(No Model.)

3 Sheets—Sheet 1.

W. P. DUNLAP.

WAGON BODY OR RACK.

No. 507,262. Patented Oct. 24, 1893.

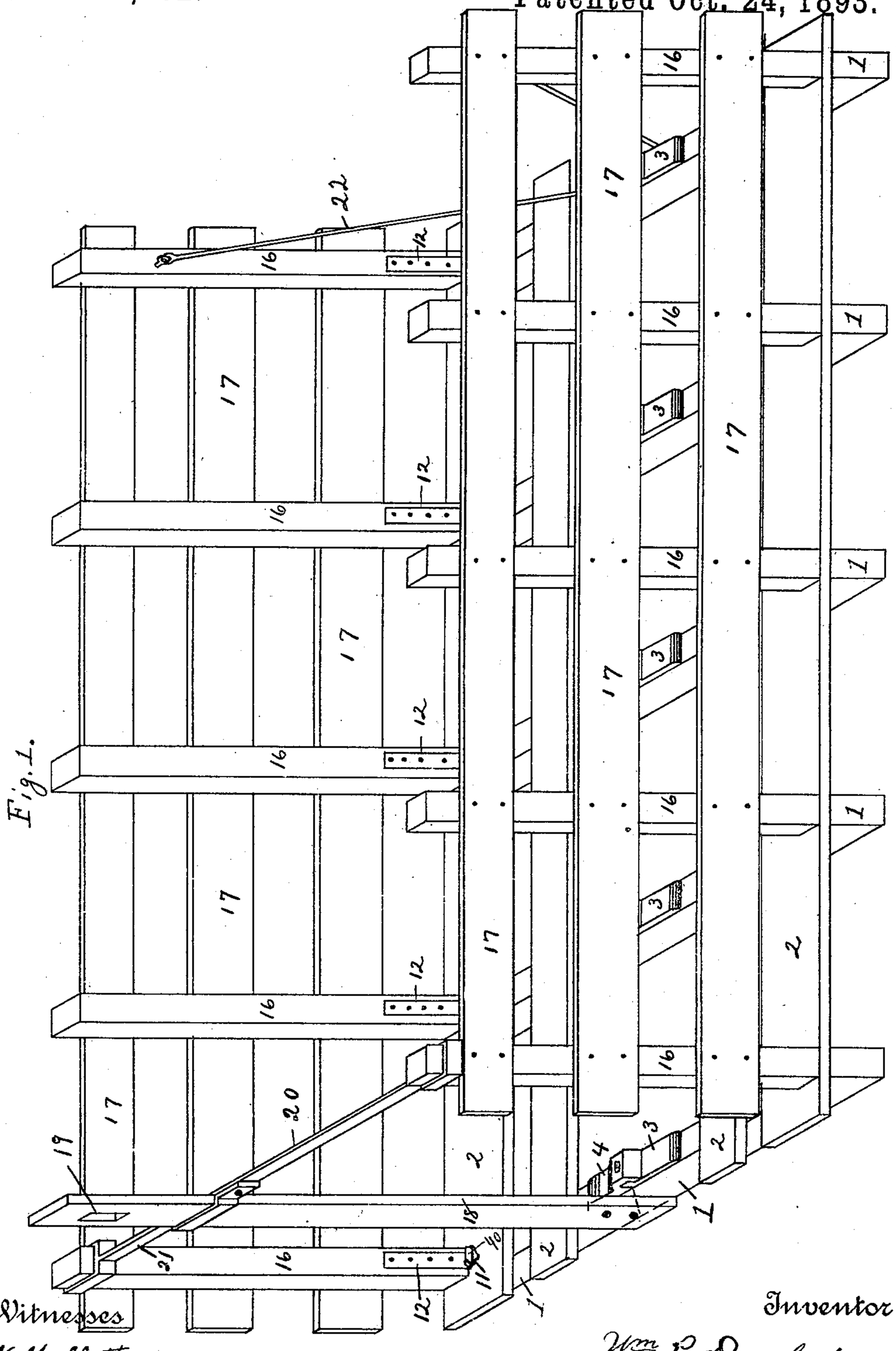

Fig. 1.

