W. C. CARR.

END GATE FOR TRUCKS.

APPLICATION FILED AUG. 14, 1912.

1,066,464.

Patented July 8, 1913.

2 SHEETS—SHEET 1.

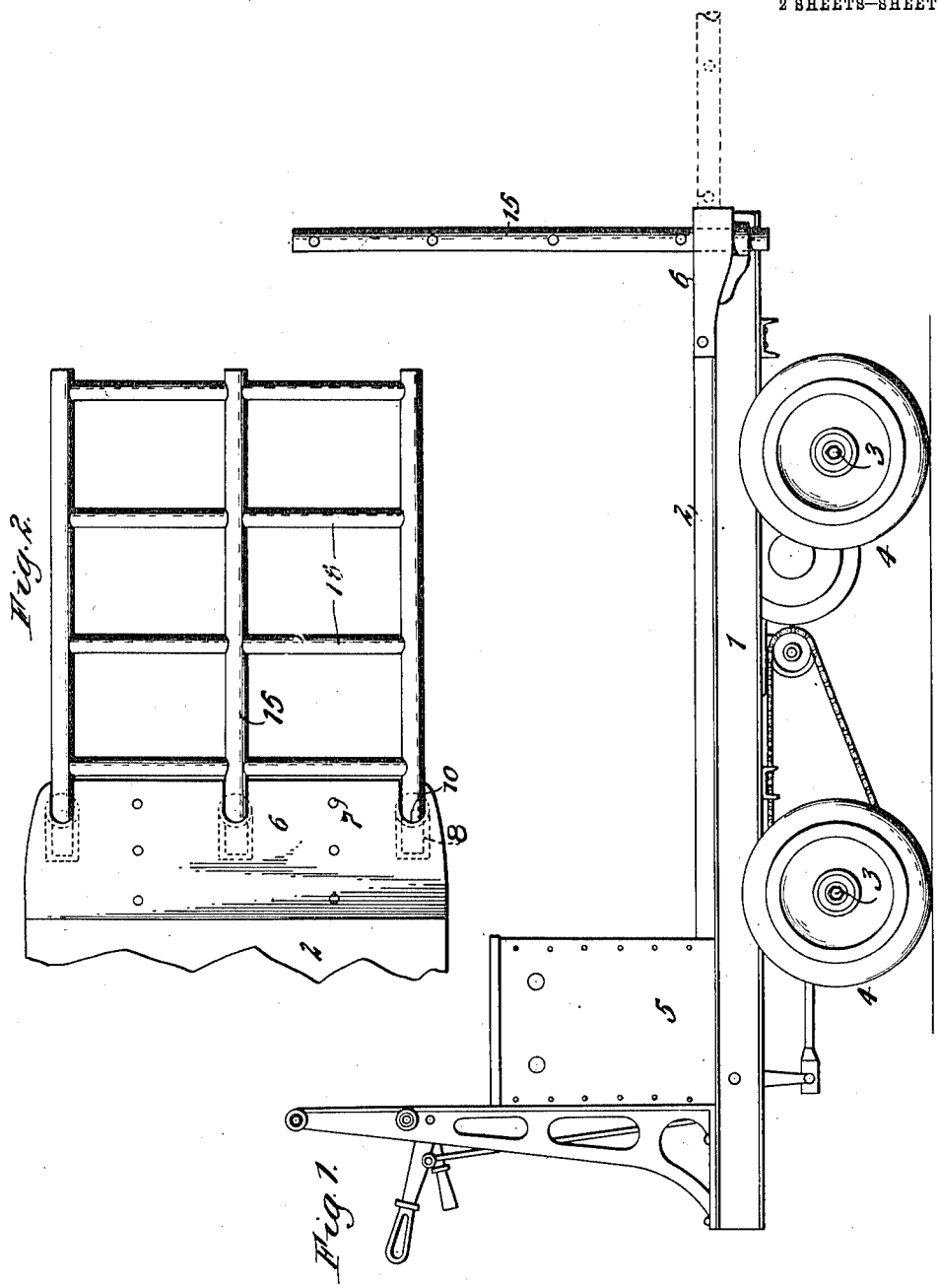


Fig. 2.

Fig. 1.

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Fig. 3.

