

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

No. 212,398.

Patented Feb. 18, 1879.

Fig. 1.

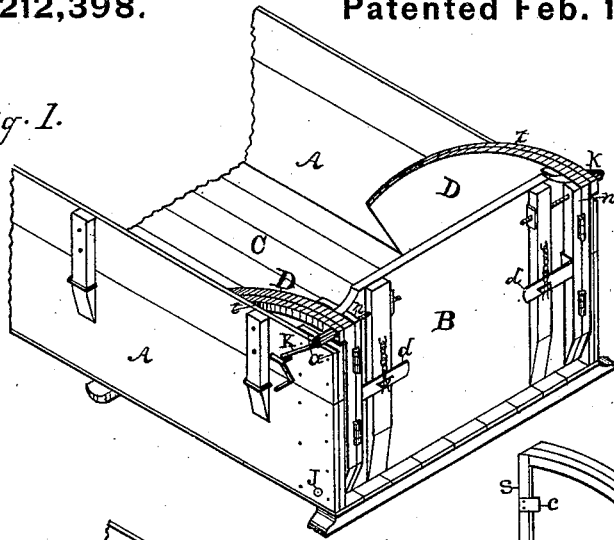


Fig. 2.

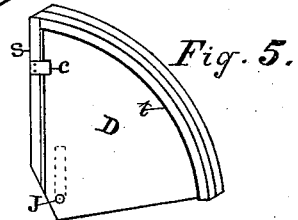
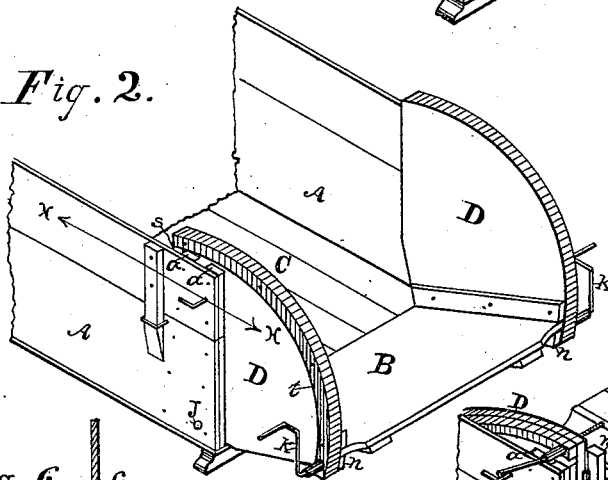


Fig. 3.

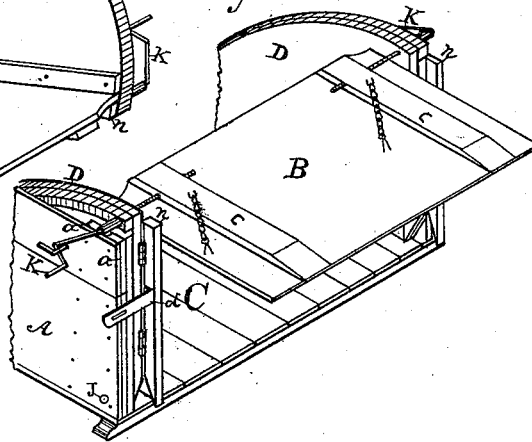


Fig. 6.

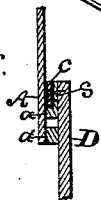
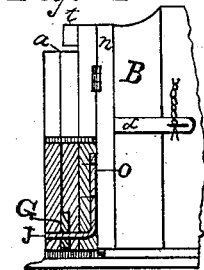


Fig. 4.



WITNESSES.

J. J. Price
Wm. T. Price

INVENTOR.

W. H. Parkin

UNITED STATES PATENT OFFICE.

WILLIAM H. PARKIN, OF GOOD HOPE, ILLINOIS.

IMPROVEMENT IN END-GATES FOR WAGONS.