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(No Model.) 3 Sheets—Sheet 2.

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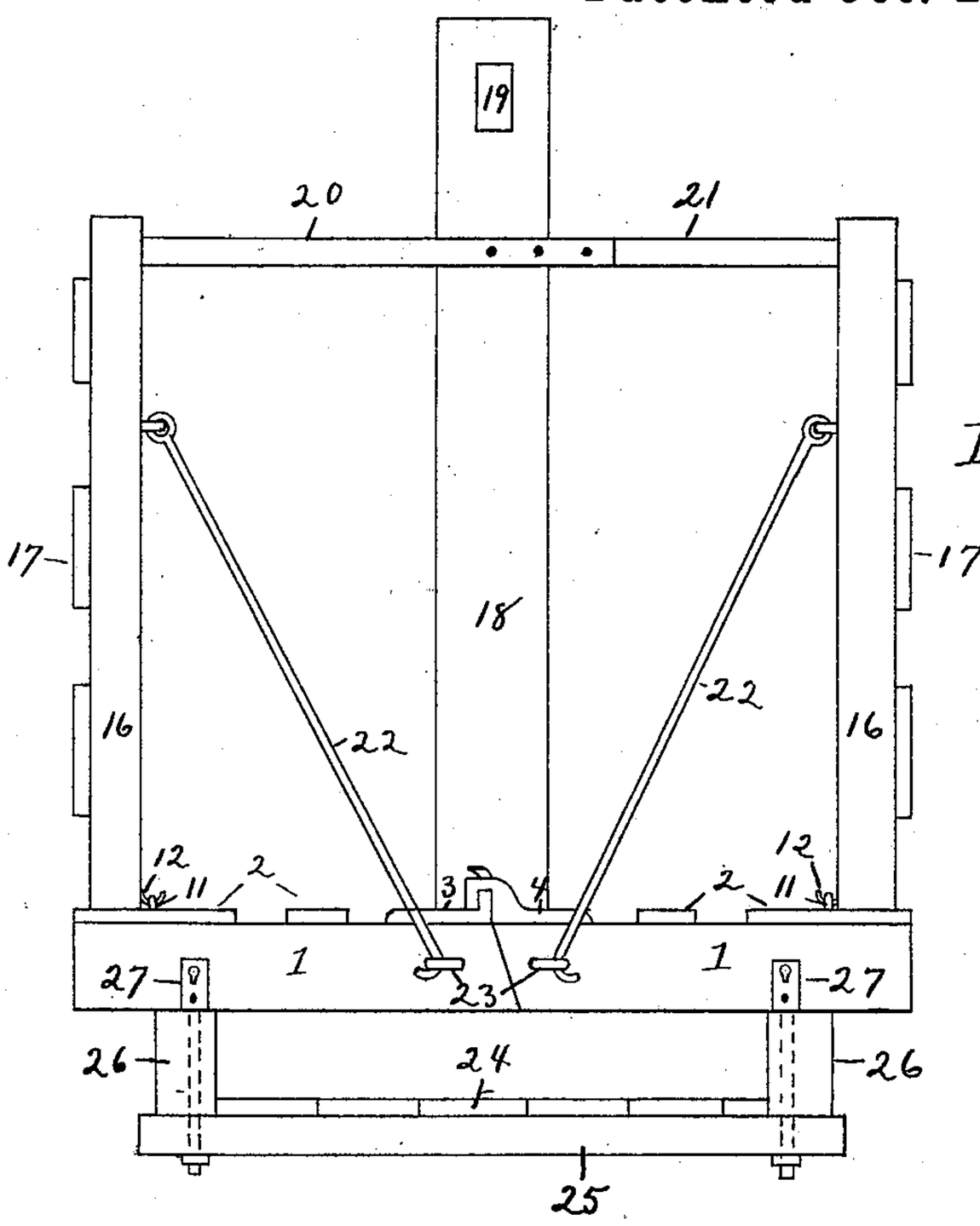

Fig. 2.

