

J. O. FARRELL.

End Gate.

No. 61,329.

Patented Jan. 22, 1867.

Fig. 1.

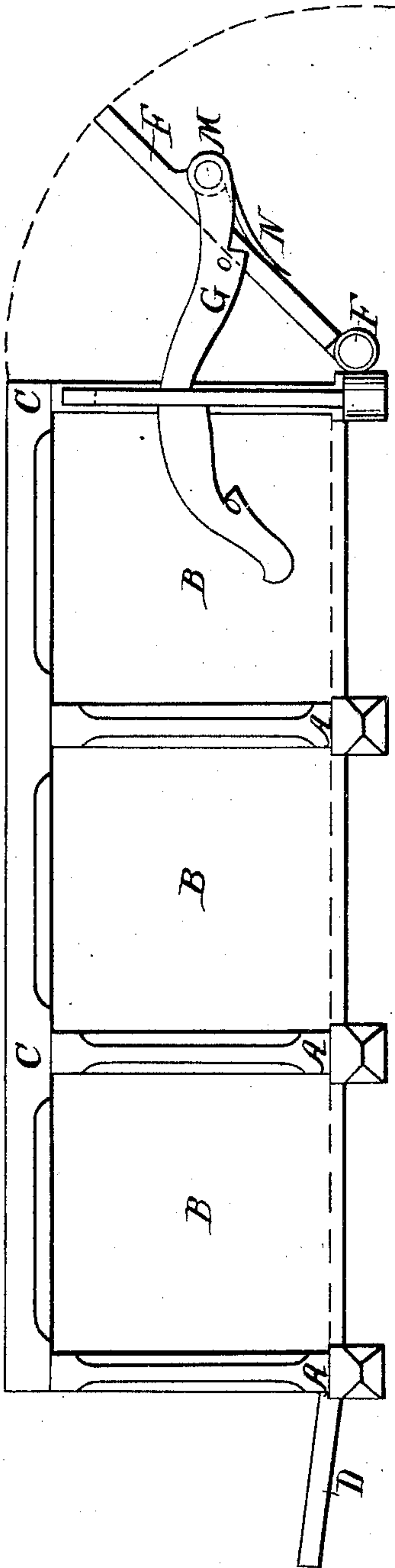
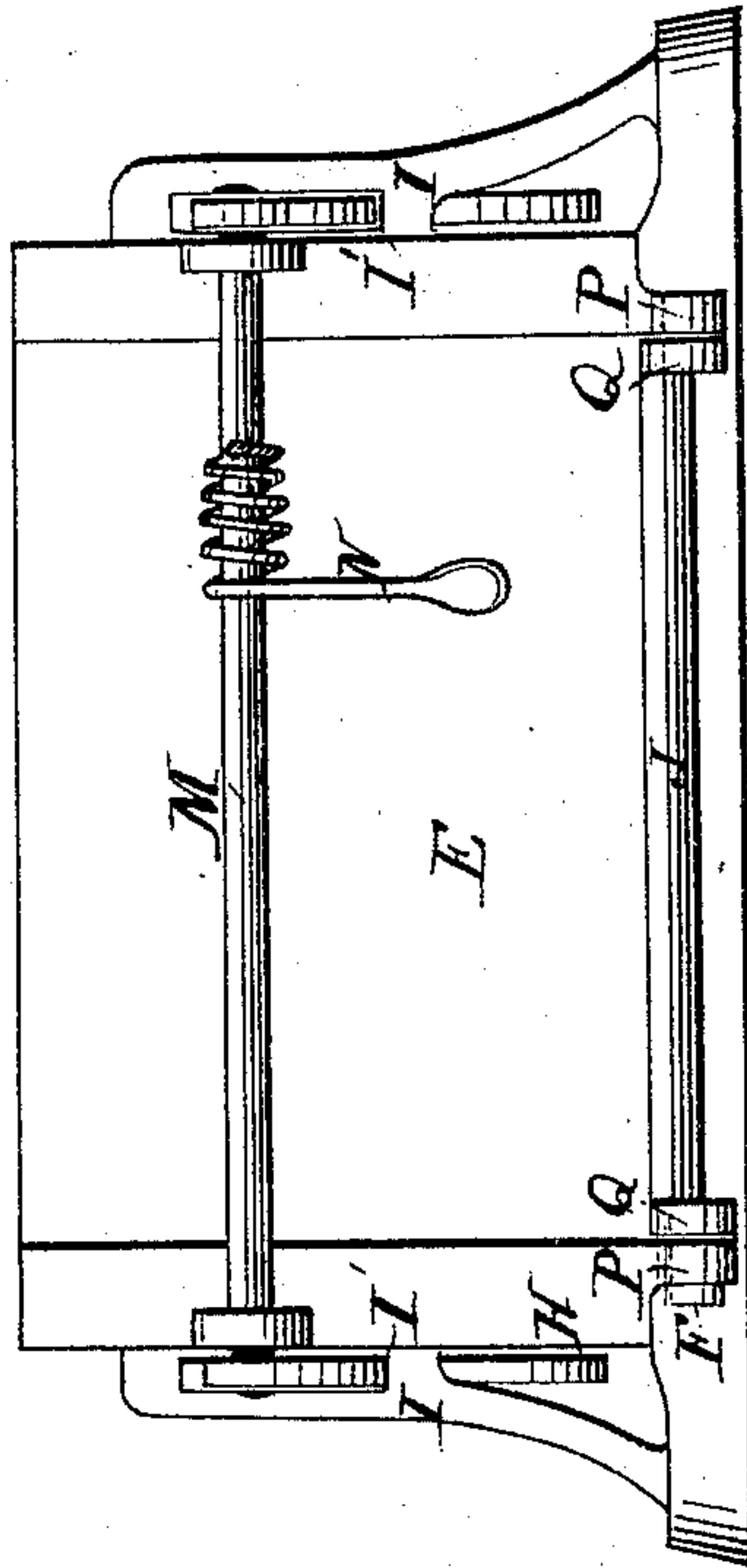


