

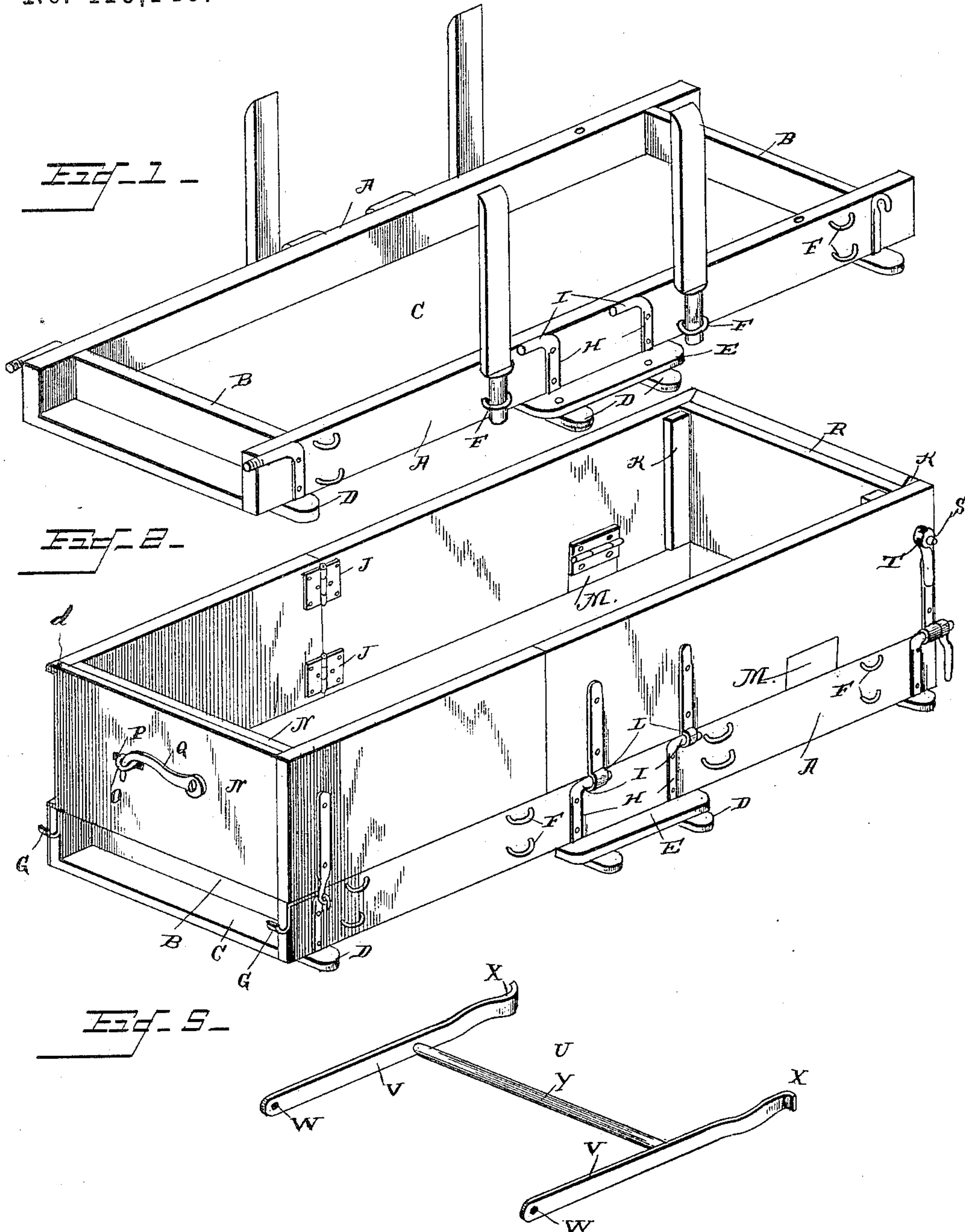
(No Model.)

2 Sheets—Sheet 1.

C. T. EVANS.
WAGON BODY.

No. 419,146.

Patented Jan. 7, 1890.



Witnesses

Geo. C. Fitch.

