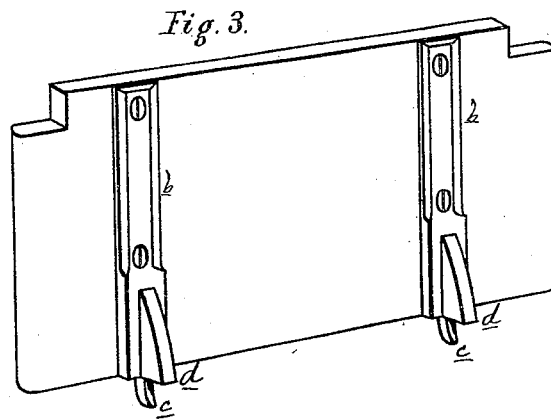
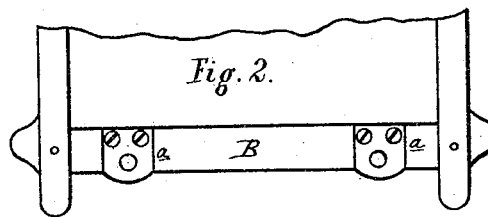
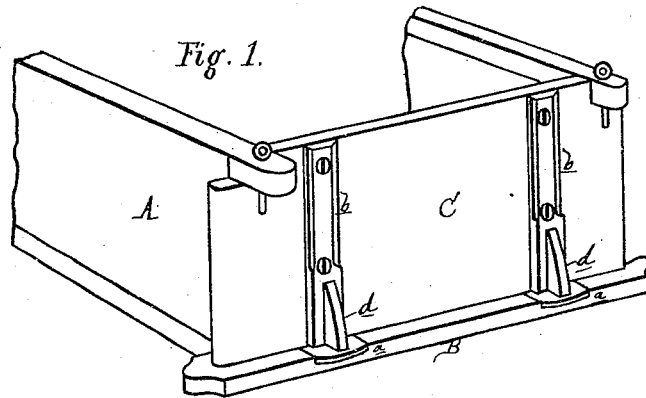


(No Model.)

M. J. RIVARD.
END GATE.

No. 265,440.

Patented Oct. 3, 1882.



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

Inventor.
Maxim J. Rivard
By Thos. A. Sprague
Att'y.

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.

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.

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

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.

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 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.