

R. E. LAWLER & H. L. EVERHART.

STOP BOARD FOR WAGONS.

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991,792.

Patented May 9, 1911.

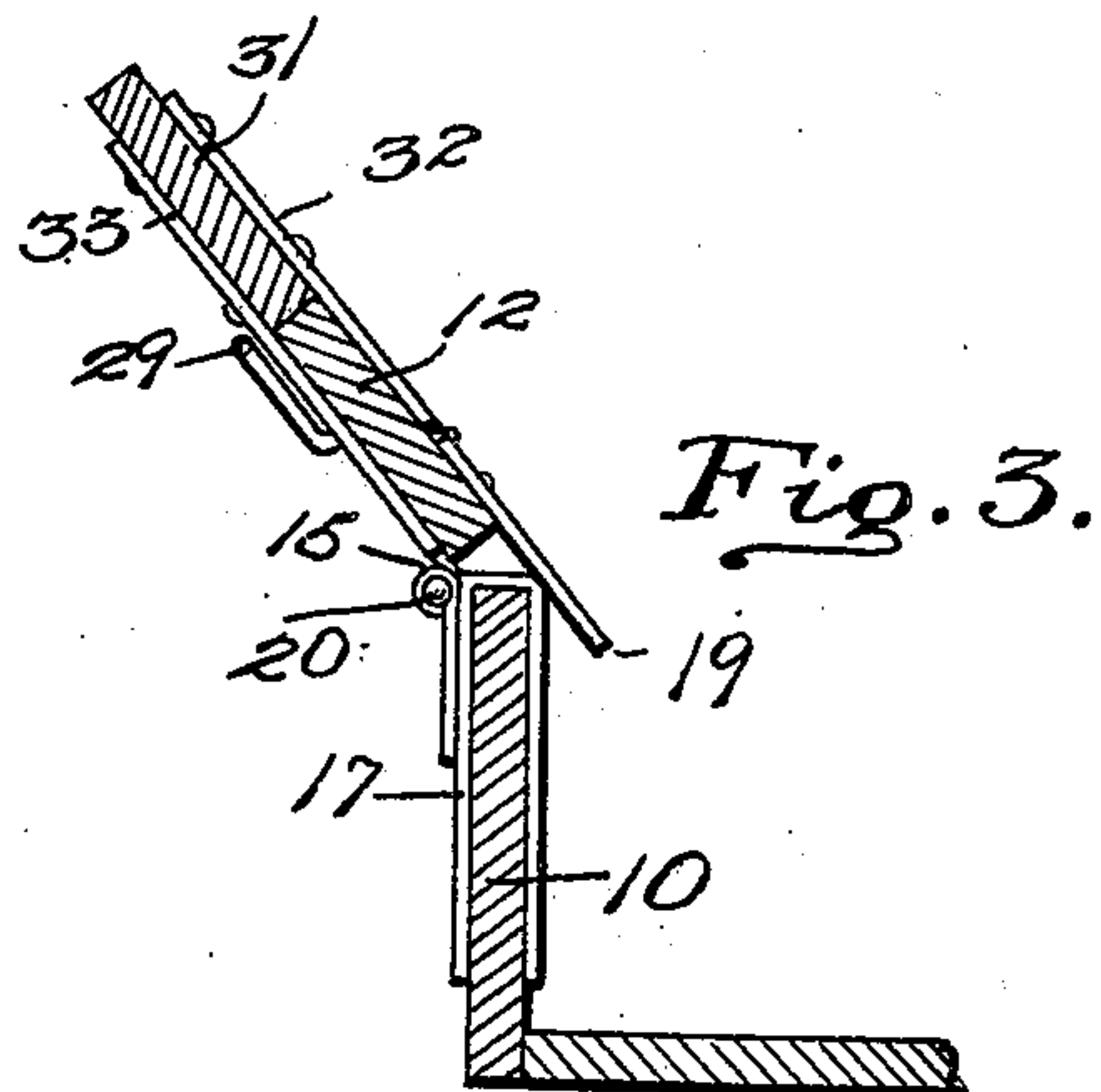
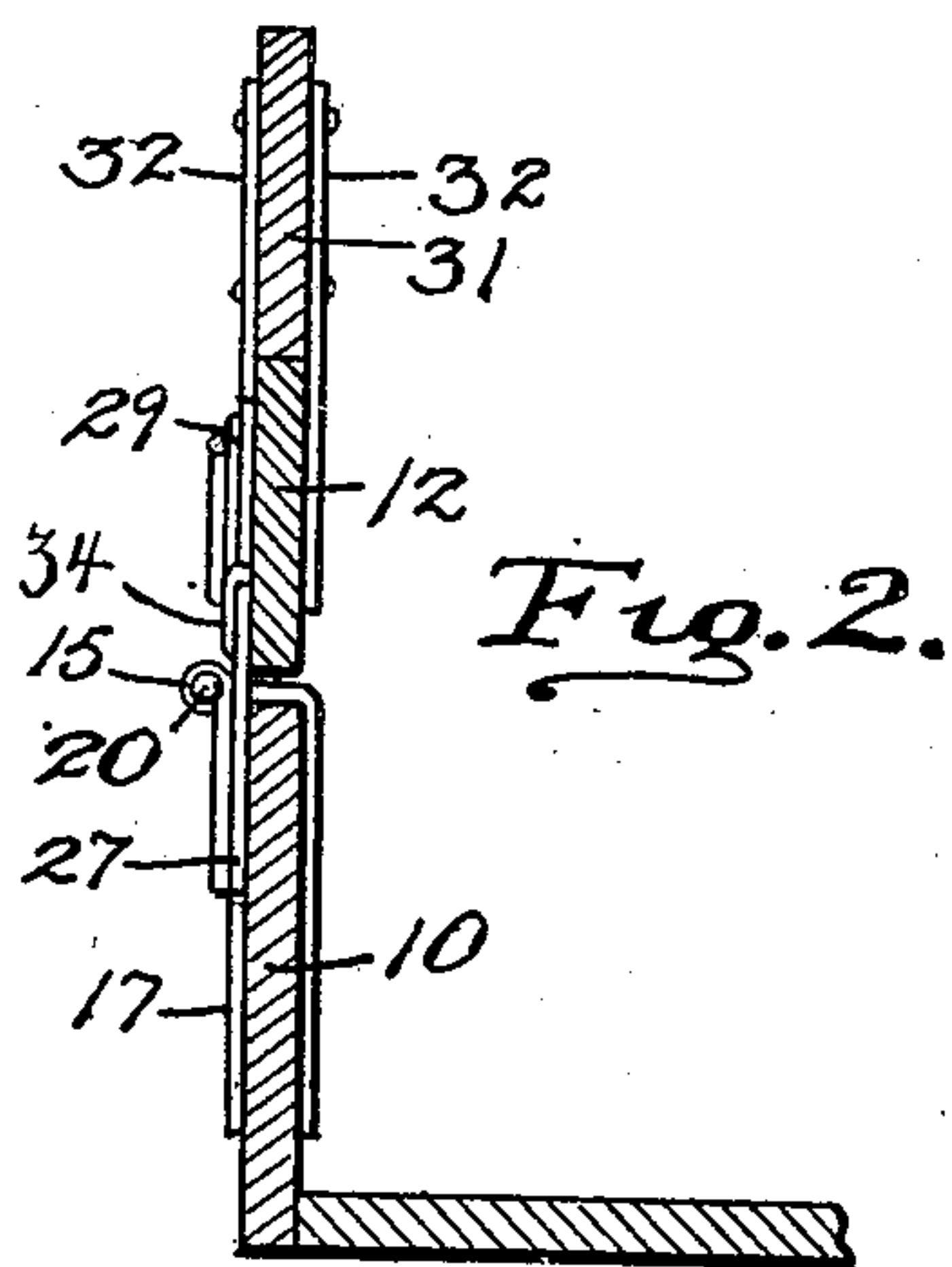