Inventor
Charles T. Evans,

By his Attorneys,

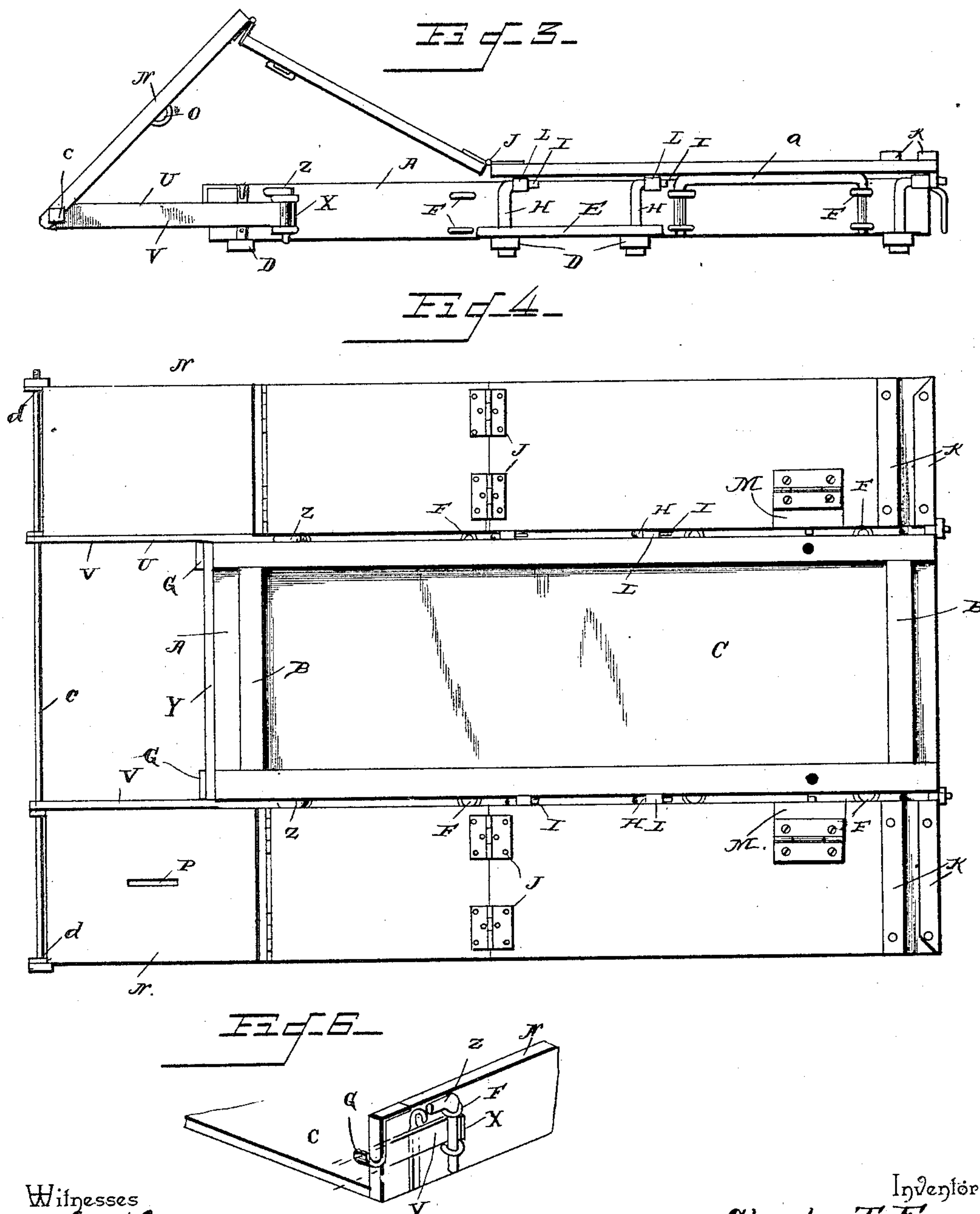
R. H. Bishop,

C. A. Snow & Co.

2 Sheets—Sheet 2.

No. 419,146.

Patented Jan. 7, 1890.



Witnesses

Geo. C. Frick.

R. W. Bishop.

By *h*'s Attorneys,

Chas. Snow

Inventor

Charles T. Evans

UNITED STATES PATENT OFFICE.

CHARLES T. EVANS, OF MOUNTAIN VIEW, ARKANSAS, ASSIGNOR OF ONE-HALF TO H. F. HALEY, OF SAME PLACE.

WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 419,146, dated January 7, 1890.

Application filed August 13, 1889. Serial No. 320,625. (No model.)

To all whom it may concern:

Be it known that I, CHARLES T. EVANS, a citizen of the United States, residing at Mountain View, in the county of Stone and State of Arkansas, have invented a new and useful Wagon-Body, of which the following is a specification.

My invention is an improved wagon-body, which may readily be converted into a hay-rack or a wagon-box, or which may be removed so as to form a rack for hauling wood.

The invention consists in certain novel features, hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of my improved device, showing it arranged to haul wood. Fig. 2 is a similar view, showing it arranged as a wagon-box. Fig. 3 is a side view showing it arranged as a hay-rack. Fig. 4 is a plan view of the same. Figs. 5 and 6 are detail views of the supporting-arms for the arches of the hay-rack and the hooks and staples for securing the same.

