

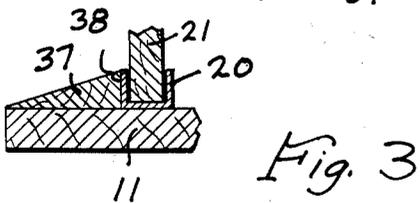
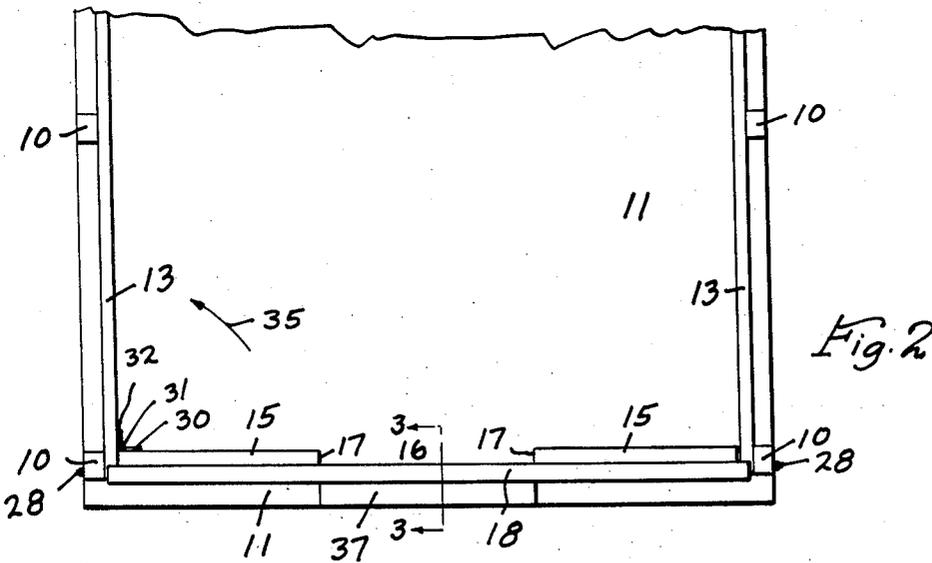
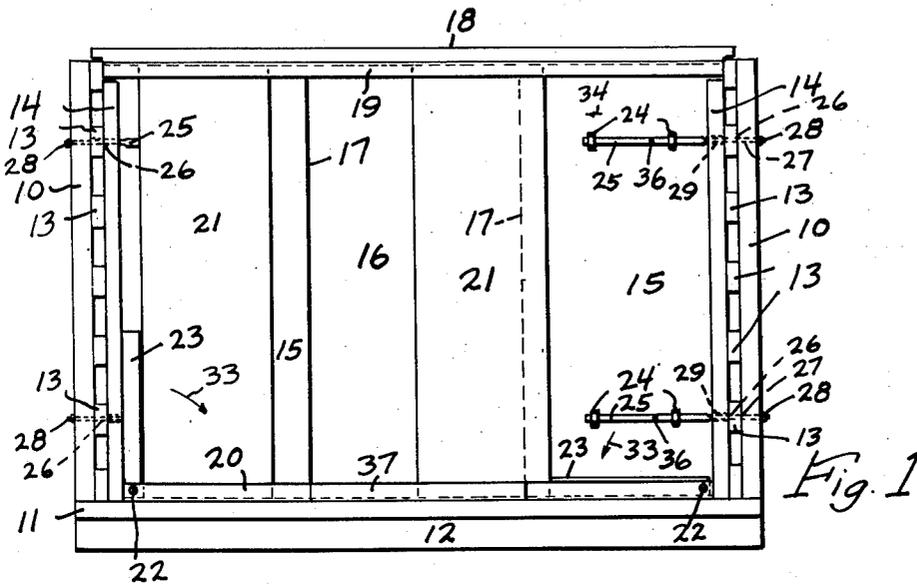
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TRUCK ENDGATE

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TRUCK ENDGATE

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3 Claims. (Cl. 296—51)

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My invention relates to a truck end gate.

An object of my invention is to provide an end gate which can be readily closed by means of a simple mechanism, and retained in closed position, and which can be readily opened also.

A further object of my invention is to provide means for swinging the entire rear structure to which the end gate is attached, so that the wagon can be used for conveying stock and the like.

A further object of my invention is to provide a simplified construction.

With these and other objects in view, my invention consists in the construction, arrangement, and combination of the various parts of my device, whereby the objects contemplated are attained, as hereinafter more fully set forth, pointed out in my claims, and illustrated in the accompanying drawings, in which:

Figure 1 is a rear view of the end gate structure,

Figure 2 is a plan view of Figure 1, and

Figure 3 is an enlarged detail section taken along the lines 3—3 of Figure 2.