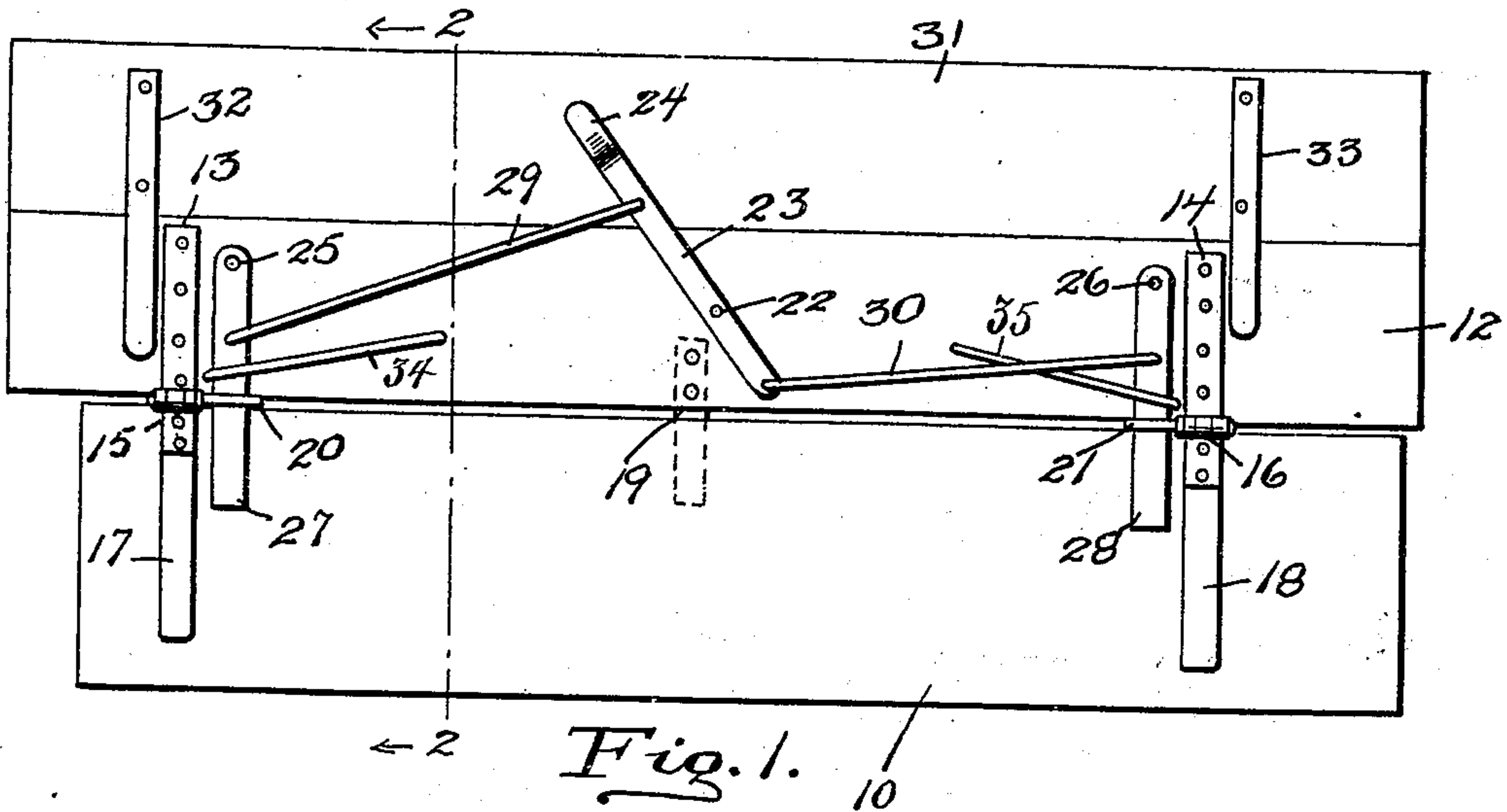
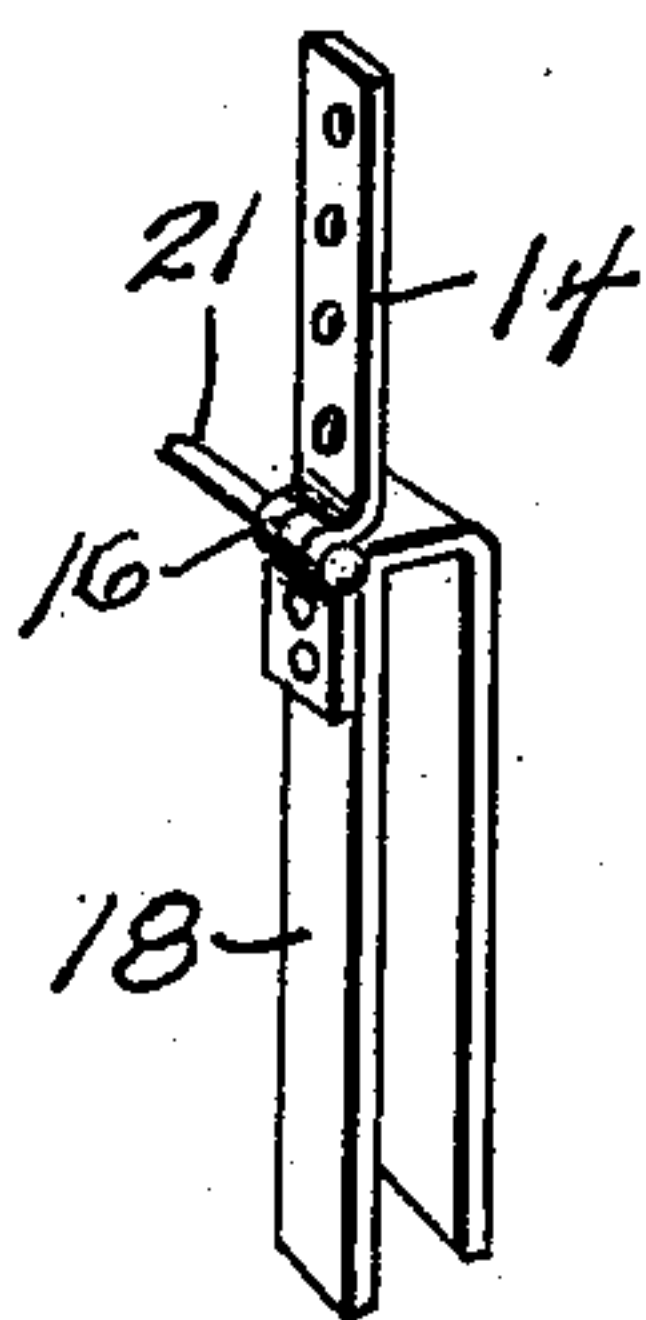