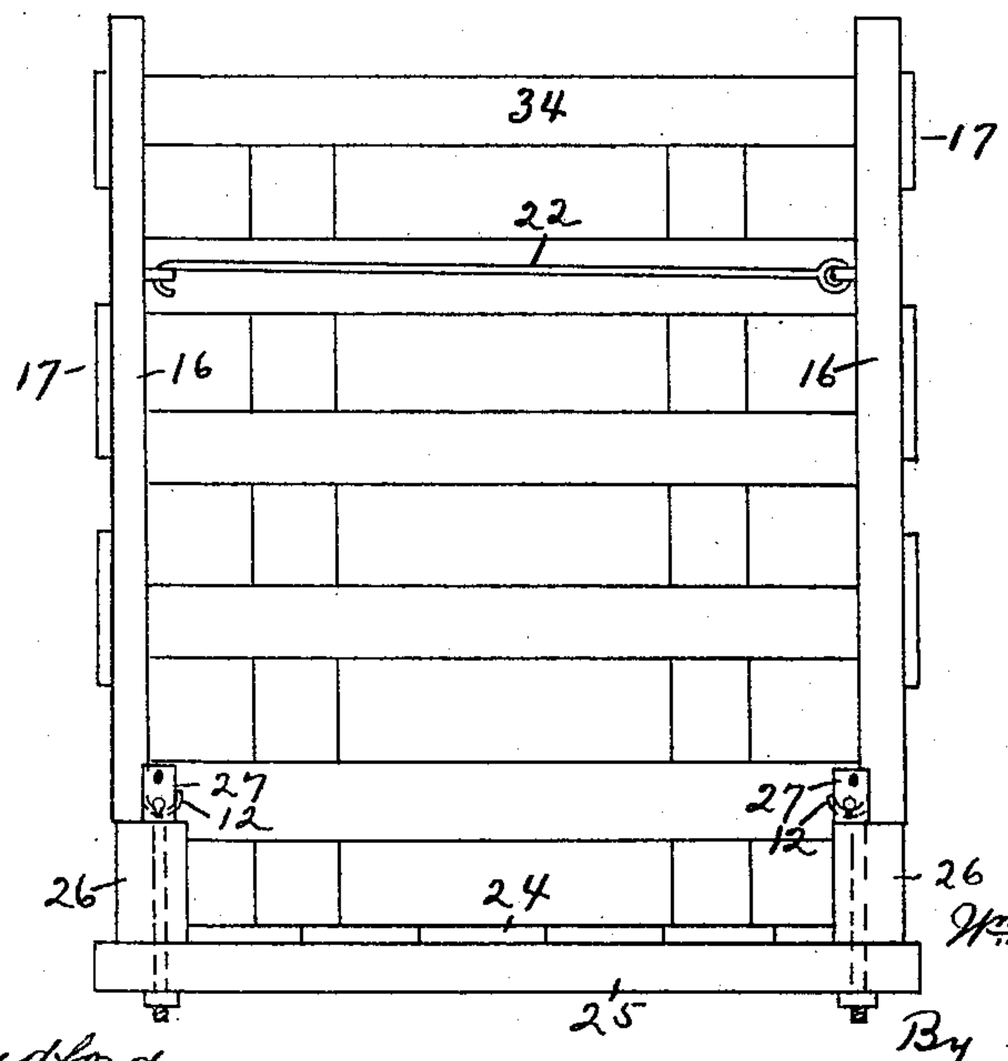

Fig. 3.

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3 Sheets—Sheet 3.

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Fig. 4.

