No. 765,118. PATENTED JULY 12, 1904.

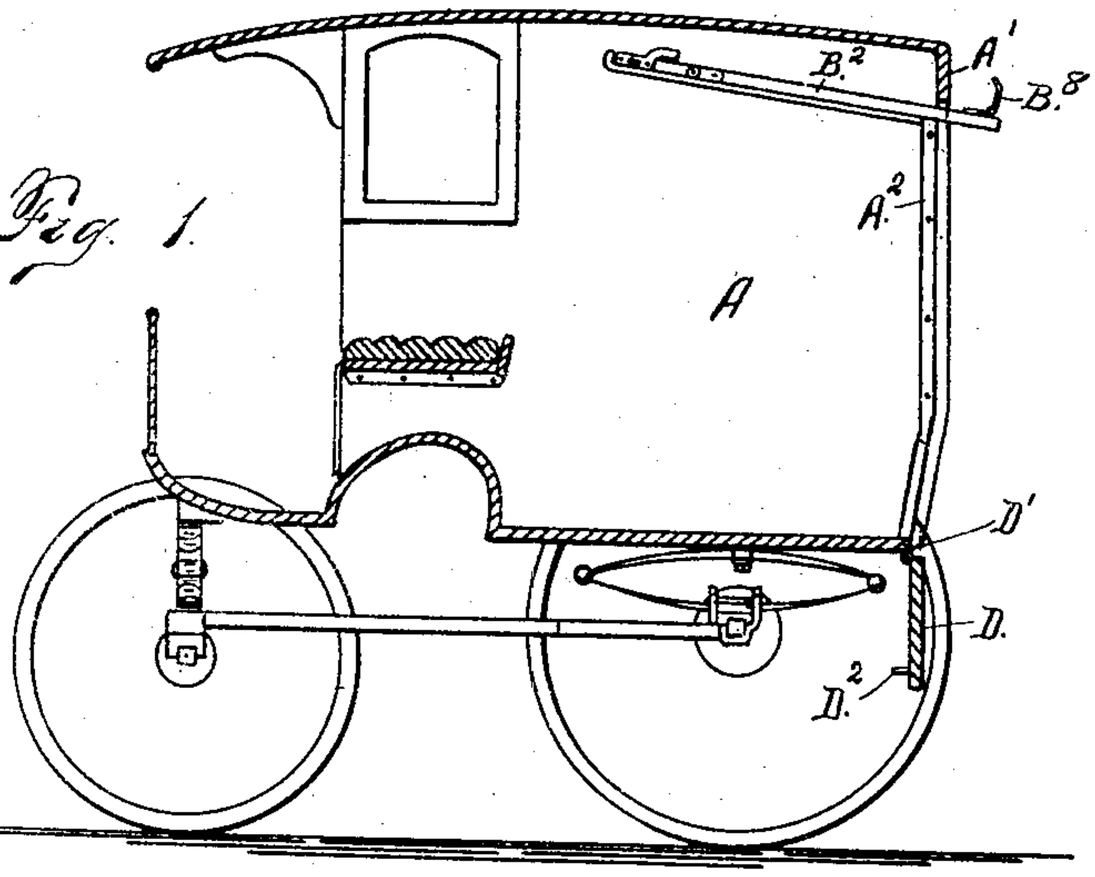
A. WOEBER.

END GATE FOR VEHICLES.

APPLICATION FILED MAR. 14, 1904.

NO MODEL.

Fig. 1.



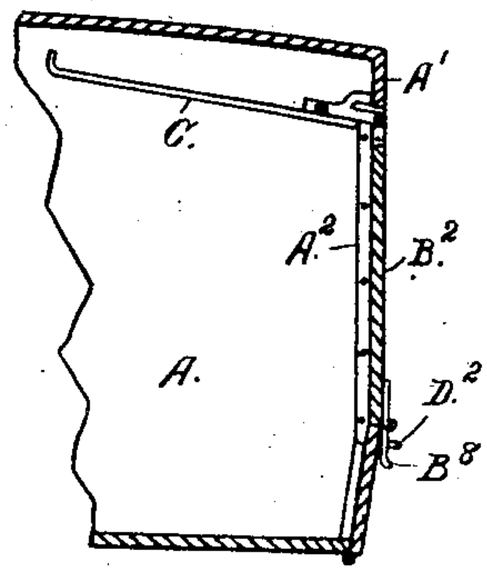


Fig. 2.