Fig. 4.



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# UNITED STATES PATENT OFFICE.

ROBERT E. LAWLER AND HARVEY L. EVERHART, OF RUSHVILLE, ILLINOIS.

## STOP-BOARD FOR WAGONS.

991,792.

Specification of Letters Patent.

Patented May 9, 1911.

Application filed November 17, 1910. Serial No. 592,866.

*To all whom it may concern:*

Be it known that we, ROBERT E. LAWLER and HARVEY L. EVERHART, citizens of the United States, residing at Rushville, in the county of Schuyler and State of Illinois, have invented certain new and useful Improvements in Stop-Boards for Wagons, of which the following is a specification.

This invention relates to attachments for the bodies of wagons to assist in loading and unloading the same, more particularly to wagons employed in handling corn in the ear, and other grains, and has for one of its objects to provide a simply constructed and adjustable attachment whereby the operations of loading and unloading are facilitated.

Another object of the invention is to provide a device of this character which may be readily applied to either side of the wagon body without structural change in either the body or the improved device.

Another object of the invention is to provide a device of this character which may be supported in a vertical position when the load is being thrown into the wagon body from the ground, or located in an inclined position when the products are being removed from or deposited in the wagon body.

With these and other objects in view the invention consists in certain novel features of construction as hereinafter shown and described and then specifically pointed out in the claims; and, in the drawings illustrative of the preferred embodiment of the invention, Figure 1 is a side elevation of the improved device applied; Fig. 2 is a transverse section on the line 2—2 of Fig. 1, with the attachment located in vertical position or in the position it will occupy when the load is being deposited in the box from the ground; Fig. 3 is a view similar to Fig. 2, showing the attachment in its inclined position, or employed as a chute to guide material into the body or prevent the spilling of material when being removed from the body; Fig. 4 is a perspective view of one of the combined clip and hinge devices, detached.

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

In loading corn and similar products from the ground it is customary to attach to the side of the wagon body farthest from the product extra side boards, so that less care

is required to prevent the corn from being thrown entirely over the wagon body. These guard boards are generally made to fit either side of the wagon by simply reversing them end for end, and are generally made in two sections of about equal width so that if desired the lower section may be located upon one side of the wagon and the other section upon the other side of the wagon, and thus increase the height of the body to a uniform extent at each side. The improved device which is the subject of the present application is designed to facilitate the operation of these extensions or guard members.