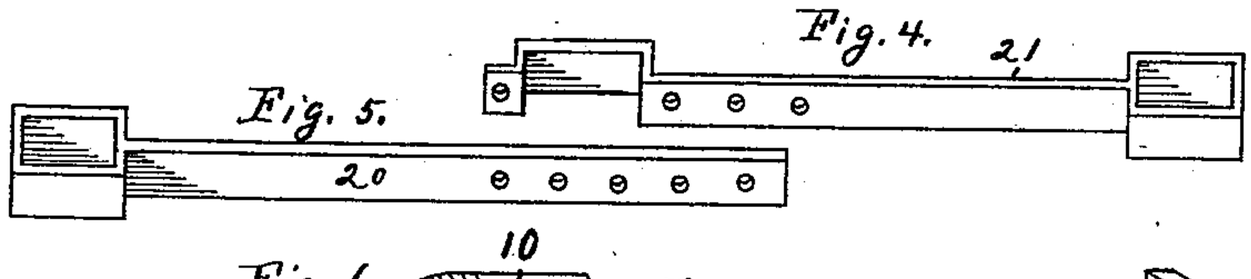


Fig. 5.

Fig. 6.

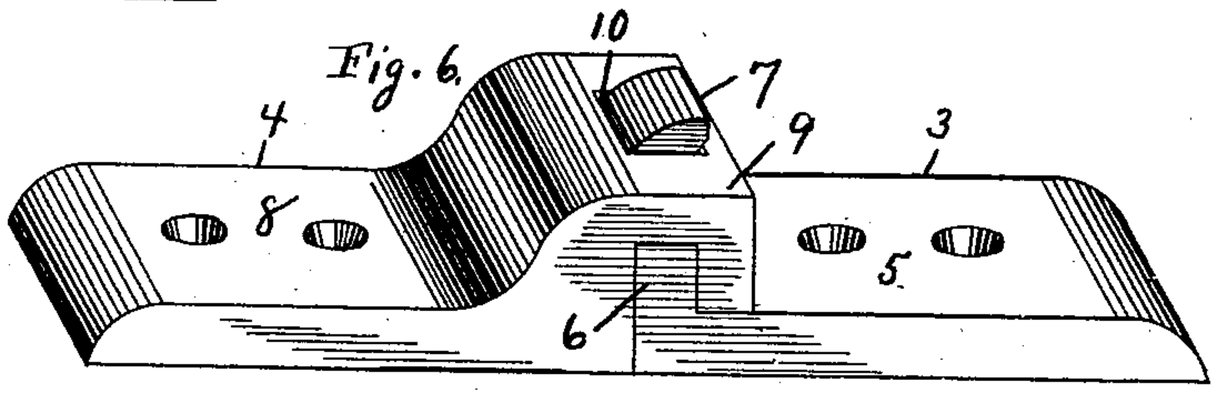


Fig. 7.

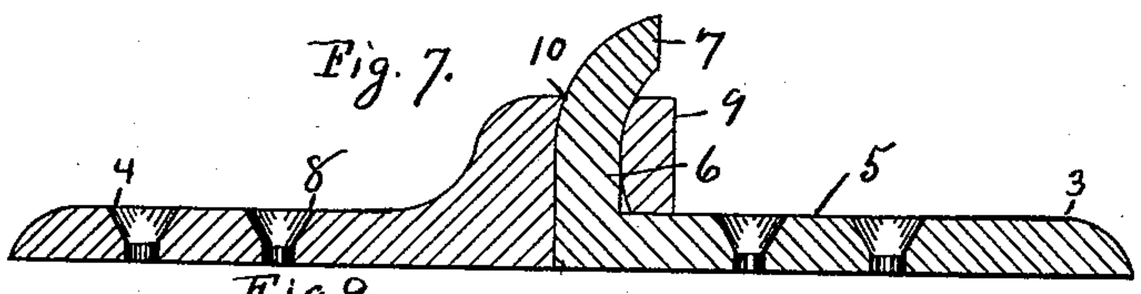


Fig. 8.