In carrying out my invention I employ a base or frame, consisting of the sills A, the cross-beams B, connecting the ends of the sills, and the floor C, which is secured to the bars D, extending between the sills at various points of the length of the same. The central bars D are projected beyond the sills A, and on the ends of the same I secure the rails E, which serve as steps, so that the operator may stand on the side of the device when loading or unloading, as will be readily understood.

When it is desired to haul wood, the sticks are loaded on the frame formed by the floor and the sills and secured thereon in the usual manner.

The sills are provided on their outer sides with the eyes or staples F, and standards may be mounted in the staples to hold the load of wood on the rack; but such arrangement will not always be necessary. The staples, however, are brought into service when the device is used as a hay-rack, and to render the formation of the hay-rack more effectual I secure to the ends of the sills the hooks G, as clearly shown. The cross-bars D are secured to the sills by means of the brackets H, which have their lower ends securely fastened in the ends of the said cross-bars and their central

portions rigidly secured to the sides of the sills, their upper ends being formed into forwardly-projecting pintles I, which are adapted to engage eyes or loops on the sides of the wagon-box, which also form the sides of the hay-rack. The sides are composed of two sections connected together at their meeting edges by the hinges J, and the front section is provided at its front end on its inner side with the vertical cleats K, between which the end-gate is mounted. The sections are further provided on their outer sides with the eyes L, which are adapted to engage the pintles I of the brackets H, above referred to. The front section is further provided near its front end and at its lower or inner edge with the door M, which is adapted to be turned upward when the device is arranged as a hay-rack, so as to provide a notch or recess through which the front standard may pass. To the rear end of each rear section I hinge an end-gate N, as shown, and when the device is arranged as a wagon-body these end-gates extend past each other, one of them being provided with a staple O, adapted to project through a slot P in the other end-gate and be engaged by a hook Q, pivoted on said end-gate, the two end-gates being thus locked together.

When the device is arranged as a wagon-box, the sides are arranged in a vertical position, as shown in Fig. 2, and the rear end-gates are swung past each other and locked, as just described. The front end-gate R is then passed downward between the ribs or cleats K and secured by means of a bolt S, passed through the ends of the sides and suitable ribs or bars on the outer side of the end-gate, and a nut T, mounted on the end of the said bolt and turning thereon up against the side of the box.

When it is desired to use the device as a hay-rack, the front end-gate is removed, and the rear end-gates are then released and swung around, so as to form practically a continuation of the sides. A supporting-frame U is arranged at the rear end of the base, and consists of the arms V V, having perforations W in their outer ends and the hooks X at their inner ends, and the cross-bar Y, connecting the said arms. This cross-bar is engaged in the hooks G at the ends of the sills, and the

hooks X are arranged between the staples on the sides of the sills. Pins Z are then inserted through the staples and engaged in the hooks X, so as to secure the said frame in place.

5 Bails *a*, having their upper portions turned outward, are mounted in the staples near the front ends of the sills and are adapted to serve as braces to support the sides when they are turned downward. The sides are then swung

10 downward, so as to rest on the said braces, and the rear sections of the sides are then released from their pivotal connection with the sills, and the said sections and the end-gates bent upward, as clearly shown, to form arches,

15 which extend over the rear wheels. A long securing-bolt *c* is then passed through the eyes *d* at the ends of the end-gates, and the eyes *W* in the ends of the supporting-arms *V*, so as to secure the said end-gates in this position. The hay-rack will then be completed,

20 and the hay is loaded thereon in the usual manner.

The manner of using my device will be readily understood from the foregoing description, taken in connection with the accompanying drawings, and further comment is deemed unnecessary.

25

The device is composed of very few parts, which are simple in construction, and the advantages are thought to be obvious.

30

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

1. The combination of the sides detachably secured to the sills, the front end-gate removably secured between the front ends of the sides, and the rear end-gates hinged to the rear ends of the sides and adapted to fold against each other, as set forth. 35

2. The sides made in two sections hinged together, and having end-gates hinged to their rear ends, as and for the purpose set forth. 40

3. The combination of the sills, the staples on the sides of the same, the hooks *G* on the ends thereof, the supporting-arms having their ends provided with hooks *X* and fitted between the staples, the cross-bar between said arms engaging the hooks on the ends of the sills, and the pins *Z* inserted through the staples and engaging the hooks on the ends of the arms, as set forth. 45 50

4. The sides provided near their front ends and at their lower edges with the swinging doors, as and for the purpose set forth. 55

5. The combination of the sills, the staples on the sides of the same, and the bails *a*, engaging said staples and having outwardly-turned upper portions, as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses. 60

CHARLES T. EVANS.

Witnesses:

BEN. F. WILLIAMSON,
B. B. EVETTS.