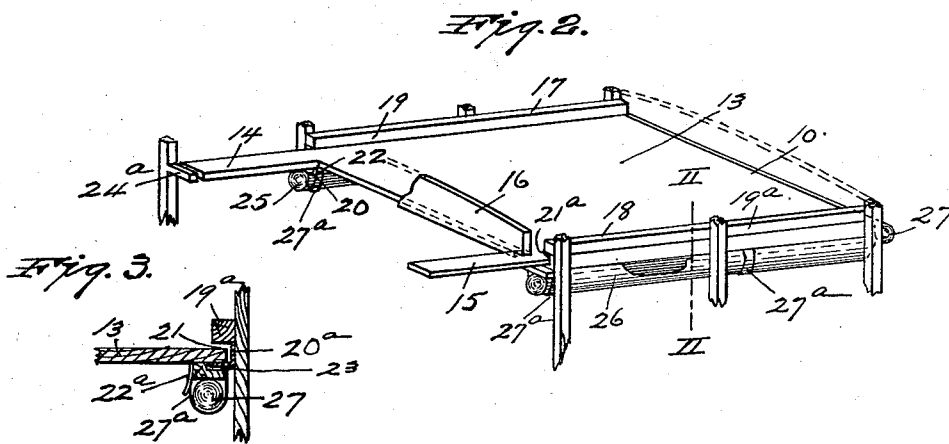
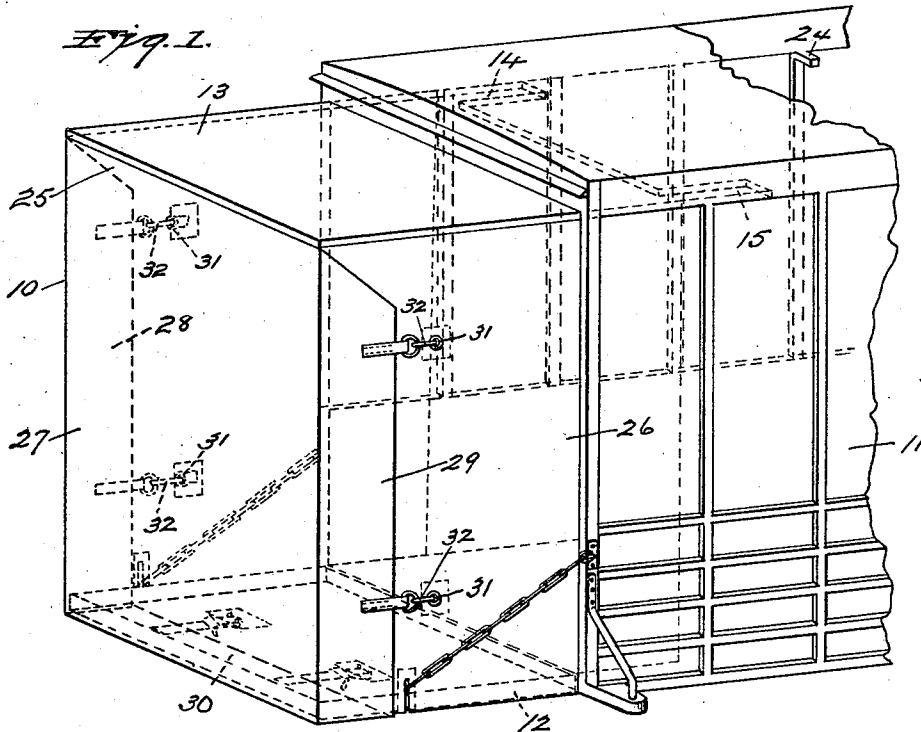


C. H. DE WOLFE.
WAGON BODY EXTENSION.
APPLICATION FILED APR. 18, 1911.

1,028,100.

Patented June 4, 1912.



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UNITED STATES PATENT OFFICE.

CHARLES H. DE WOLFE, OF NEW YORK, N. Y.

WAGON-BODY EXTENSION.

1,028,100.

Specification of Letters Patent.

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Application filed April 18, 1911. Serial No. 621,778.

To all whom it may concern:

Be it known that I, CHARLES H. DE WOLFE, a citizen of the United States, and a resident of New York, borough of Brooklyn, county of Kings, and State of New York, have invented certain new and useful Improvements in Wagon-Body Extensions, of which the following is a full, clear, and exact specification.