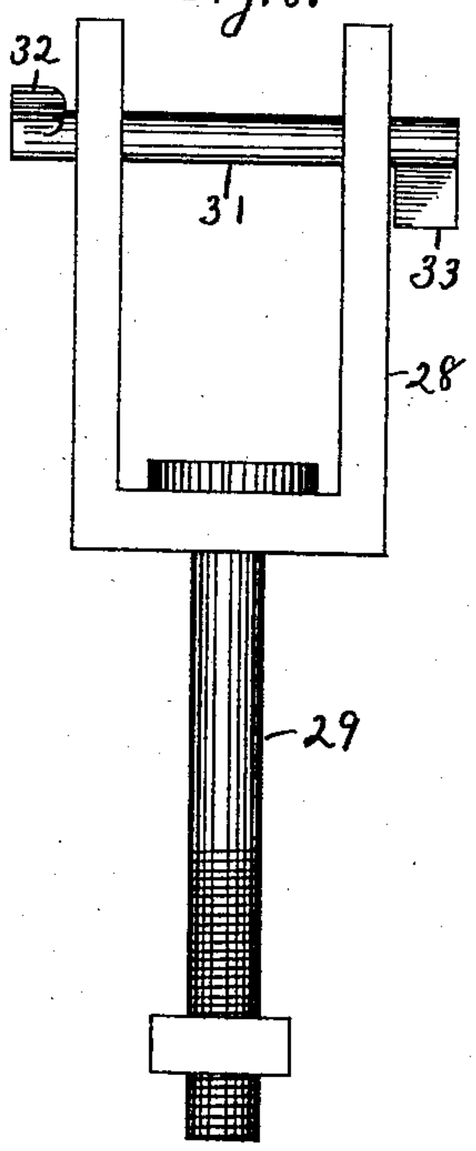


Fig. 9.

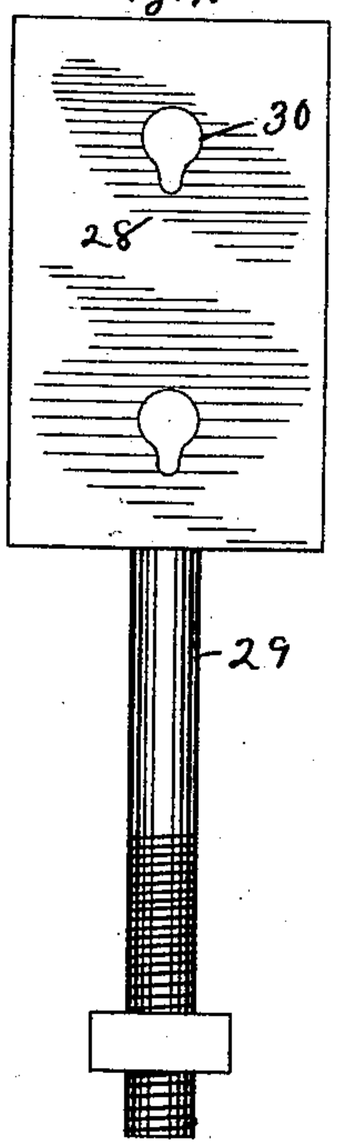


Fig. 10.

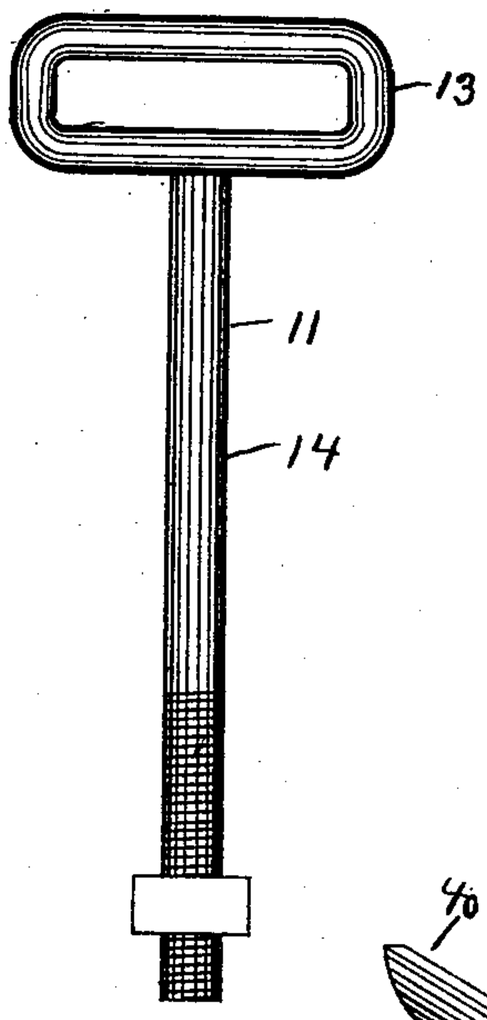
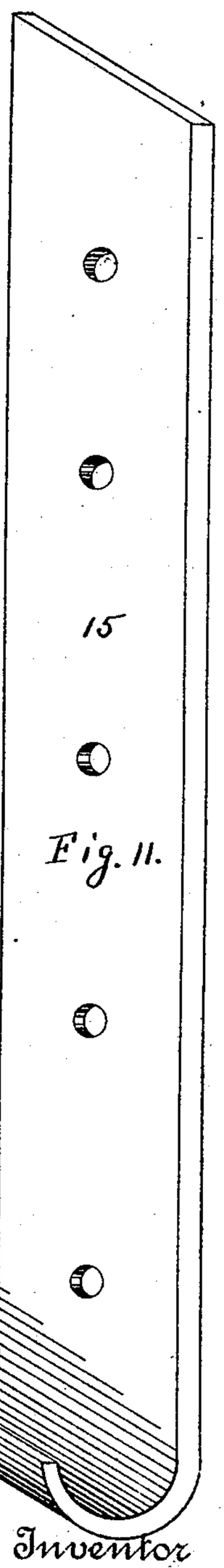