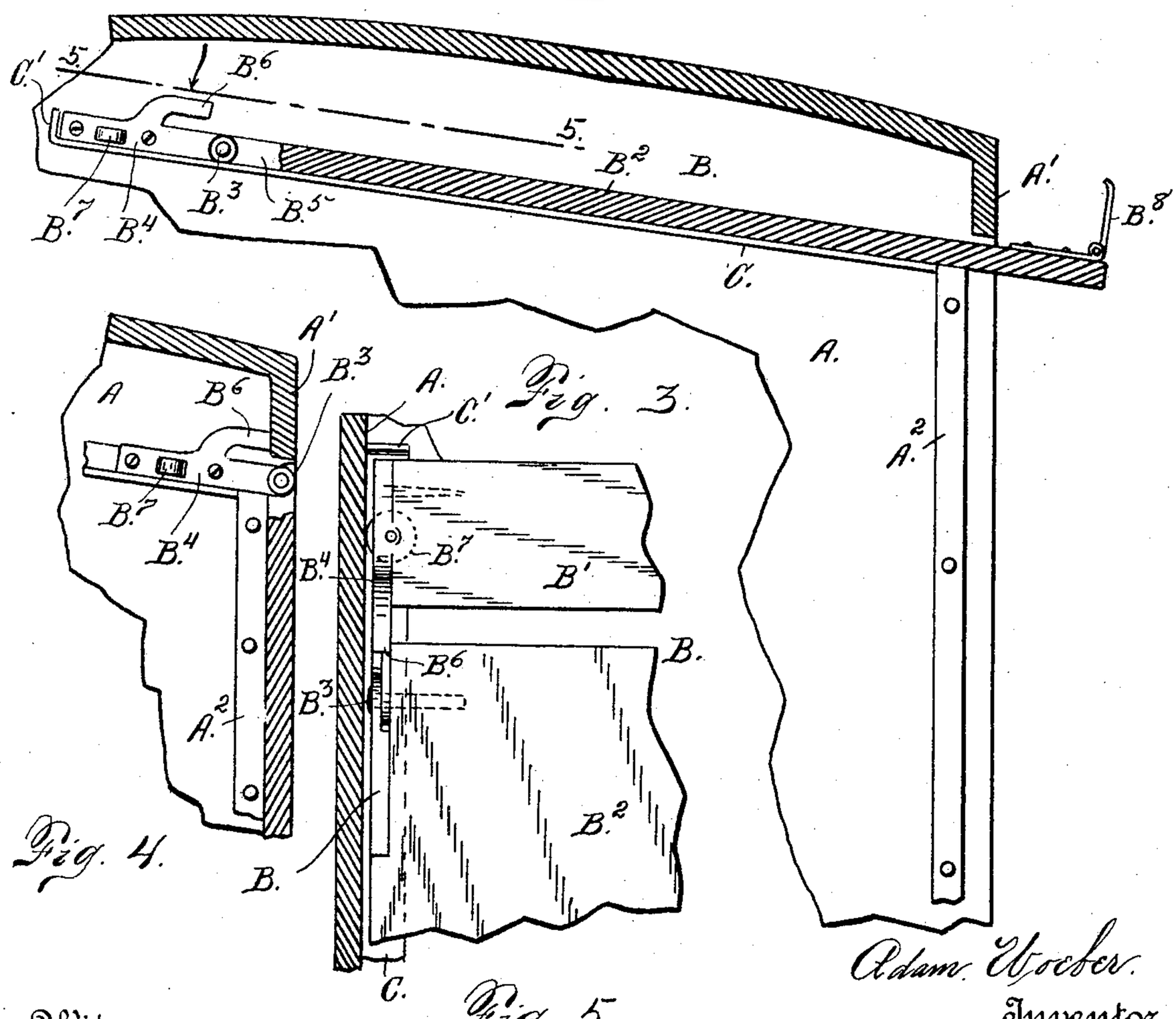


Fig. 3.

Fig. 4.

Fig. 5.

Witnesses
Otto E. Hoddick.
Dena Nelson.

Adam Woeber.
Inventor
By H. R. Sutton
Attorney

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UNITED STATES PATENT OFFICE.

ADAM WOEBER, OF DENVER, COLORADO.

END-GATE FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 765,118, dated July 12, 1904.

Application filed March 14, 1904. Serial No. 198,134. (No model.)

To all whom it may concern:

Be it known that I, ADAM WOEBER, a citizen of the United States of America, residing in the city and county of Denver and State of Colorado, have invented certain new and useful Improvements in End-Gates for Vehicles; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in end-gates for vehicles.

My improvement consists in forming the gate of two hinged members, the narrow member occupying a position on a track in the upper part of the vehicle-body, while the wider portion or end-gate proper when not in use also occupies a position upon the said track and in the same plane with the narrower hinged part. The wider part, however, may be drawn outwardly on the track until the axis of the hinges has reached a position to allow the end-gate to drop downwardly to the vertical position, closing the rear end of the vehicle-body. The narrow member of the end-gate is provided with a stop which engages the upper part of the vehicle-body when the end-gate proper is drawn outwardly or rearwardly to its limit of outward movement or to the position to allow it to drop to the closing position, as heretofore described. By reason of my improved construction the end-gate when not in use is supported in the upper part of the vehicle-body entirely out of the way and at the same time cannot become detached from the body of the vehicle or mislaid.

Having briefly outlined my improved construction of end-gate, as well as the function it is intended to perform, I will proceed to describe the same in detail, reference being made to the accompanying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a side view of a vehicle, the body portion being shown in section and equipped with my improved end-gate, which is shown in the raised position. Fig. 2 is a fragmentary rear end sectional view of the vehicle-body with the end-gate in the lower or closed position. Fig. 3 is an enlarged fragmentary detail view of the vehicle-body with the end-gate in the raised position and shown partly in section. Fig. 4 is a sectional view in detail and on a scale similar to Fig. 3, showing the end-gate in the lowered or closed position. Fig. 5 is a section taken on the line 5 5, Fig. 3, looking downwardly.

