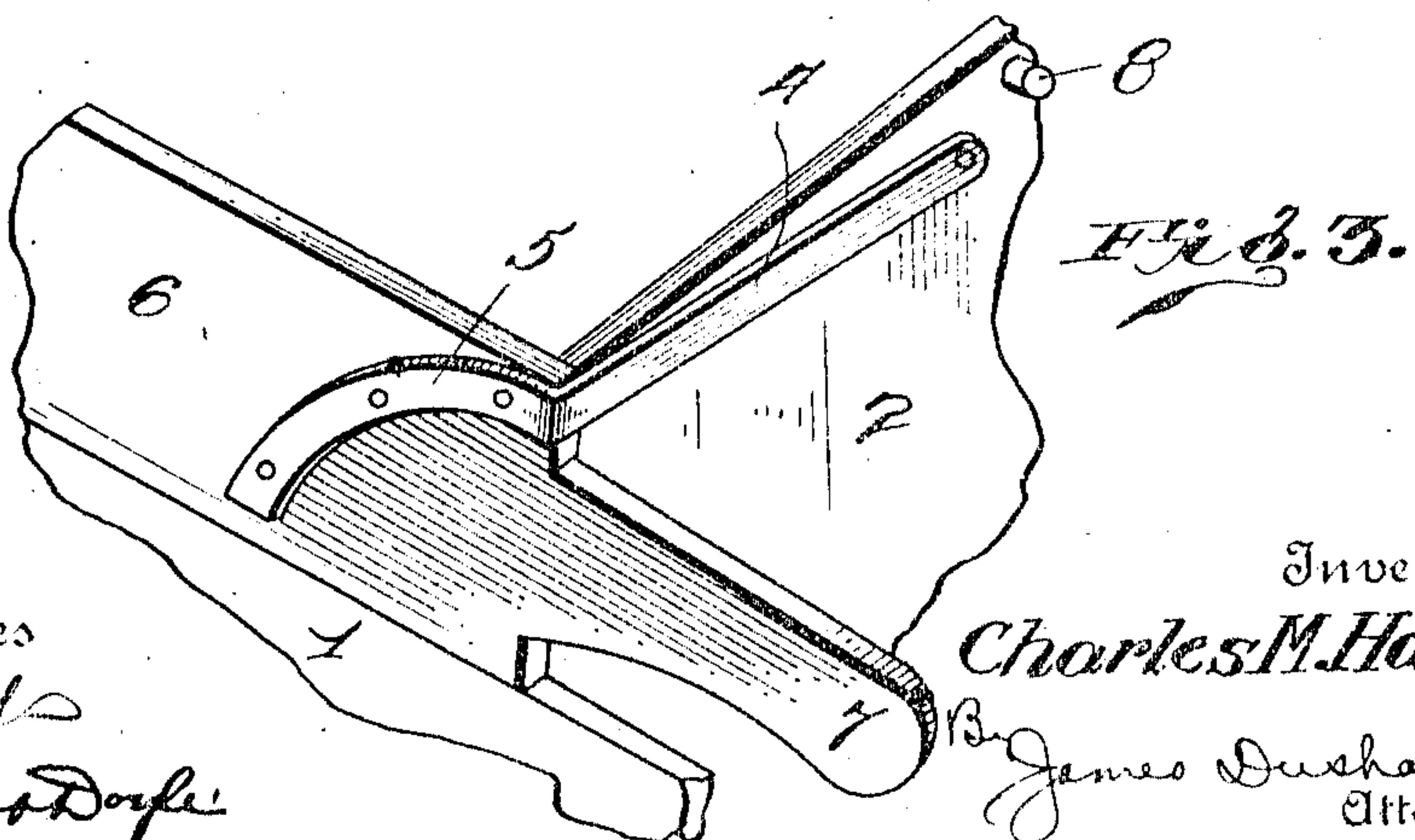
