

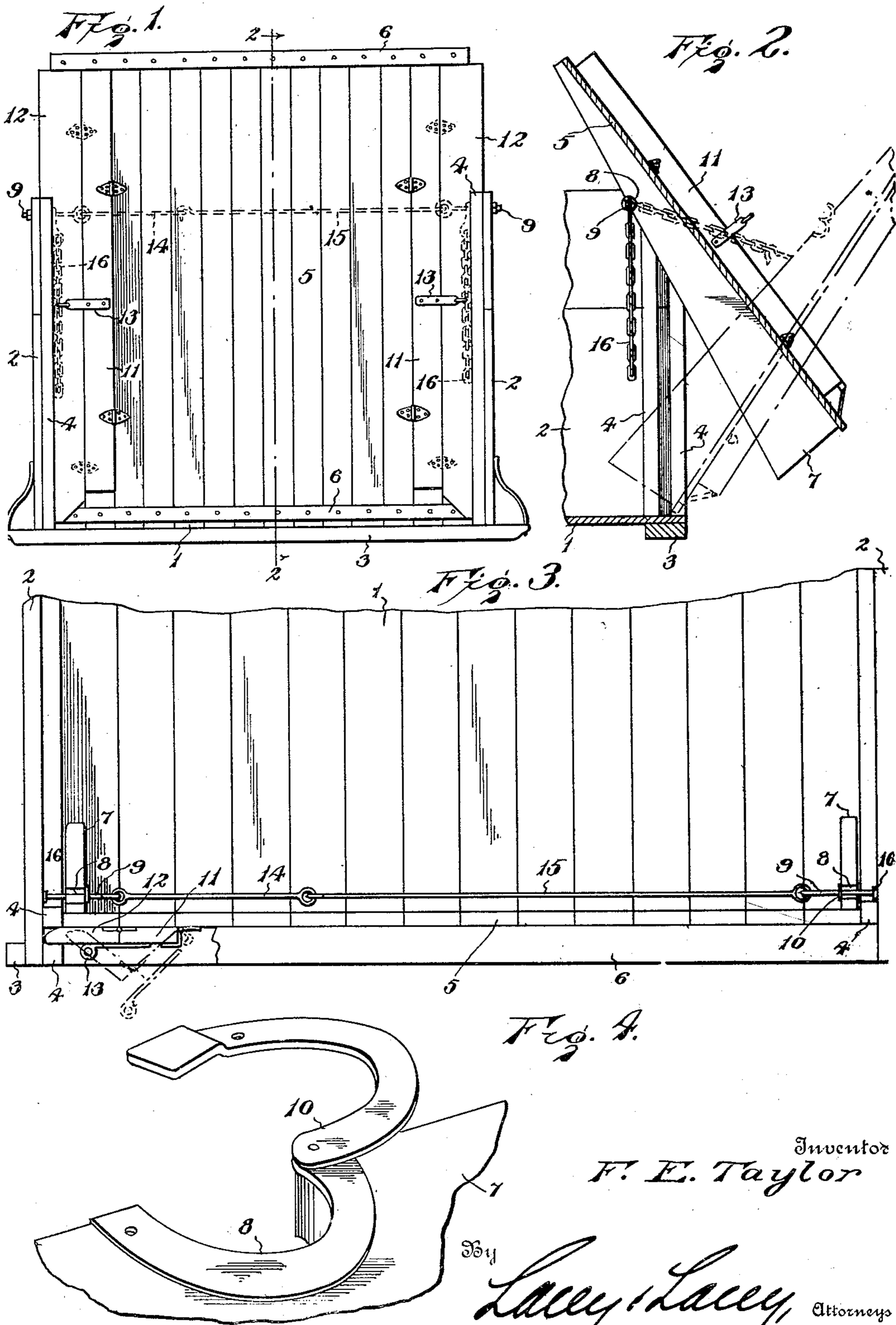
Oct. 7, 1930.

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1,777,386

END GATE

Filed Feb. 5, 1929



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END GATE

Application filed February 5, 1929. Serial No. 337,639.

This invention relates to tail gates for vehicles of the type designed for handling commodity in bulk, and adjustable to swing upward or downward as found most advantageous in unloading.

The invention provides for a tight joint between the gate and the sides of the vehicle body, and for ready securance and quick release of the gate, or an entire removal thereof as occasion may require.

While the drawing illustrates a preferred embodiment of the invention, it is to be understood that in adapting the means to meet specific needs and requirements, the design may be varied and changes in the minor details of construction may be resorted to within the scope of the invention as claimed, without departing from the spirit thereof.

