

941,956.

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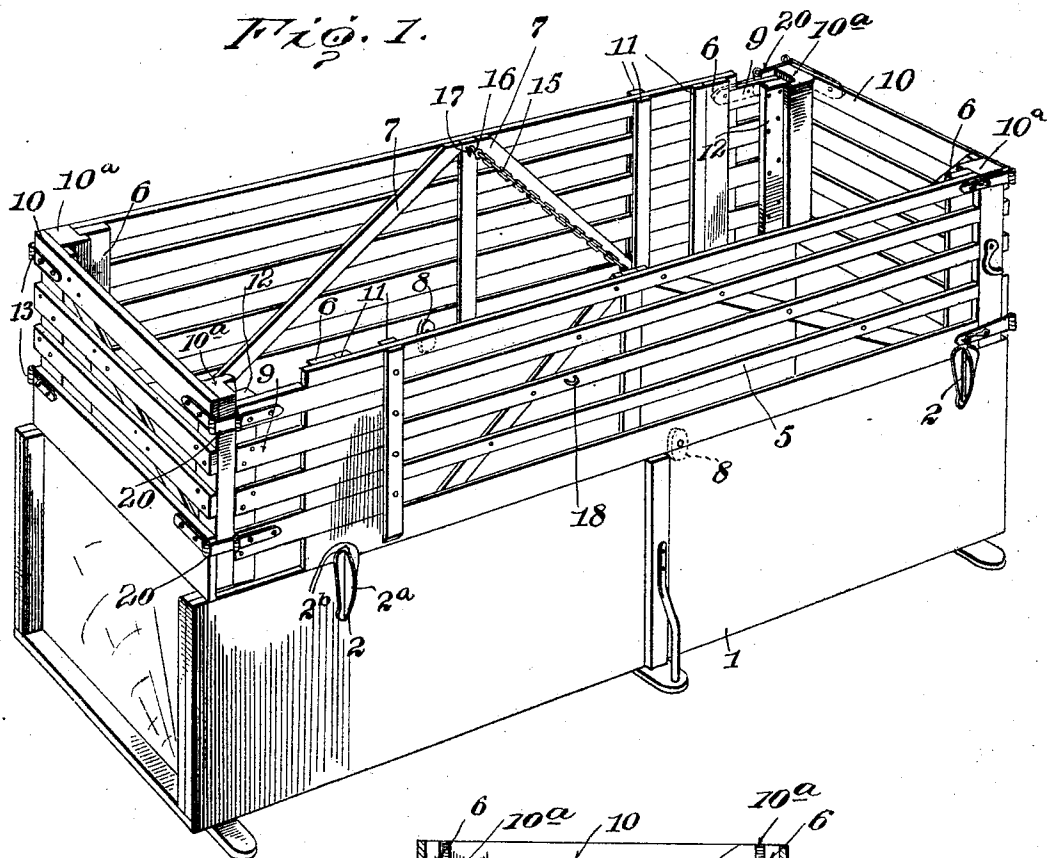
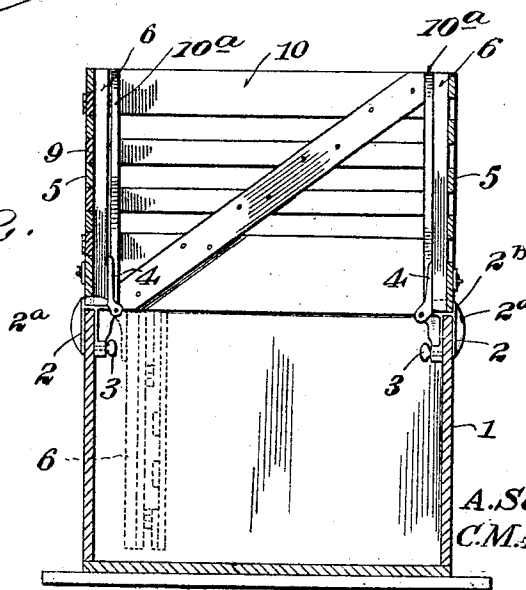


Fig. 2.