Fig. 2.



Witnesses:

Edward Knight  
Atty: A. C. Hancock

Inventor:

J. O. Farrell  
By Munn & Co

# United States Patent Office.

JOSEPH O. FARRELL, OF CHICAGO, ILLINOIS.

*Letters Patent No. 61,329, dated January 22, 1867.*

## IMPROVEMENT IN TAIL-BOARDS FOR WAGONS.

*The Schedule referred to in these Letters Patent and making part of the same.*

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOSEPH O. FARRELL, of Chicago, in the county of Cook, and State of Illinois, have made certain new and useful Improvements in the Tail-Boards of Wagons; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the annexed drawing, making part of this specification, in which—

Figure 1 represents a side elevation of the wagon-bed with the tail-board attached.

Figure 2 shows an end view of the wagon-bed with the tail-board attached and closed.

Similar letters of reference indicate corresponding parts in the two figures.

The object of the invention is to construct a tail-board, or a hind end, or a tail-gate, as it is variously called, which shall be readily unlatched, and automatically retained in any required position.

It is especially adapted for express wagons, and those where, in the course of a day's business, the loading and unloading forms so large an item, but it is also designed for farm and regular team wagons, as it is light and effective, and will facilitate handling of packages, loading from the sidewalks or platforms, and the delivery of goods, as may be readily seen or imagined by an expert, to whom these remarks are addressed.

A are the stiles, B the panels, and C the upper rail of a wagon-bed, to which a foot-board, D, and a tail-board, E, are attached; the latter by a hinged connection consisting of P P, Q Q, on the tail-board and bottom rail of the bed respectively, and the tail-board rod J, which forms a pintle for the hinges. To the rod M, which passes back of this tail-board, two rack-bars, G, are attached rigidly, and they are constantly impelled in a downward direction by means of the spring N, which is attached to the rod M and the tail-board E respectively, and so as to have a constant tendency to rotate the rod over and towards the fore end of the wagon, in the same direction as the motion of the wheels. By this action of the spring the notches of the rack-bars G are kept in contact with the detents, formed by the portions I' of the braces I, which support the hind ends of the wagon side from lateral displacement, and afford guides for the traversing of the rack-bars G as the hind end-gate or tail-board is raised or lowered.

I have spoken of the purpose of the device, which, indeed, is sufficiently evident, but it may be well to state that the tail-board is released, so that it may be opened, by raising the rack-bars G, which move simultaneously, so that the catches are freed from the detent in the side braces I, and thereupon the tail-board is adjusted to the position required. In raising, the notches of the rack-bars slip past the detent, and are always ready under the action of the spring to perform their office of supporting the tail-board.

After some experience in this special line of business, I offer this as the sum of my devices for this purpose, being light, strong, and easily attached to wagons already constructed, and it has met with much favor from parties specially cognizant of the uses and requirements of the trade in this respect.

Having thus fully, clearly, and exactly described the nature, construction, and operation of my invention, what I claim therein as new, and desire to secure by Letters Patent, is—

Providing the tail-boards with a double latch, constructed substantially as described; that is to say, consisting of a rod and two rack-bars, rigidly connected, and vibrating in journals in or on the tail-board, under the impulse of the hand or of the spring, so that they shall traverse the openings in the braces I as the tail-board is moved, and when abandoned to the influence of the spring shall afford support to the tail-board by the engagement of the notches, substantially as described.

To the above specification of my improvement in tail-boards for wagons I have signed my hand this 17th day of February, 1865.

JOSEPH O. FARRELL.

Witnesses:

EDWARD H. KNIGHT,

ALEX'R A. C. KLAUCKE.