

W. H. JANVRIN.
 REMOVABLE AND ADJUSTABLE WAGON SIDE.
 APPLICATION FILED DEC. 8, 1910.

996,342.

Patented June 27, 1911.

Fig. 1.

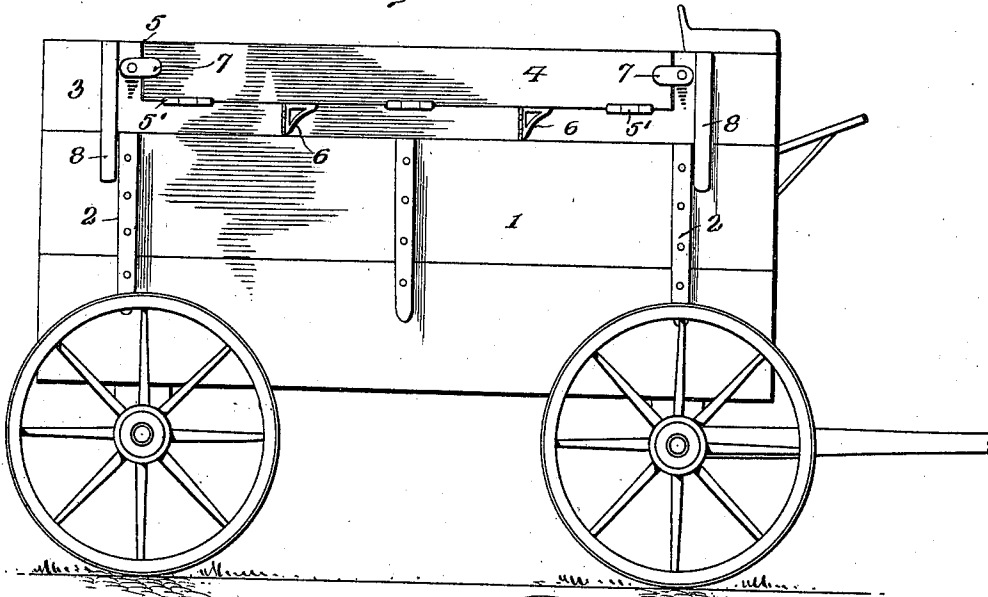


Fig. 2.

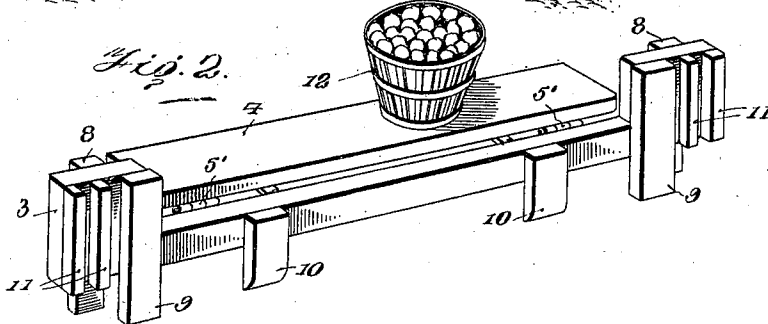
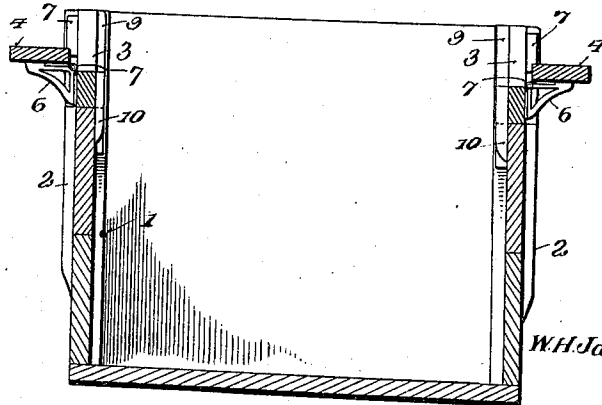


Fig. 3.



Witnesses

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WILLIAM H. JANVRIN, OF WARRENSBURG, ILLINOIS.

REMOVABLE AND ADJUSTABLE WAGON SIDE.

996,342.

Specification of Letters Patent. Patented June 27, 1911.

Application filed December 8, 1910. Serial No. 596,322.

To all whom it may concern:

Be it known that I, WILLIAM H. JANVRIN, a citizen of the United States, residing at Warrensburg, in the county of Macon and State of Illinois, have invented certain new and useful Improvements in Removable and Adjustable Wagon Sides, of which the following is a specification.

The invention relates generally to wagon side boards, specifically comprehending primarily a removable, supplementary and adjustable side board adapted to be conveniently employed in connection with the fixed side board of usual construction of any ordinary wagon in order to increase the holding capacity of the latter.

The salient features of the invention reside in a side board comprising sections maintained in hinged relation to each other, means to maintain said sections against hinge operation, and means to readily position said side board in stable coöperation with the fixed side board and to remove it therefrom.

One object of the invention is the provision of a side board, designed to increase the holding capacity of the wagon, which is adapted to be operatively seated on the fixed board without any change or modification of the latter whatever.

