

No. 682,247.

Patented Sept. 10, 1901.

G. A. FAIR.  
WAGON.

(Application filed Apr. 27, 1901.)

(No Model.)

3 Sheets—Sheet 1.

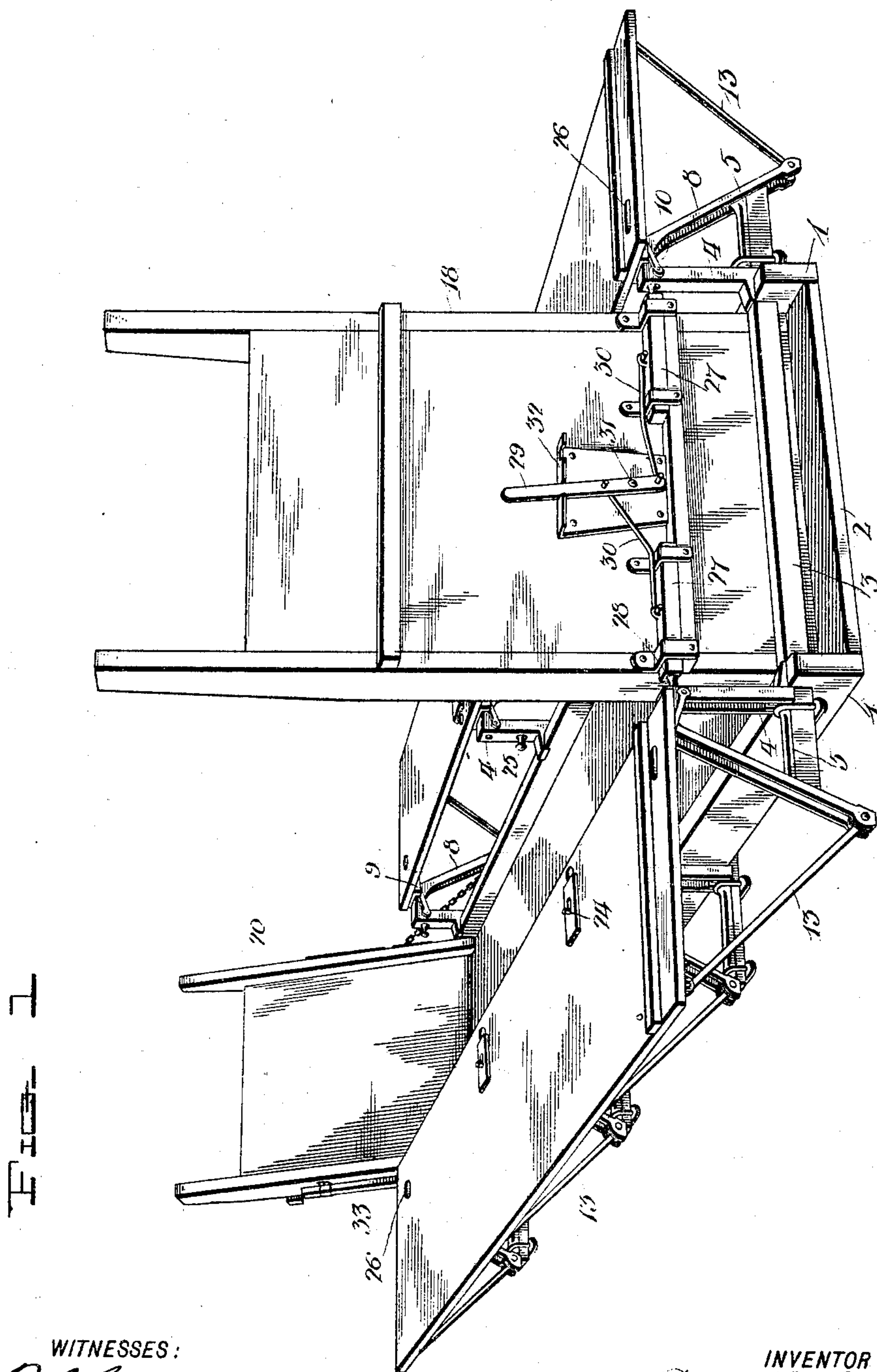


FIG. 1

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3 Sheets—Sheet 2.

