms 19 project through the slots 21, and the openings 18 of the keeper arms 19 are arranged in position to receive the locking rods 14.

The angle corner uprights or braces are composed of two sides or wings, which fit against the inner faces and the end edges of the sides of the wagon body, and the said uprights are also provided with forwardly extending horizontal arms 22, arranged at the upper and lower portions of the uprights and provided with longitudinal slots 23, adapted to receive bolts 24, which fasten the uprights to the sides of the wagon body. The slots are provided to enable bolts, located at different distances from the rear ends of the sides of the wagon body to be employed for securing the uprights to the body. The operating lever of the upper locking mechanism is arranged at an inclination, when the rods are in engagement with the arms 19, and the lower arm of the lever is extended and passes



through a guide 25, consisting of a metallic strap or piece secured at its ends to the end gate and forming an opening for the lower arm of the lever 16. When the rods are in engagement with the arms of the uprights, the lever is at one end of the guide 25, and it is locked against movement by means of a latch 26, pivoted at one end 27 and arranged to swing downwardly from the raised position illustrated in dotted lines in Fig. 1 to the horizontal position shown in full lines in the said figure. When the latch is swung downwardly into engagement with the lever, it is supported by the guide 25, as clearly shown in Fig. 1.

The upper locking mechanism is adapted to be unfastened to permit the end gate to swing downward to an inclined position to form a scoop board for shoveling. The end gate is supported in such position by flexible connections consisting of rods 28 and 29 and connecting links 30. The rods 28 are provided at their inner ends with eyes, which are linked into eye bolts 30<sup>a</sup> of the uprights, and the outer rods 29 terminate at their outer ends in eyes, which are linked into eye bolts 31 of the end gate. The eye bolts 31 are located adjacent to the upper edge of the end gate. Instead of employing the rods 28 and 29 with their connecting links, the end gate may be supported by chains of the ordinary construction.

The lower locking mechanism besides forming a hinge for the bottom of the end gate is also adapted to be operated to withdraw the rods 5 and 6 to the position illustrated in Fig. 1 of the drawing for releasing the bottom of the end gate. The end gate is then adapted to swing outwardly or rearwardly for dumping the contents of the wagon body. When the lower portion of the end gate swings outwardly for dumping, the rods of the upper locking device form pivots for the end gate.

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

1. The combination with a wagon body, and an end gate provided with slots, of angle corner uprights fitted against the rear edges and inner faces of the sides of the wagon body and having the upper ends of their inner flanges extended and curved rearwardly to form arms, which project through the slots of the end gate, said uprights being also provided at their inner flanges with forwardly extending attaching arms having slots, fastening devices passing through the slots of the said arms and securing their uprights to the sides of the wagon body, and locking mechanism mounted on the exterior

of the end gate for engaging the rearwardly extending arms.

2. The combination with a wagon body, and an end gate, of transversely movable locking rods mounted on the end gate, an operating lever fulcrumed on the end gate and connected with the said rods, a guide also mounted on the end gate and receiving the lever and having one end arranged to limit the movement of the lever in one direction, and a pivoted latch mounted on the guide at the other end thereof and arranged to be supported in engagement with the lever by the guide and cooperating with the latter for locking the lever against movement in either direction, and means mounted on the wagon body for engagement with the locking rods.

3. The combination of a wagon body provided at its rear end with a bar or cleat having projecting terminals, angular brackets secured to the extended ends of the bar or cleat and fitted against the upper faces and end edges thereof and provided at their inner ends with upwardly projecting portions having openings, an end gate, locking rods mounted on the end gate at the bottom thereof and extending into the openings of the said brackets and hinging the end gate to the body, and a lever connected with the rods for operating the same.

4. The combination of a wagon body provided at its rear end with a bottom bar or cleat, an end gate, angle uprights fitted against the inner faces and rear edges of the sides of the wagon body and having their inner flanges extended upwardly and rearwardly to form rearwardly projecting arms, means for securing the angle uprights to the wagon body, angle brackets fitted against the upper face and the end edges of the said bottom bar or cleat and provided at their inner ends with upwardly projecting portions having openings, upper and lower locking rods mounted on the end gate and arranged to engage the rearwardly extending arms of the uprights and the upwardly projecting portions of the brackets, means for operating the locking rods, eyes mounted on the uprights and on the end gate, and flexible means having terminal eyes linked into the said eyes for supporting the end gate in an inclined position to form a scoop board.

In testimony, that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

MELVON O. PARKER.

Witnesses:

S. S. CLEAVER,  
CHARLES R. FELLOWS.