Another object is to provide a side board which, in its supplementary function is designed to provide several different heights to either or both sides of the wagon as desired.

Another object is the provision of a wagon side board adapted, when occasion demands, to be adjusted to provide a shelf for the support of a basket or the like to facilitate the loading or unloading of produce from the wagon while at the same time furnishing additional height to the wagon side.

With the above as the primary objects, the invention will now be described in the following specification, taken in connection with the accompanying drawings, and then more particularly pointed out in the claim.

In the drawings, Fig. 1 is a side elevation illustrating my improved side board in operative relation to a wagon. Fig. 2 is a perspective view illustrating the improved side board detached from a wagon and adjusted for use as a shelf when connected with a wagon, and Fig. 3 is a vertical section taken transversely through the improved side board and the wagon body.

Referring now to the drawings, wherein like characters of reference refer to like parts throughout the several views, and wherein is illustrated the details of the preferred form of my improved side board, 1 denotes the fixed side board, provided with the usual tie or brace bars 2, of an ordinary wagon, all of common construction. The improved side board comprises a normally stationary section 3 and a movable shelf section 4, the former extending the full length of the wagon proper and the latter fitting within a cut-out portion 5 of the former and being hinged, as at 5', thereto to fold or drop outwardly therefrom, as clearly shown in Fig. 3 of the drawings. The downward movement of shelf section 4 is limited by means of a plurality of swinging brackets 6, hinged at appropriate points to section 3 and vertically positioned to support the shelf section 4 in approximately horizontal position when the latter is swung or dropped downwardly, as illustrated in Fig. 3 of the drawings. Latches 7, of any suitable form and pivotally attached to section 3 adjacent the ends of shelf section 4 provide means, when turned to project over said ends, for maintaining the said section against outward swinging movement and in stable upright position in vertical alinement with section 3 to furnish the full height of the supplementary side board, inward movement of the shelf section being of course limited by the abutting adjacent edges of the latter and section 3.

8 denotes a plurality of downwardly-extending stay bars fixedly secured to the outer face of section 3 of the side board adjacent the ends thereof and depending a suitable distance below the lower edges of said section, as shown, and so placed laterally of the latter as to insure, when the supplemental side board is operatively positioned, contact of the inner edges of said stay bars with the outer edges of the brace bars 2 respectively and prevent undesired longitudinal play of the side boards.

9 and 10 denote respectively stay bars fixedly secured to section 3 of the side board on the inner face thereof and depending an appropriate distance below the same and, in conjunction with bars 8, maintain the supplemental board securely seated in operative position on the fixed side board, as will be evident, it being also obvious that the bars 8, 9, and 10 may be made of any

length found appropriate to maintain the supplemental board in said position.

11 indicates the front and tail-board bars, designed of course to aline with coöperating bars of similar nature on the fixed side board and receive and maintain in operative position the said front and tail-boards.

In use, when found expedient to increase the height of the fixed side boards and incidentally the holding capacity of the wagon, it is only necessary to seat the supplemental side board on the fixed board, said seating operation being guided by the bars 8, 9, and 10, the latter, as above-explained, at the conclusion of the seating operation, maintaining the supplemental side board in stable operative relation to said fixed board.

While throughout the above description the invention has been set forth in the singular, it will of course be understood that the supplemental boards are in duplicate, one for each side of the wagon, as shown in Fig. 3 of the drawings. In loading the vehicle it may sometimes be desirable to have large holding capacity for the wagon and at the same time advantageous to have that side of the wagon from which the loading is taking place lower than the other in order to facilitate the loading process, in which event section 4 of one of the supplemental sides is allowed to swing down to completely-lowered position, while the other supplemental side board is permitted to remain in extended position, thus furnishing an unbroken increased height of side board to load against while permitting easy access to the wagon body on the loading side thereof, it being obvious that the hinged sections 3 and 4 may be made of any height desirable and appropriate for the special requirements of the particular work for which the wagon is be-

ing used. Should it be desired to use the section 4 as a shelf, as in unloading the contents of the wagon in receptacles, as basket 12, or the like, brackets 6 are swung outwardly to operative position and section 4 allowed to drop to contact therewith, as illustrated in Fig. 3, where it will be efficiently supported and furnish a rest for said receptacle.

From the foregoing it will be seen that I have provided a supplemental and adjustable wagon side board which is adapted to be readily placed in and removed from operative position on the fixed side board on any ordinary wagon, which will furnish the desired increased holding capacity of the wagon, and at the same time present, if desired, one side adapted to permit easy loading access without materially detracting from said increased holding capacity, and which also can be adjusted to furnish a supporting shelf for receptacles in unloading.

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

A removable supplementary wagon side comprising a normally stationary section, a section movably connected thereto and fitting within a cut-out portion thereof, a plurality of brackets adapted for swinging movement longitudinally of the wagon side and connected solely to the stationary section to maintain the movable section in angular relation thereto.

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

WILLIAM H. JANVRIN.

Witnesses:

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