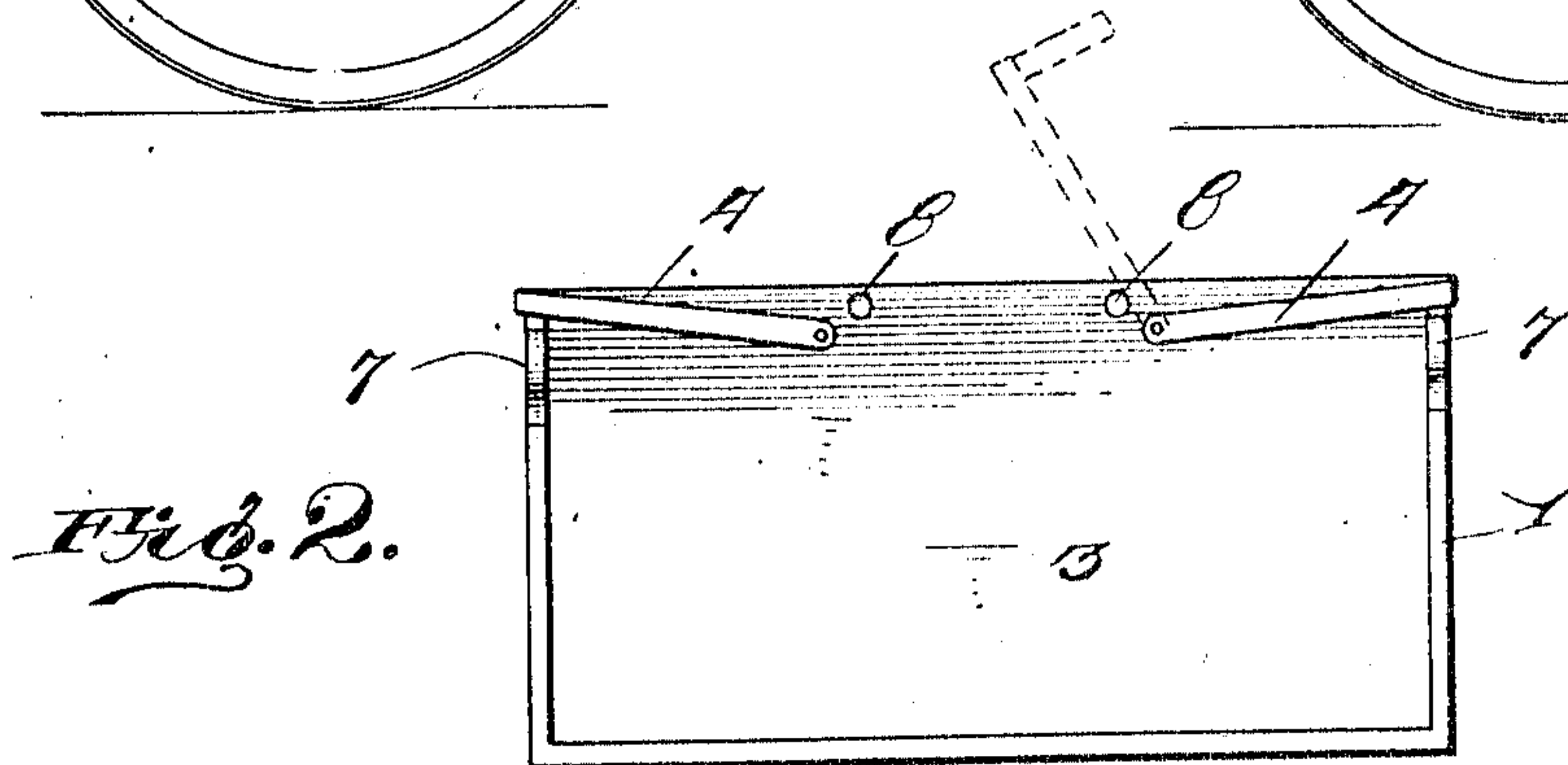