10 This invention relates to a class of devices or extensions adapted more particularly for use whereby the carrying capacity of wagons may be increased.

15 My invention has for its object to provide an efficient form of extension designed to be applied to the body of a wagon in a manner so as to be employed for permitting goods to be loaded and carried upon the tail board of the wagon in excess of the 20 regular capacity of the body thereof and which will allow goods to be safely transported without the danger of being damaged especially during wet weather as well as permitting the use of ropes or chains to be 25 dispensed with; and to provide a form of extension adapted to be moved entirely within the body when not in use so as not to be an obstacle when the wagon is being loaded with goods.

30 Another object of the invention is to provide means whereby the extension may be slidably held interiorly of the body of the wagon and adjacent to the top thereof; and to further provide forms of curtains adapted 35 to be detachably connected to the tail board of the wagon in a manner so as to entirely inclose the goods within the extension.

40 With these and other objects in view, the invention will be hereinafter more particularly described with reference to the accompanying drawing, which form a part of this specification, and will then be pointed out in the claims at the end of the description.

45 In the drawing, Figure 1 is a fragmentary view of the body of a wagon with my improved extension applied thereto. Fig. 2 is a fragmentary view of the top of the frame of a wagon showing a rear view of the extension when not in use, and Fig. 3 50 is a section taken on the line II-II of Fig. 2.

55 The device or extension 10 may be applied to the body 11 of the usual or any preferred form of wagon and is preferably made of a size to extend from the rear of said body when in use the same distance as the tail

board 12 when positioned on a level with the floor of the wagon, as shown in Fig. 1.

The extension 10 has a top board or plate 13 which is substantially rectangular in 60 shape and is of sufficient width to fit loosely within the body 11. Projecting from each of the opposite corners of one edge of the plate 13 is an arm 14 and 15, and upon the edge of the plate between said arms is provided an upwardly disposed strip or flange 65 16. The top board or plate 13 is slidably held in the upper part of the body 11 adjacent to the top thereof, and as a means to permit said plate to be properly guided as 70 well as supported within said body or when moved so as to extend beyond the rear opening thereof upon one face of a number of the standards at each side of the rear of the body 11 is provided a guide, as 17 and 18. 75

Each of the guides 17 and 18 may be in the form of a channel bar or consists of a strip 19 and 19^a which is fastened to the standards of the body, and upon the underside of each of said strips is an angle iron 80 20 and 20^a whereby grooves 21 and 21^a are provided. In the grooves 21 and 21^a are slidably held the corresponding edges of the top plate 13, and to prevent lateral movement of said top-plate upon the underside 85 thereof are two L-shaped strips or bars 22 and 22^a by which grooves 23 are provided for reception of the free arms of the angle irons 20 and 20^a. In order to limit the movement of the top board or plate 13 and also 90 the arms 14 and 15 thereof when moved within the body of the wagon, I provide stops, as 24 and 24^a, upon the interior of said body and against which the free ends of said arms are adapted to abut, as shown 95 in Fig. 2.

I prefer to make the top board or plate 13 of a size so that when the device is in use the edges of said top-plate which extend exteriorly of the body 11 will be on 100 alinement with the edges of the tail board 12 of the wagon, and to inclose the articles within the extension when loaded upon the tail board I provide two side curtains 25 and 26 and an end curtain 27, all of which 105 are attached to the edges of the board or plate 13. The curtains 25, 26, 27 may be of water-proof material, or any suitable fabric, so that said curtains may be rolled and held by any suitable means, for instance 110 as by straps 27^a, to the top plate 13 when the extension is not in use. Upon each of

the vertical edges of the curtain 27 is a flap 28 and 29, and upon the lower edge of said curtain is also provided a flap 30. The flaps 28 and 29 of the curtain 27 are adapted to overlap the side curtains 25 and 26, and the flap 30 is adapted to be disposed upon the underside of the tail board 12 when the extension is in use more especially during inclement weather. For the purpose of holding the curtains together when lowered upon the side curtains 25 and 26 are eyes or rings 31, and said rings are adapted to be engaged by snap hooks 32, or the like, which are provided upon the vertical flaps 28 and 29 of the rear curtain 27. Upon the underside of the tail board 12 are similar eyes or rings which may also be engaged by snap hooks provided upon the flap 30 of the rear curtain 27 whereby all the curtains will be secured to said tail board.