Witnesses

Witnesses
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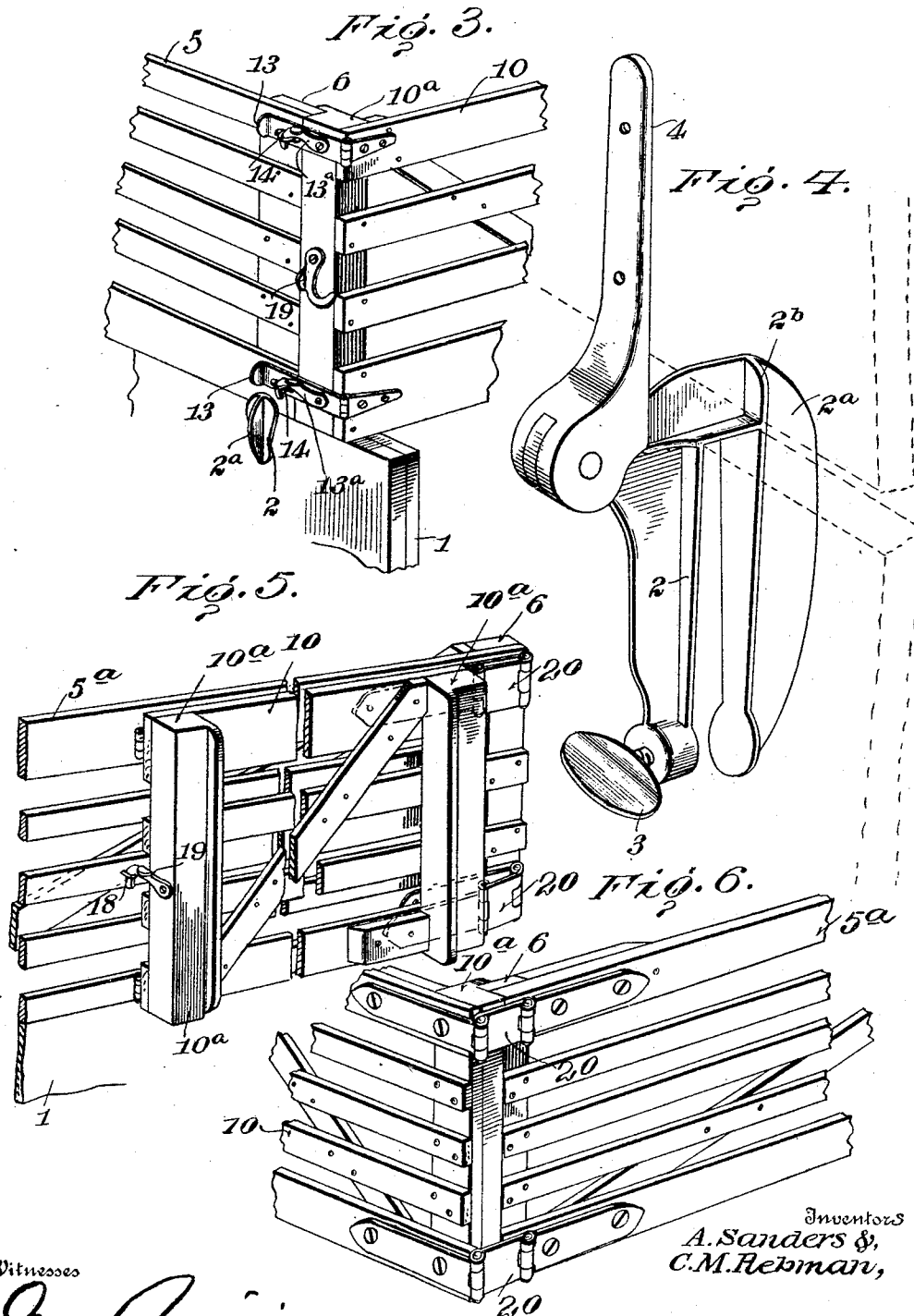
*A. Sanders &
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A. SANDERS & C. M. REBMAN.
SIDE BOARD ATTACHMENT FOR WAGONS.
APPLICATION FILED FEB. 24, 1909.

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Patented Nov. 30, 1909.