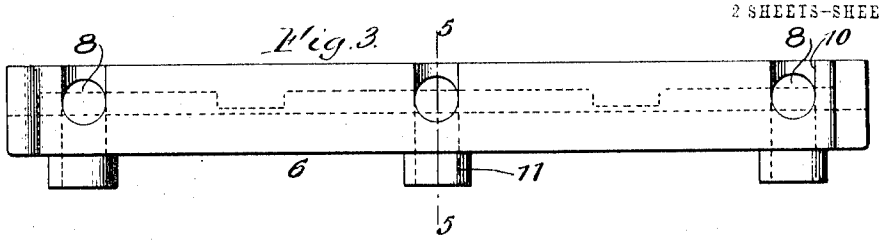


Fig. 4.

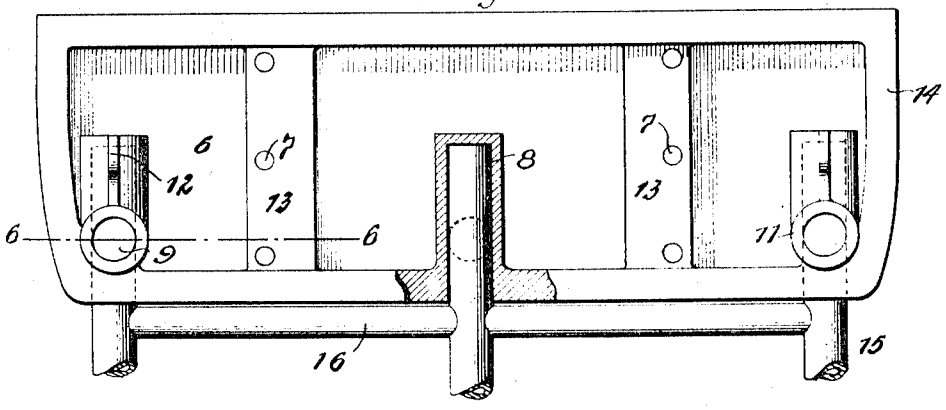


Fig. 5.

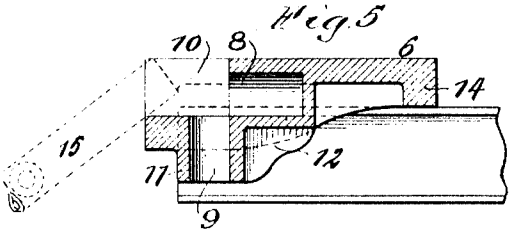


Fig. 6.

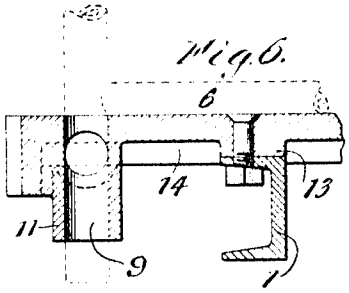
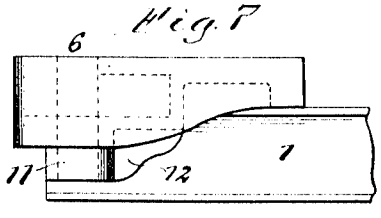


Fig. 7.



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UNITED STATES PATENT OFFICE.

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END-GATE FOR TRUCKS.

1,066,464. Specification of Letters Patent. Patented July 8, 1913.

Application filed August 14, 1912. Serial No. 714,999.

To all whom it may concern:

Be it known that I, WILLIAM C. CARR, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented a certain new and useful Improvement in End-Gates for Trucks, of which the following is a specification.

This invention relates to improvements in end gates for trucks.

The principal object of the invention is to produce an exceedingly simple and very durable device of this class.

In the preferred adaptation of the invention illustrated in the accompanying drawings, a detachable device is shown which can be placed in a vertical position to form an end gate for the truck platform, a horizontal position to constitute a longitudinal prolongation of said truck platform or a diagonal position to form an inclined slideway for loading and unloading the truck, or can be separated and removed from the truck.