The same reference characters indicate the same parts in all the views.

Let A designate the vehicle-body, and B my improved end-gate, which consists of two members B′ and B^2, hinged together, as shown at B^3. The hinge irons or parts are designated B^4 and B^5 and are attached to the respective members B′ and B^2 of the end-gate.

The reference character B^3 may be considered as designating the pin which connects the two hinge-irons B^4 and B^5. There is a pair of hinge irons or parts at each side of the end-gate, whereby the two members B′ and B^2 are securely connected together. Each of the hinge parts B^4 is provided with an upwardly-projecting part B^6, forming a stop which engages the stationary rear upper portion A′ of the vehicle-body when the end-gate is drawn to its outward limit of movement, whereby the part B^2 is ready to drop to the closed position. (Shown in Figs. 2 and 4 of the drawings.) To each side of the vehicle is attached a track C, which forms a support for the two members of the end-gate when the latter is in the raised or open position. The forward extremity of this track C is turned upwardly, as shown at C′, in order to form a stop to the inward movement of the gate. Each hinge member B^4 is also provided with an antifrictional roller B^7, which engages the inside of the wagon-body as the end-gate is moved back and forth, whereby the friction is reduced and the movement of the device facilitated.

As shown in the drawings, the vehicle is provided with a lower end-gate member D, which is hinged at the bottom of the vehicle-body, as shown at D′. This part D, as shown

in the drawings, is provided with a staple D^2, which a hasp B^8, attached to the end-gate member B^2, engages, whereby the two end-gate parts are secured together in the closed position. It must be understood, however, that the use of the invention is not limited to the special form of vehicle-body illustrated in the drawings.

From the foregoing description the use and operation of my improved end-gate will be readily understood. Assuming that the end-gate is in the closed position, as shown in Fig. 2, it is only necessary to disengage the hasp B^8 from the staple D^2, when the member B^2 of the end-gate may be moved outwardly on the hinge-pins B^3 until the part B^2 occupies the same plane as the part B'. The end-gate may then be shoved inwardly upon the tracks C until it has reached its inward limit of movement. The end-gate will then remain in this position until it is desired to close it again. The closing operation will be readily understood, since the end-gate may be pulled outwardly until the stop B^6 engages the upper extremity of the vehicle-body, when the member B^2 will be in position to drop downwardly to the closed position, as heretofore explained. It will be understood that the parts A^2 of the vehicle-body form a sort of stop or jam against which the end-gate part B^2 bears when in the closed position.

Attention is called to the fact that my improvement is not necessarily limited to a gate adapted to close an opening in the end of the wagon-body, since the same construction may be employed in connection with a gate adapted to close an opening in the side of a wagon-body as well as the end. Hence the term "end-gate" in the claims and description must be construed to mean a gate generally when used in connection with the wagon-body and adapted to control a closable opening.

Having thus described my invention, what I claim is—

1. The combination with a vehicle-body, of an end-gate composed of two hinged members, the opposite sides of the vehicle-body being provided with tracks or ways adapted to receive the said end-gate, one of the hinged members being provided with a stop so located that as the end-gate is moved outwardly, the stop will engage a part of the body of the vehicle and check the end-gate's outward movement when the closing part of the gate is in position to swing downwardly on its hinges.

2. The combination with a vehicle-body, of an end-gate consisting of two members hinged together, one of the members being comparatively narrow, tracks attached to the opposite sides of the vehicle and forming a support for the said end-gate, the inner hinged member of the gate being provided with a stop adapted to limit the outward movement of the gate when the outer member is in position to move downwardly to the closed position.

3. The combination with a vehicle-body, of an end-gate composed of inner and outer hinged members, the inner member being shorter than the outer member and provided with an upwardly-projecting stop and anti-frictional rollers, the vehicle-body above the opening to be closed by the end-gate being provided with a part which the said stop of the one member of the end-gate engages when the latter is drawn to its outward limit of movement.

4. The combination with a vehicle-body, of an end-gate composed of two members, two hinge-irons connected with each member and located on opposite sides, each pair of adjacent irons being pivotally connected, the inner hinge-iron on each side being provided with an upwardly-projecting stop, and the vehicle-body above the opening to be closed by the end-gate, having a depending part adapted to engage the stop of the hinge-iron on each side as the end-gate is drawn outwardly to its limit of movement.

5. The combination with a vehicle-body, of a gate composed of two hinged members, the body of the vehicle being provided with tracks adapted to support the opposite sides of the gate, one of the hinged members being provided with a stop so located that as the gate is moved outwardly the stop will engage a part of the vehicle-body and check the gate's outward movement, when its closing part is in position to swing downwardly on its hinges.

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

ADAM WOEBER.

Witnesses:
DENA NELSON,
A. J. O'BRIEN.