2 SHEETS—SHEET 2.



Witnesses

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UNITED STATES PATENT OFFICE.

ALEXANDER SANDERS AND CLARENCE M. REBMAN, OF OKEMAH, OKLAHOMA.

SIDE-BOARD ATTACHMENT FOR WAGONS.

941,956.

Specification of Letters Patent.

Patented Nov. 30, 1909.

Application filed February 24, 1909. Serial No. 479,701.

To all whom it may concern:

Be it known that we, ALEXANDER SANDERS and CLARENCE M. REBMAN, citizens of the United States, residing at Okemah, in the county of Okfuskee and State of Oklahoma, have invented certain new and useful Improvements in Side-Board Attachments for Wagons, of which the following is a specification.

The present invention relates to an improved side board attachment for wagon bodies, and is more particularly designed for use in connection with those wagons which are employed for the transportation of cotton to the gin.

The object of the invention is the provision of a side board attachment which can be readily applied to the wagon or removed therefrom as desired, and which is peculiarly constructed so as to be readily folded into the interior of the wagon body and caused to assume an out-of-the-way position when not in use.

For a full understanding of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a perspective view of a wagon body having the side board attachment applied thereto; Fig. 2 is a transverse sectional view through the same, one of the side boards being shown in dotted lines as swung into the interior of the wagon body; Fig. 3 is a detail view of one corner of the attachment; Fig. 4 is an enlarged detail perspective view of one of the clamps; Fig. 5 is a fragmentary detail view of a modified form hereinafter described, showing the end gate swung into inoperative position against the outer face of the side board; and, Fig. 6 is a similar view with the gate closed.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawing by the same reference characters.

For the purpose of illustration the invention is shown as applied to a wagon body 1 which is of the conventional construction. Detachably fitted upon the upper edge of each side of the wagon body is a pair of clamps 2, the said clamps having a U-shaped formation and being provided with the set screws 3. When these set screws are tightened the clamps are held rigidly in position, while

when the set screws are loosened the clamps can be readily detached from the wagon body. These clamps are preferably formed with a reinforcing rib 2^a and hinged to the inner side of each of the clamps is an arm 4. Secured to the arms 4 of each pair of the clamps is a side board 5 which has a width substantially equal to the depth of the wagon body and is adapted either to be swung upwardly into a vertical position in substantial alinement with the sides of the wagon body, or to be swung downwardly into the interior of the wagon body against the sides thereof. These side boards 5 preferably comprise a series of spaced horizontal strips connected by the battens 6 to which the arms 4 are secured, and also connected by the reinforcing strips 7.

The lower edges of the side boards 5 are notched to receive the reinforcing ribs 2^a of the clamps 2 when the said side boards are swung upwardly into an operative position, and the said reinforcing ribs 2^a of the clamps are provided with the wings 2^b which engage the outer face of the side boards and serve to prevent the side boards from being forced outwardly away from the arms 4 by the lateral pressure caused by packing the cotton within the wagon. It will also be observed that the middle portion of each of the side boards is provided with a cleat 8, and when the side boards are in operative position these cleats are designed to be turned into a substantially vertical position so as to engage the upper edge of the wagon body and prevent the intermediate portions of the side boards from being sprung outwardly beyond the wagon body. An extension 9 is applied to one end of each of the side boards 5 and hinged to each of these extensions is an end gate 10, one of the end gates being arranged at the forward end of the wagon and the opposite end gate at the rear end of the wagon. Each of these extensions is formed of a series of horizontal strips which are slidably mounted between the spaced strips of the side boards, the inner ends of the strips of the extensions being connected by the transverse strips 11 which slide upon opposite sides of the side board and engage one of the battens 6 to limit the outward movement of the extension, while the outer ends of the strips of the extensions are connected by the transverse strips 12 to which the end gates are hinged. When it is desired to fold the attachment into the interior