Fig. 11.



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UNITED STATES PATENT OFFICE.

WILLIAM P. DUNLAP, OF MAQUOKETA, IOWA.

WAGON BODY OR RACK.

SPECIFICATION forming part of Letters Patent No. 507,262, dated October 24, 1893.

Application filed September 15, 1892. Serial No. 445,936. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. DUNLAP, a citizen of the United States, residing at Maquoketa, in the county of Jackson and State of Iowa, have invented a certain new, useful, and valuable Improvement in Wagon Bodies or Racks, of which the following is a full, clear, and exact description.

My invention has relation to collapsible bodies or hay racks to be used on wagons; said body or hay rack being also adapted to be converted into a crate for carrying sheep, hogs, calves, or other animals; and it is the object of my invention that the said wagon body or hay rack be constructed in sections, that can be easily put together and when put together firmly held together by suitable irons and braces; and when the said body or rack is not in use the sections can be taken apart and packed away in a very small space.

My invention consists in the novel construction and arrangements of its parts as hereinafter described.

In the accompanying drawings Figure 1, is a perspective view of the hay rack. Fig. 2, is a back end view of Fig. 1. Fig. 3, is a back view of the hay rack put together as a crate for carrying live-stock and Figs. 4, 5, 6, 7, 8, 9, 10, 11, are detailed views of the castings and irons used in my invention.

My invention is described as follows:—The rack consists of the cross pieces 1, having secured to their upper edges the boards 2, said cross pieces 1, extending from each side of the wagon to about the middle and at the middle the inner end of one cross piece abuts against the inner end of the opposite cross piece which extends from the other side of the wagon. The inner ends of these cross pieces are beveled and on the upper edge of one cross piece is secured the casting 3, and on the upper edge of the opposite cross piece is secured the casting 4. These castings are secured at the inner ends of the said cross pieces and are adapted to interlock with each other and thereby hold the cross pieces together in the center.

The castings are described as follows:—The casting 3, consists of a flat plate 5, having the right angle upward extension 6, and in the middle of the upper edge of the said right angle extension is a rearwardly curved lug 7. The casting 4, consists of a flat plate 8, having on its inner end the knuckle 9, adapted to fit over the angle extension 6, of casting 5; said knuckle having in its top a suitable perforation 10, through which passes the rearwardly extending lug 7. Thus I form a connection at the inner ends of the cross pieces 1, and said connection can only be broken by raising the outer end of one of the cross pieces 1, and slipping the extension 6, and the lug 7, out of the knuckle. Near the outer ends of the said cross pieces 1, and on the upper edges are secured the eyes 11, which are adapted to be engaged by the hooks 12. The eye consists of the longitudinally elongated head 13, (see Fig. 10,) having the shank 14, extending down from its middle, the lower end of said shank being provided with a suitable thread and nut whereby it is secured to the said cross pieces. The hook 12, consists of a perforated shank 15, whereby it is secured to the inner lower edge of the perpendicular piece 16, the hooked end 40 being adapted to engage the head of the eye 11.