The improved device may be applied to wagon bodies of different forms and sizes without material structural changes, and for the purpose of illustration is shown applied to a conventional wagon body, which includes the usual vertical sides. The improved device comprises in general a guard member 12, which is generally of wood and which corresponds in length or slightly longer than the side members 10 of the body. The member 12 may be of any required width or thickness, but is generally formed from an ordinary length of board about one inch thick and of any required width. Connected to the member 12 near its ends are two plates 13—14 which form strengthening cleats to the member 12. Hingedly connected at 15—16 to the members 13—14 are clip devices 17—18, preferably in U-shape and detachably engaging over either of the side members 10, as the case may be. By this simple means the member 12 is swingingly supported above the upper edge of the side members of the body, and may be readily connected to or disconnected therefrom and located upon either one of the side members of the body, as will be obvious. The member 12 is thus in position to be arranged in vertical position and in vertical alinement with either one of the side members of the body, or swung into inclined position relative to the body, or folded down parallel with the body as required.

A stop cleat 19 is connected to the member 12 intermediate its ends and engaging against the inner face of the side member of the body, and thus supporting the intermediate portion of the member 12 against lateral displacement under the pressure of the load.

The pintles of the hinges are represented



at 20—21 and are extended inwardly or toward each other to form stops to the locking means whereby the member 12 is supported rigidly in its vertical position, and this improved locking means will now be described.

Pivoted at 22 to the member 12, preferably midway between the combined cleat and hinge members 13—14, is a lever 23 extended into a handle 24 at one end. Pivoted at 25—26 to the member 12 near the cleat members 13—14 are two lock bars 27—28, the lock bars extending when in their lower positions between the extensions of the pintles 20—21 and the side of the body to which the device is attached. Extending between the lever 23 and the lock bar 27 at one side of the pivot 22 is a coupling rod 29, while a similar coupling rod 30 extends between the lever 23 at the other side of the pivot 22 and the lock bar 28. By this arrangement it will be obvious that when the lever 23 is moved into one position the lock bars 27—28 will be moved into substantially vertical position and lock the member 12 in its vertical position, and when the lever 23 is located in its other position the lock bars will be withdrawn from engagement with the pintles and release the member 12, which may then be moved into its inclined position or folded against the outer side of the body. It will thus be noted that all of the parts of the improved device are connected to the member 12, and are detachable therewith, leaving no part attached to the wagon body. By this means the improved device may be applied without structural changes to wagon bodies of different sizes. It will also be obvious that when the improved device is not required it can readily be removed from the wagon body, the clip members 17—18 folded against the member 12 and the lever 23 located in position to withdraw the locking members and so dispose them that no parts project beyond the member 12. The improved device may then be disposed in a comparatively small space for future use.

An extension 31 is provided upon the member 12, and preferably of the same size,

and provided with cleats 32—33 which extend beyond the lower edge of the member 31 and bear upon opposite sides of the member 12. The member 31 may thus be connected to or disconnected from the member 12 or located upon the other side members, as required.

The improved device is simple in construction, and can be inexpensively manufactured and applied.

Guide rods 34—35 are arranged upon the guard 12 and extend over the lock members 27—28 to prevent lateral movement thereof, and also serving to prevent displacement of the members 27—28 when disengaged from the pintles 20—21.

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

1. An attachment for wagon bodies, comprising a guard member, holding devices united by hinges to said guard member and adapted to detachably engage a wagon body, said hinges each having an extended pintle, lock bars mounted to swing upon said guard member and projecting when in one position beyond the lower edge of the same and inside of said pintles, and means carried by said guard member for actuating said lock bars.

2. An attachment for wagon bodies, comprising a guard member, clips adapted to engage over the side members of a wagon body and united by hinges to said guard, the pintles of said hinges being extended beyond the same, lock bars swinging at one end to said guard and engaging when in one position inside of the extended pintles, means carried by the guard member for actuating said lock bars, and a stop carried by said guard intermediate its ends and adapted to bear against the inner face of the side members of a wagon body.

In testimony whereof, we affix our signatures in presence of two witnesses.

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Witnesses:

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