of the wagon body the extensions 9 are moved inwardly so that the effective length of each of the side boards is less than the length of the wagon body, the end gates 10 swung outwardly against the outer faces of the side boards 5, and the said side boards swung downwardly into the interior of the wagon against the sides thereof. However, when it is desired to use the attachment the side boards 5 are swung upwardly into alignment with the sides of the wagon body and the extensions 9 drawn outwardly so that the side boards have substantially the same length as the wagon body. The end gates 10 are then swung across the ends of the wagon, it being observed that double hinges 20 are employed to connect the end gates to the extensions 9, and that each of the gates has applied to the opposite ends thereof a batten 10^a which is rabbeted to receive the corresponding end of the side board. Such a construction has the advantage of positively preventing the side boards from swinging inwardly and collapsing while the device is in operation, while the battens at the hinged ends of the gates engage the strips 12 to maintain the gate against any lateral movement, as would be permitted by the double hinges 20. The swinging end of each of the gates also carries a pair of hasps 13 designed to engage the staples 14 upon the side boards to lock the said members rigidly together; a swinging hook 13^a being carried by each of the hasps for engagement with the corresponding staple to prevent accidental disengagement of the parts. It may also be found desirable to provide a tie member or chain 15 to extend across the top of the load, and as shown on the drawing one end of this chain is connected to the upper portion of the side boards while the opposite end is provided with a hook 16 designed to engage an eye 17 upon the opposite side board.

The invention also contemplates means for locking the end gates against the side boards in the position assumed previous to being swung downwardly into the interior of the wagon body, and for this purpose each of the end gates is provided at its swinging end with a hook 19 adapted to engage a staple 18 upon the outer face of the corresponding side board.

In another embodiment of the invention, the side boards 5^a are constructed without the extensions 9, each side board being a trifle shorter than the length of the wagon body. This difference in length is made up by the end gates, which, when in operative position extend across the corresponding ends of the side boards, as shown, it being observed however, that by the use of the double hinges 20, the end gates are adapted, when swung against the outer faces

of the side boards, to be positioned short of the ends thereof, as will be observed by reference to Fig. 5, so as not to interfere with the side boards being swung downwardly into the interior of the wagon.

Having thus described the invention, what is claimed as new is:

1. The combination of a wagon body, swinging side boards applied to the upper edges of the wagon body and adapted either to be swung upwardly into an operative position or downwardly into the interior of the wagon body, an extension mounted upon each of the side boards, and an end gate hinged upon each of the extensions and provided with means for engaging the opposite side board.

2. The combination of a wagon body, clamps detachably applied to the sides of the wagon body, side boards hinged upon the clamps and having a length less than the length of the wagon body so that they can either be swung upwardly into an operative position or downwardly into the interior of the wagon body, an extension upon each of the side boards, and an end gate hinged to each of the extensions, the said end gates being provided with means for engaging the opposite side boards.

3. The combination of a wagon body, U-shaped clamping members applied to the upper edges of the wagon body, the said clamping members being each formed with a reinforcing rib and with wings upon the reinforcing rib, and swinging side boards carried by the clamps and adapted either to be swung upwardly into an operative position or downwardly into the interior of the wagon body, the before mentioned wings of the clamps engaging the said side boards when in an operative position to prevent them from being forced outwardly beyond the wagon body.

4. The combination of a wagon body, swinging side boards mounted upon opposite sides of the wagon body so as to be either swung upwardly into an operative position or downwardly into the interior of the wagon body, an extension upon each of the side boards, an end gate hinged upon each of the extensions and formed at its swinging end with a batten which is rabbeted for engagement with the opposite side board, and means for holding the end gates in engagement with the side boards.

5. The combination of a wagon body, clamps detachably applied to the upper edges of the wagon body, arms hinged to the clamps, side boards applied to the arms and having a length less than that of the wagon body, the said side boards being designed either to be swung upwardly into an operative position or downwardly into the interior of the wagon body, a longi-

5 tudinal extension for each of the side boards,
an end gate hinged to each of the extensions
and provided at its swinging end with a
rabbeted batten adapted to engage the cor-
responding end of the opposite side board; and
means for holding the end gates in engage-
ment with the side boards.

In testimony whereof we affix our signa-
tures in presence of two witnesses.

ALEXANDER SANDERS. [L. S.]

CLARENCE M. REBMAN. [L. S.]

Witnesses:

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