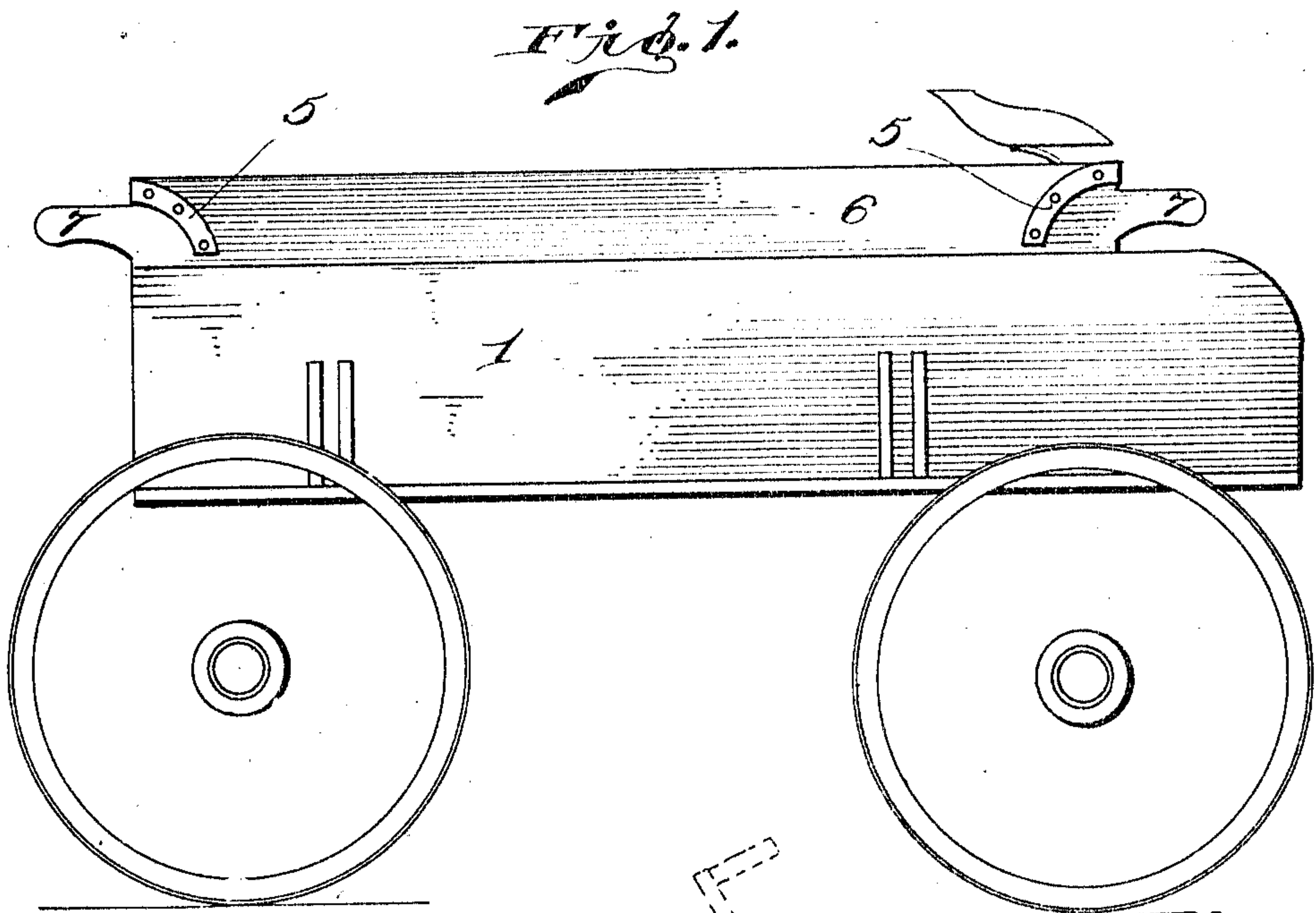