There are as many uprights 16, as there are cross pieces on one side of the rack and each cross piece 1, is provided on its end with an eye 11, and each upright 16, has on its lower end a hook 12. The uprights 16, are connected by the planks 17, which may be secured to the said uprights close together or far apart as desired thereby forming sides to the rack, and the cross pieces 1, together with the boards 2, form a false bottom to the said rack. The upright 18, commonly called the rein holder is attached at its lower end to one of the cross pieces 1, near its inner end. Said upright 18, has near its upper end an ordinary perforation 19. The sides of the rack are held together at their front and upper ends by the irons 20, and 21. The outer ends of these irons are provided with suitable loops which fit over the upper ends of the front upright 16, and the inner ends of the irons are bolted together around the upright 18; the iron 21, having a suitable recess bent in its inner end to receive the said upright. The rear ends of the sides are braced by the iron rods 22, the upper ends of which are secured by suitable eyes to the rear uprights and the lower ends of the said rods 22, are provided with suitable hooks which are adapted

to engage suitable eyes 23, on the rear cross pieces of the rack, (see Fig. 2.)

In Figs. 2 and 3; 24, represents the platform of the wagon body and 25, represents the cross pieces underneath the platform. Running lengthwise of the wagon and on each side of the platform 24, and secured near the outer ends of the cross pieces 25, are the pieces 26, said pieces 26, having on their upper edges the yokes 27, and there are as many of these yokes as there are cross pieces 1. The said yokes 27, are adapted to hold the outer ends of the said cross pieces 1. The said yokes 27, consist of a U-shaped casting 28, having swiveled in its bottom the bolt 29, the lower end of which is provided with a suitable thread and nut. The perpendicular sides of the U-shaped castings are provided with the perforations 30. Said perforations are adapted to hold the key 31, which passes through each perpendicular side. One end of the said key 31, is provided with the lug 32, and on the other end of the said key and opposite side to which the lug 32, is secured, is the weight 33, which prevents the said key from going entirely through the perforations 30. The cross pieces 1, fit down between the upright sides of the yoke and the key is run through the two sides of the yoke and a corresponding perforation in the said cross piece 1, and when the said key is in the weighted end will swing down and turn the lug 32, up, thereby preventing the said key from slipping or jolting out and it cannot be removed until the lug 32, is turned down and allowed to pass out of the corresponding downward extension of the perforation 30.

When I wish to convert my rack into a crate for carrying live-stock, the keys of the said yokes are removed, the braces 22, are raised and the irons 20, and 21, are removed. Then by swinging the uprights 16, down on the platform the hooks 12, are disengaged from the eyes 11, and the said uprights and attachments can be removed. Then the outer ends of one set of cross pieces 1, are raised and the castings in the middle thereby disengaged, as above described. Then the false bottom of the rack is removed. The yokes 28, have two sets of perforations in their sides, the upper and the lower. The upper set is used to hold the cross pieces 1. The keys are now placed in the lower sets of perforations and the said yokes are thereby converted into eyes which have the same function as the eye 11. The hooks 12, are caught under the keys. The uprights 16, are swung up and at each end of the crate between each side is placed a gate 34, and the hooks 22, are secured in suitable eyes in the opposite upright (see Fig. 3).

Thus I form a wagon body or rack that is simple in construction, easily handled, convenient for packing away and economically and substantially built, and

Having thus described it, what I claim as new, and desire to secure by Letters Patent, is—

In a collapsible wagon body or rack having its bottom in sections, a casting having an angle extension and a rearwardly extending lug, a casting having a knuckle adapted to fit over said angle extension, said knuckle having a suitable perforation adapted to hold said rearwardly extending lug, substantially as shown and described.

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

WILLIAM P. DUNLAP.

Witnesses:
O. H. McCAFFERY,
CHAS. P. CARMAN.