In the foregoing description I have embodied the preferred form of my invention, but I do not wish to be understood as limiting myself thereto, as I am aware that modifications may be made therein without departing from the principle or sacrificing any of the advantages of this invention, therefore I reserve to myself the right to make such changes as fairly fall within the scope thereof.

Having thus described my invention, I claim as new and desire to secure by Letters Patent:—

1. In a device of the character described, the combination with a wagon body having a floor, sides, and a top, and a tail piece hinged to the rear of said floor, of a solid plate slidable within said wagon body, an arm on the inner edge of said plate extending from each corner thereof, a projection extending from each side of the wagon body in the path of said arms and adapted to be engaged thereby whereby the movement of said plate within the wagon body may be limited, and a flange projecting upwardly from the rear edge of said plate between said arms whereby withdrawal of the plate from the wagon body may be prevented.

2. In a device of the character described, the combination with a wagon body comprising a floor, sides, and a top, and a tail piece hinged on the rear of said floor, of guides, each secured upon the inner face of one side of the wagon body in proximity to the top, angle irons secured upon the under side of the guides by their upright legs, the upright legs thereof lying close against the sides of the body whereby a groove is provided between the horizontal arms of said angle irons and the guides, a solid plate slidably mounted in the grooves, L-shaped bars provided upon the underside of the solid plate at the opposed side edges thereof whereby a groove is formed between the plate and horizontal arms of the L-shaped

bars for the reception of the horizontal arms of said angle irons, an arm projecting from each corner of the inner end of the plate, a flange on the inner end of said plate between the arms, and curtains inclosing the area provided between said plate and tail piece when extended.

3. In a device of the character described, the combination with a wagon body comprising a floor, sides, and a top, and a tail piece hinged on the rear of said floor, of guides, each secured upon the inner face of one side of the wagon body in proximity to the top, angle irons secured upon the under side of the guides by their upright legs, the upright legs thereof lying close against the sides of the body whereby a groove is provided between the horizontal arms of said angle irons and the guides, a solid plate slidably mounted in the groove, L-shaped bars provided upon the underside of the solid plate at the opposed side edges thereof whereby a groove is formed between the plate and horizontal arms of the L-shaped bars for the reception of the horizontal arms of said angle irons, an arm on the inner edge of said plate extending from each corner thereof, a projection extending from each side of the wagon body in the path of said arms and adapted to be engaged thereby whereby the movement of the plate within the wagon body may be limited, a flange projecting upwardly from the rear edge of said plate between said arms whereby withdrawal of the plate from the wagon body may be prevented, and curtains inclosing the area provided between said plate and tail-piece when extended.

4. In a wagon body extension, the combination with a wagon having a body and tail-piece, of a solid plate slidably mounted in the upper portion of the body, two side curtains, each fastened to one of the opposite side edges of the solid plate, a curtain fastened upon the end of the solid plate at the rear end of the body, means provided upon the solid plate and adapted to hold each of the curtains when rolled, means provided upon the curtains and adapted to hold said curtains together when lowered from the solid plate, and means provided upon the tail-piece of the wagon and adapted to hold the curtains thereto.

5. In a wagon body extension, the combination with a wagon having a body and tail-piece, of a solid plate slidably mounted in the upper portion of the body, two side curtains, each fastened to one of the opposed side edges of the solid plate, a curtain fastened upon the end of the solid plate, two flaps, each formed upon the vertical edges of the rear curtain, a flap formed upon the lower edge of the rear curtain, a ring provided upon each of the side curtains, a hook provided upon each of the flaps of the rear

curtain and adapted to engage the ring upon
each of the side curtains whereby the cur-
tains may be held together when lowered
from the solid plate, and means provided
5 upon the tail-piece of the wagon and adapt-
ed to hold the flap at the lower end of the
rear curtain thereto.

This specification signed and witnessed
this seventeenth day of April A. D. 1911.

CHARLES H. DE WOLFE.

Witnesses:

ROBT. B. ABBOTT,
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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."