In the accompanying drawings consisting of two sheets:—Figure 1, represents a side elevation of a truck equipped with the improved end gate, also illustrating the end gate in dotted and full lines in two different positions. Fig. 2, is an enlarged fragmentary top plan view of the end portion of a truck with the improved end gate attached thereto in horizontal position. Fig. 3, is an enlarged detached end edge view of the end platform block of the truck. Fig. 4, is an enlarged detached bottom plan view of the end platform block of the truck. Fig. 5, is a vertical longitudinal section through a fragment of the end platform block on line 5—5 Fig. 3, with a fragment of the end gate shown in dotted lines in an inclined position. Fig. 6, is a vertical transverse section through a fragment of the end platform block on line 6—6 Fig. 4, and also showing a fragment of the end gate in upright position in dotted lines. Fig. 7, is a detached side edge elevation of the end platform block.

In referring to the preferred adaptation of the invention shown in the accompanying drawings in detail like numerals designate like parts.

While this improved end gate is illustrated in the accompanying drawings in connection with an electric truck of conventional design, it should be understood that it is equally adapted to be used with many other forms of trucks or vehicles.

The truck shown consists of a frame 1, a platform 2 on the frame, axles 3, wheels 4, a battery box 5, and the usual steering and operating mechanism. An end platform block 6 is securely fastened to one end of the truck frame by bolts 7 or other fasteners and is preferably cast in one piece of cast iron or other suitable metal. The end block has a flat top surface and is provided in its outer end with one or more horizontal longitudinal recesses 8 and one or more vertical openings 9. The recesses 8 and openings 9 are arranged in sets and the outer extremities of the recess and opening of each set intersect and merge in each other providing a cut out portion 10 on the outer top corner of the outer end of the end block as shown in Figs. 3 and 4.

To lengthen the vertical openings 9 and also stiffen and strengthen the structure of the end block, short vertically depending tubular portions 11 are formed on the under surface of the end block which are in vertical central alinement with the vertical openings 9 as shown in Figs. 3, 4, 5, and 7. The end block is also additionally strengthened by longitudinal ribs 12 which extend longitudinally beneath and depend centrally from the bottom of the end block.

Those portions 13 of the end block which rest upon the truck frame are thickened as shown in Fig. 4 and a depending flange 14 extends downward from the lower margin of the surrounding edge of the end platform block as shown in Figs. 3, 4, 5, 6, and 7.

The end gate is constructed in skeleton form of longitudinal bars 15 in separated arrangement and cross or transverse bars 16 which extend between and connect the longitudinal bars at intervals, the whole forming a rigid inseparable unit.

In the adaptation of the end gate shown in the accompanying drawings three longitudinal bars 15 are employed, one being placed in the center of the frame or gate and the others at the opposite sides of said gate and four transverse bars 16 are arranged at intervals between the longitudinal bars 15, being connected at their center to the center longitudinal bar and at their ends to the end longitudinal bars, substantially as shown in Fig. 2. Three sets of recesses 8 and openings 9 are likewise formed in the end plat-

form block in which the lower projecting ends of the longitudinal bars, 15 are adapted to be seated.

When it is desired to place the end gate in vertical position, the lower projecting ends are inserted in the vertical openings 9 as shown in full lines in Fig. 1, and to change the gate to a horizontal position it is lifted up removing the lower projecting ends from the vertical openings, then turned downward to a horizontal position and finally moved forward to seat the lower projecting ends of the longitudinal bars 15 in the horizontal recesses 8.

To place the end gate so that it forms an inclined runway for loading or unloading the truck, the projecting end portions are pulled out of the horizontal recesses or vertical openings and the outer end of the end gate is lowered to the ground or floor with the projecting ends of the longitudinal bars resting in the cut out portions 10.

The principal advantages of this improved end gate are that it can be completely detached and removed from the truck proper and that the sets of horizontal recesses 8 and vertical openings 9 constitute sockets in which the end gate is removably supported in either a horizontal or vertical position and owing to the cut out portions formed at the intersecting outer ends of the horizontal recesses and vertical openings the end gate can also be arranged in an inclined position for loading and unloading purposes.

I claim—

In a device of the class described, the combination with an end gate having a projecting portion, of an end platform block from which the end gate is removably supported having a horizontal socket in which the projecting portion seats when the end gate is in horizontal position, a vertical socket in which the projecting portion seats when the end gate is in vertical position, and a cut out portion formed at the intersecting outer ends of the horizontal and vertical sockets in which the projecting portion rests when the end gate is in an inclined position.

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