I have used the character 10 to designate the usual vertical posts of a wagon box attached to the base 11, and the character 12 to designate the usual supporting cross pieces. I have also used the character 13 to designate the horizontally positioned spaced side members and to these members I attach the further vertical straps 14. The character 15 designates the rear walls of the end of the box, there being provided the open gate space at 16, such space being bordered by the side edges 17. Attached along the upper edges of the walls 15 is the transverse beam 18, and attached directly beneath the beam 18 is a channeled member 19, and such channeled member 19 can also be attached to the members 15.

Attached to the base 11 is a further transverse channel member 20 which can also be attached to the members 15, and received within the respective channels 19 and 20 are the upper and lower edges of the slidable gates 21. Pivotaly attached at 22 within the channel member 20 are the substantially lengthened retaining members 23, these members being in the form of elongated blocks which are receivable within the channel member 20 when in horizontal position as shown at the right in Figure 1.

Attached to the walls 15 are the keepers 24 which slidably receive the straps 25, which straps 25 terminate in the integral stud ends 26 received through suitable openings 27 within the members 10 and 13, the nuts 28 being threadably attached therewith when the rear structure is in fixed

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position. The members 14 also include openings at 29 to receive the strap.

Attached to one of the walls 15 (see Figure 2) at 30 are the hinge members 31 which are attached at 32 to certain of the members 13.

It will now be noted from the foregoing structure that when it is desired to completely close the opening 16, the members 21 are forced toward the center of the rear structure, and thence the block member 23 is pivoted in the direction of the arrow 33, this member then serving to hold the member 21 against lateral displacement. Figure 1 shows the right hand member 21 being in this position, and with the left hand gate member 21 about to be placed in the same position, after which the rear opening 16 is thus completely closed, both block members 23 then holding these members securely. When it is desired to open the gate members, the members 23 are pivoted upwardly. When it is desired to swing the entire rear structure to allow the entrance of stock or the like, the straps 25 are forced in the direction of the arrow 34, thereby removing the strap ends from the various openings 27, etc., and the entire rear structure can then be swung in the direction of the arrow 35 (see Figure 2). In closed position the straps 25 besides acting as locking means serve to rigidify the structure, and I further provide the short pins 36 therein to limit inward movement of the straps and studs.

To provide an easy entrance into the wagon box in some cases, I provide a sloping member 37 attached to the base member 11 and which abuts at 38 against the lower channel 20. The keeper members 24 and straps 25 are made sufficiently thin to allow free movement of the members 23 as well as the gate members 21, since they will lie substantially flush with the inner web thickness of either channel 19 and 20.

It will now be seen that I have provided the various advantages set forth in the objects of my invention with various other advantages being readily apparent.

Some changes may be made in the construction and arrangement of the parts of my invention without departing from the real spirit and purpose of my invention, and it is my intention to cover by my claims any modified forms of structure or use of mechanical equivalents which may be reasonably included within their scope.

I claim as my invention:

1. A truck end gate comprising a truck rear end wall member having an opening, a pair of vertically positioned gates positioned adjacently to said opening, upper and lower channels receiv-

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ing the ends of said gates for slidable movement thereof, and whereby said gates will close said opening, means for retaining said gates in closed position including block members pivotally attached at the extremities of the lower channel, said block members being pivoted to horizontal position when retaining said gates, said block members being received within said lower channel, means for pivoting said rear end wall member to one side of a truck to provide pivotal movement of the same inwardly.

2. A truck end gate comprising a truck rear end wall member having an opening, a pair of vertically positioned gates positioned adjacently to said opening, upper and lower channels receiving the ends of said gates for slidable movement thereof, and whereby said gates will close said opening, means for retaining said gates in closed position including block members pivotally attached at the extremities of the lower channel, said block members being pivoted to horizontal position when retaining said gates, said block members being received within said lower channel, means for pivoting said rear end wall member to one side of a truck to provide pivotal movement of the same inwardly, locking members attached to said rear end wall member, means for providing slidable movement of said locking members out of engagement with the truck walls when said rear member is thus pivoted.

3. A truck end gate comprising a truck rear end wall member having an opening, a pair of vertically positioned gates positioned adjacently

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to said opening, upper and lower channels receiving the ends of said gates for slidable movement thereof, and whereby said gates will close said opening, means for retaining said gates in closed position including block members pivotally attached at the extremities of the lower channel, said block members being pivoted to horizontal position when retaining said gates, said block members being received within said lower channel, means for pivoting said rear end wall member to one side of a truck to provide pivotal movement of the same inwardly, locking members attached to said rear end wall member, means for providing slidable movement of said locking members out of engagement with the truck walls when said rear member is thus pivoted, said block members being pivoted to vertical position, providing means for retracting said gates to open said rear wall opening.

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