For a full understanding of the invention and the merits thereof, reference is to be had to the following description and the drawing hereto attached, in which:—

Figure 1 is an elevational view of an end gate embodying the invention, showing it applied to a wagon body.

Figure 2 is a sectional view on the line 2—2 of Figure 1 looking to the right as indicated by the arrows, the full lines showing the end gate swung outward at its lower end and the dotted lines indicating the position of the end gate when swung outward at the top.

Figure 3 is an enlarged top plan view of the end gate and rear portion of a wagon body.

Figure 4 is an enlarged detail perspective view of a portion of a cheek piece showing the means for pivotally connecting the end gate to the upper corner portion of the wagon body.

Corresponding and like parts are referred to in the following description and designated in the several views of the drawing by like reference characters.

The rear portion of a wagon body is illustrated to show the application of the invention, the numeral 1 designating the bottom, 2 the sides and 3 a bolster or cross piece. Spaced cleats 4 are secured to the inner face of each of the sides 2 adjacent the rear end thereof. The space formed between each pair

of cleats 4 is adapted to receive the locking member of the end gate to retain the same in place and provide for a tight joint between the end gate and the sides of the wagon body.

The numeral 5 denotes the end gate which is strengthened and reinforced by battens or cleats 6 provided at the top and bottom thereof. Cheek pieces 7 are provided adjacent the vertical edges and upon the forward side of the end gate. Notches 8 are formed in the forward edges of the cheek pieces 7 to provide clearance for eye bolts 9 applied to the upper rear corner portions of the sides 2. A split ring 10 is associated with each of the notches 8, one of the elements of the ring being attached to the cheek piece 7 and the outer element being pivoted and adapted to engage about an eye bolt 9 to pivotally connect the end gate to the wagon body to admit of its swinging outward at its lower end, as indicated by the full lines in Figure 2 of the drawings.

A strip 11 is hinged to the outer or rear side of the end gate adjacent each of its vertical edges. A second strip 12 is hinged to each of the strips 11 and the outer edge of said strip 12 is adapted to enter the space formed between the adjacent cleats 4, as indicated most clearly in Figure 3 of the drawings, thereby securing the end gate when properly adjusted to close the rear end of the wagon body. A strap iron 13 is attached at one end to the strip 11 and its opposite end portion overlaps the strip 12, as indicated most clearly in Figures 1 and 3 of the drawings. When the strips 11 and 12 are adjusted to lie against the rear side of the end gate an edge portion of the strip 12 projects beyond the end gate to enter the space formed between the cleats 4, thereby securing the end gate when positioned to close the rear end of the wagon body. By pulling outward upon the end portion of the metal strap 13, overlapping the strip 12, the strip 11 is turned about its hinge connection with the end gate and moves the strip 12 to withdraw it from engagement with the cleats 4 thereby releasing the end gate which may be removed, or adjusted to either of the positions shown by

full and dotted lines in Figure 2 of the drawing.

A tie connects the upper rear corner portions of the sides 2 and comprises a link 14 and a hook 15, each being connected at its outer end to an eye bolt 9. The eye bolts 9, being adjustable, provide for adjusting the tie so that a tight joint may be maintained between the end gate and the sides of the wagon body. A chain 16 is attached to each of the eye bolts 9 and provides means for securing the end gate when swung outward from the top, as indicated by the dotted lines in Figure 2 of the drawings. When it is required to pivotally connect the end gate to the eye bolts 9 so that it may swing outward from the bottom, the rings 10 are engaged about the respective eye bolts 9 and when the end gate is released by withdrawing the locking strips 12 from engagement with the cleats 4 it will swing outward from the bottom, as indicated by the full lines in Figure 2 of the drawing. It will thus be understood that provision is had for ready removal of the end gate from the wagon body, or for swinging it outward from the top or bottom as required and according to the nature of the commodity of material to be unloaded. While the vehicle has been referred to as a wagon, it is to be understood that it may be a truck or any other specific type of vehicle to which the gate may be applied. It is also to be understood that the gate may be formed of wood, sheet metal or any other material found suitable.

Having thus described the invention, I claim:—

The combination with a wagon body, a pair of spaced cleats applied to the inner face of each side of the body, and an end gate fitting between the sides of the body and abutting the inner cleats, of strips hinged to the end gate adjacent the side edges thereof, other strips hinged to the outer edges of the first-mentioned strips and adapted at their outer edges to engage between adjacent cleats to secure the end gate in closing position, and rigid metal straps each rigidly secured at one end to one of the first-mentioned strips and having its free end overlapping the strip hinged to the first-mentioned strip whereby when the end gate is in closed position the strips will lock it in place and be held against folding by the end gate and the metal straps.

In testimony whereof I affix my signature.
[L. s.] FERNANDO E. TAYLOR.