C. M. HAESKE.
SIDE BOARD FOR WAGONS.
APPLICATION FILED JAN. 13, 1910.

990,197.

Patented Apr. 18, 1911.



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SIDE-BOARD FOR WAGONS.

990,197.

Specification of Letters Patent.

Patented Apr. 18, 1911.

Application filed January 13, 1910. Serial No. 537,969.

To all whom it may concern:

Be it known that I, CHARLES M. HAESKE, citizen of the United States, residing at South Bend, in the county of St. Joseph and State of Indiana, have invented new and useful Improvements in Side-Boards for Wagons, of which the following is a specification.

This invention relates to wagon bodies, more especially of the bottom dumping type, and the principal object of the same is to provide the bodies with an auxiliary board for each side so that the carrying capacity of the body will be increased, said auxiliary boards having a hinge connection with each end of the body upon which they may be rocked to swing them away from the sides to facilitate loading of the body, after which they are returned to their respective sides and the loading finished.

In carrying out the objects of the invention generally stated above it will be understood, of course, that the essential features thereof are necessarily susceptible of changes in details and structural arrangements, one preferred and practical embodiment of which is shown in the accompanying drawings, wherein:—

Figure 1 is a view in side elevation of a wagon the body of which is equipped with the improved auxiliary side boards. Fig. 2 is a rear end view of the body, dotted lines being employed to show the raised position of one of the side boards. Fig. 3 is a fragmentary detail perspective view of one corner of the vehicle body.

Referring to said drawings by numerals, 1 designates the usual side boards of the body of a wagon, 2 the front board of said body, and 3 the rear board thereof. The end boards 2—3 each have two hinge bars 4 pivotally connected to their outer surface, the bars of each end board projecting in opposite directions and having their outer end portions bent at an angle and preferably curved as indicated at 5 and rigidly fastened to the outer surface of the longitudinally arranged auxiliary side boards 6 that normally rest with their lower longitudinal edge upon the similar upper edge of the side boards 1. The ends of the auxiliary side boards are reduced and suitably shaped to

provide hand grips 7 which facilitate the rocking of said auxiliary side boards on their hinge connection with the end boards. 55

The body portions of hinge bars 4 extend over vertical shoulders formed in the ends of the auxiliary side boards 6 and extending above the hand grips 7. The curved portions 5 are secured to the outer faces of the side boards 6 and extend substantially the width of said auxiliary side boards, the said curved portion of each hinge bar being bent at an angle with relation to the body portion of said bar and with the angle of the bend engaging the vertical shoulders in the auxiliary side boards. 60

Adjacent the point of pivotal connection of each bar 4 with its end board, an abutment pin 8 is provided which serves as a rest for the bars 4 when in raised positions as indicated by dotted lines in Fig. 2. 70

In use, the auxiliary boards are thrown to the dotted position shown in Fig. 2 and the loading of the body proceeded with until the height of the side boards are reached, after which the said auxiliary boards are lowered thereby obviously increasing the carrying capacity of the body.

What I claim as my invention is:— 80

1. As an improvement in wagons, the combination with a wagon body having side boards, of auxiliary side boards normally resting with their lower longitudinal edges upon the upper edges of the first mentioned side boards, hinge bars pivotally connected to the ends of the wagon body and having curved portions rigidly connected to said auxiliary side boards, said curved portions being arranged at an angle with relation to the body portions of the respective hinge bars, said auxiliary side boards being provided with shoulders adapted to fit in the angles of said hinge bars, and rests for said auxiliary side boards adjacent the pivots of said hinge bars. 85

2. The combination with a wagon body having side boards, of auxiliary side boards having their ends shaped to form hand grips and adjacent vertical shoulders, hinge bars pivotally connected to the front and rear ends of said wagon body the free ends of said bars being bent at an angle to the bodies thereof, and provided with curved 100

extremities secured to the outer faces of said
auxiliary side boards and extending sub-
stantially the width of the latter, the angles
formed by the bends engaging said shoul-
5 ders, and abutment pins carried by the ends
of the wagon body adjacent the pivots of
said hinge bars.

In testimony whereof I have hereunto set
my hand in presence of two subscribing wit-
nesses.

CHARLES M. HAESKE.

Witnesses:

S. E. BABCOCK,
GERTRUDE RUPERT.