Specification forming part of Letters Patent No. **212,398**, dated February 18, 1879; application filed October 17, 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 End-Gates for Wagons, of which the following is a description, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, and the letters of reference marked thereon, in which—

Figure 1 is a perspective view. Fig. 2 is the same, showing the end-gate in an inclined position. Fig. 3 is the same, showing the pivoted end-board. Fig. 4 is a sectional view, having a part cut away to show the pivot and its bearing. Fig. 5 is a detail view of the segment. Fig. 6 is a section through line *x x*, Fig. 2.

The nature and object of this invention is to furnish an improved end-gate which can be applied to all common wagon-bodies in general use without alteration, and which is so constructed that it can be easily adjusted to an inclined position to form a scoop-board, so that the contents of the wagon-body can be conveniently removed with a scoop-shovel.

It also consists in providing suitable means whereby the gate can be changed from an inclined position to a suitable position for dumping the contents of the wagon-body, and in so constructing the end-gate that when in either position it holds the sides of the body together and prevents the load from pressing them apart; and its novelty consists, first, in combination, with pivoted segments, a pivoted end-board, so arranged as to form both a scoop-board and a dumping end-gate; second, in combination with pivoted segments, suitable hinged cleats provided with fastenings, and so arranged that the end-gate can be changed from a scoop-board to a dumping end-gate.

In the drawings, A represents the sides of the wagon-body made in the usual form, with cleated side-boards; B, the end-board; C, the bottom. D D represent the segments, to which, at their lower edges, are attached pivots J, which pass through a metal box, G, which is placed between the cleats *a a*, and through the lower edge of the sides A, (see Fig. 4,) by

which means the segments can be turned up or down, as may be required.

The end-board B is secured in place between the segments by cleats, (the outer cleat, *n*, being hinged,) and is bound thereto by means of the shank parts of the cranks *k k*, which pass through the segments D D and through the cleats on the end-board into suitable nuts. These shanks are for a double purpose—first, they act as binding-rods to bind the segments and end-gate together; and they also act as pivots for the end-board when placed in the position shown in Fig. 3. The cranks *k k* are also for a double purpose—first, acting as hooks to hold the end-gate in an erect position; and, second, to bind the sides of the body A and end-gate together.

To the inner sides of the ends of the side-boards A are attached cleats *a a*, at the proper distance apart to form a groove for an ordinary end-gate. On the segments D D are attached cleats *s* and *t*, which are of even thickness with the cleats *a a* on the side-boards, and are for the purpose of preventing the grain, &c., from getting between the segments D D and the sides of the body A. The cleat *s* acts as a stop when the end-gate is inclined, as shown in Fig. 2, by coming in contact with the inner cleat, *a*, on the side-boards A. (Shown in Figs. 2 and 6.) The cleat *s* on the segment D has attached to it a projecting spur or catch, *c*, which when the end-gate is turned down, as shown in Fig. 2, enters a mortise cut in the inner side of the inner cleat, *a*, (see Fig. 6,) and is for the purpose of preventing the sides A and the segments D D from being pressed apart by the pressure of the load. This manner of securing the spur or catch *c* to the cleat *s* makes it more convenient to fit the end-gate to all common wagon-bodies, as there is no alteration to make except a small mortise in the inner cleat, *a*, for the catch *c* to enter.

Operation: The end-gate, as shown in Fig. 1, is in proper position to receive the load, and when the load is to be removed the cranks *k k* are unhooked and the end-gate is turned down, as shown in Fig. 2, which changes the end-board B into a scoop-board, so that the contents of the load can be conveniently removed

with a scoop-shovel. When it is necessary to dump the load the cleats *n n* are unclasped, and by means of the hinges are turned back out of the way, as shown in Fig. 3, which leaves the end-board B free to turn on its pivots to any suitable inclination, and the load can then be dumped out at pleasure.

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

1. The combination, with the pivoted segments D D, of a pivoted end-board, B, sub-

stantially as shown and described, for the purpose set forth.

2. In combination with the segments D D, the hinged cleats *n n*, provided with suitable fastenings, whereby the end-board B can be changed from a scoop-board to a dumping end-gate, substantially as shown and described, for the purpose set forth.

WM. H. PARKIN.

Witnesses:

T. J. PRICE,

WM. T. PRICE.