FIG. 2

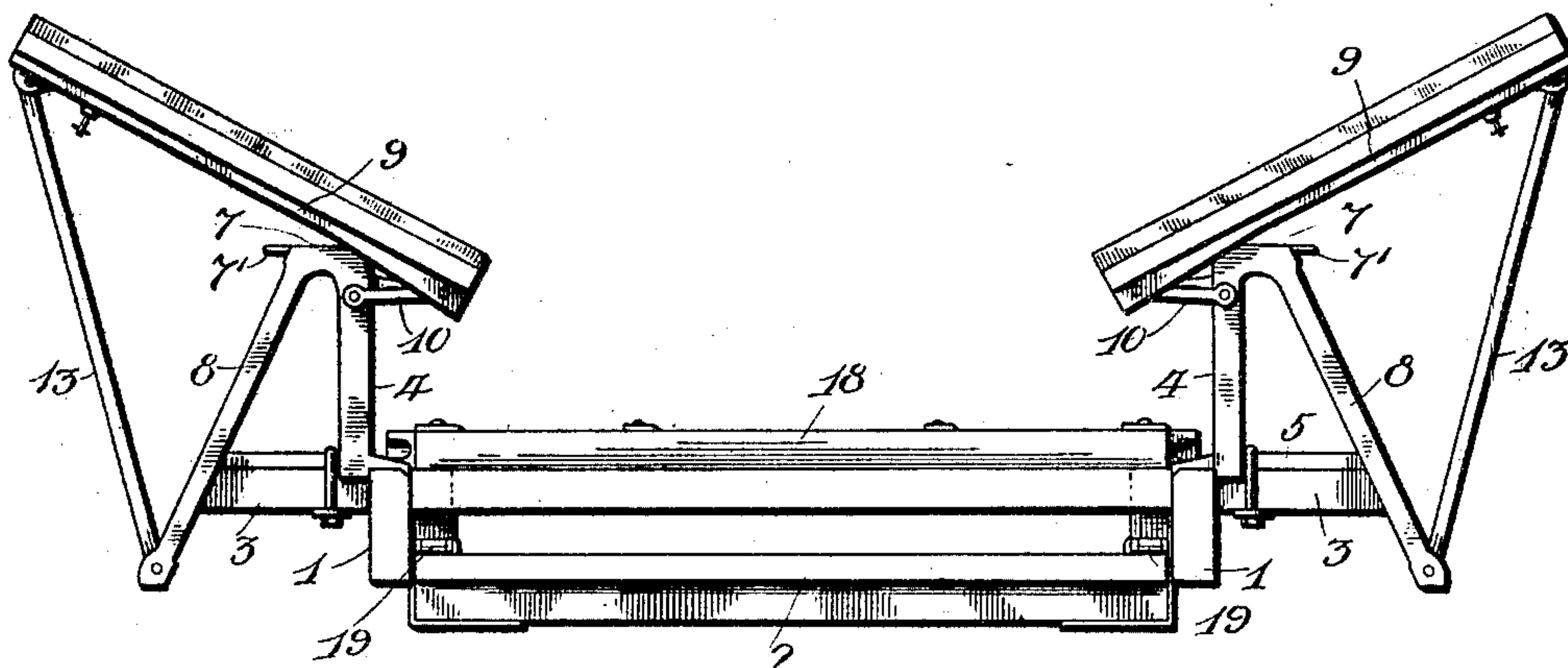
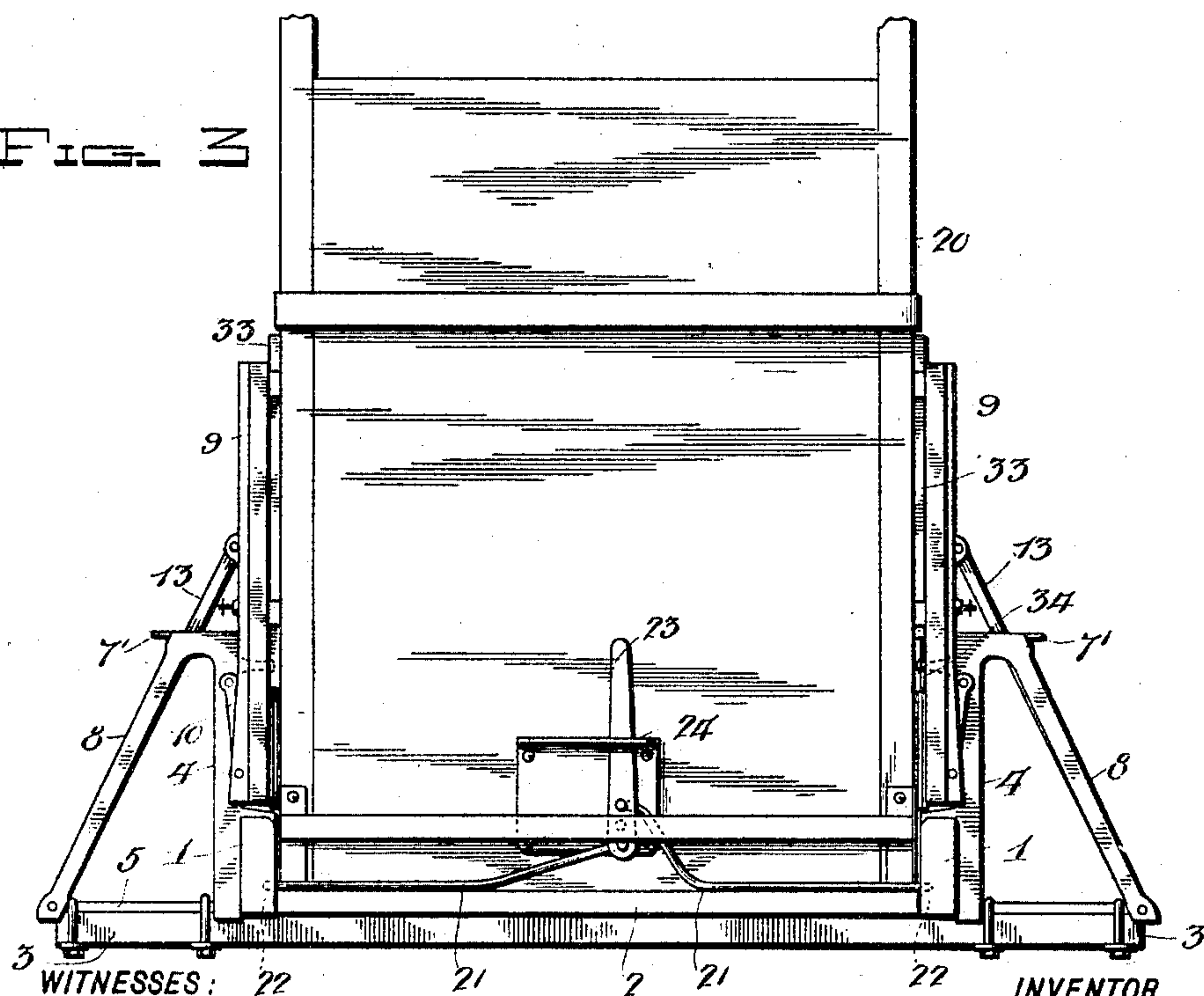


FIG. 3



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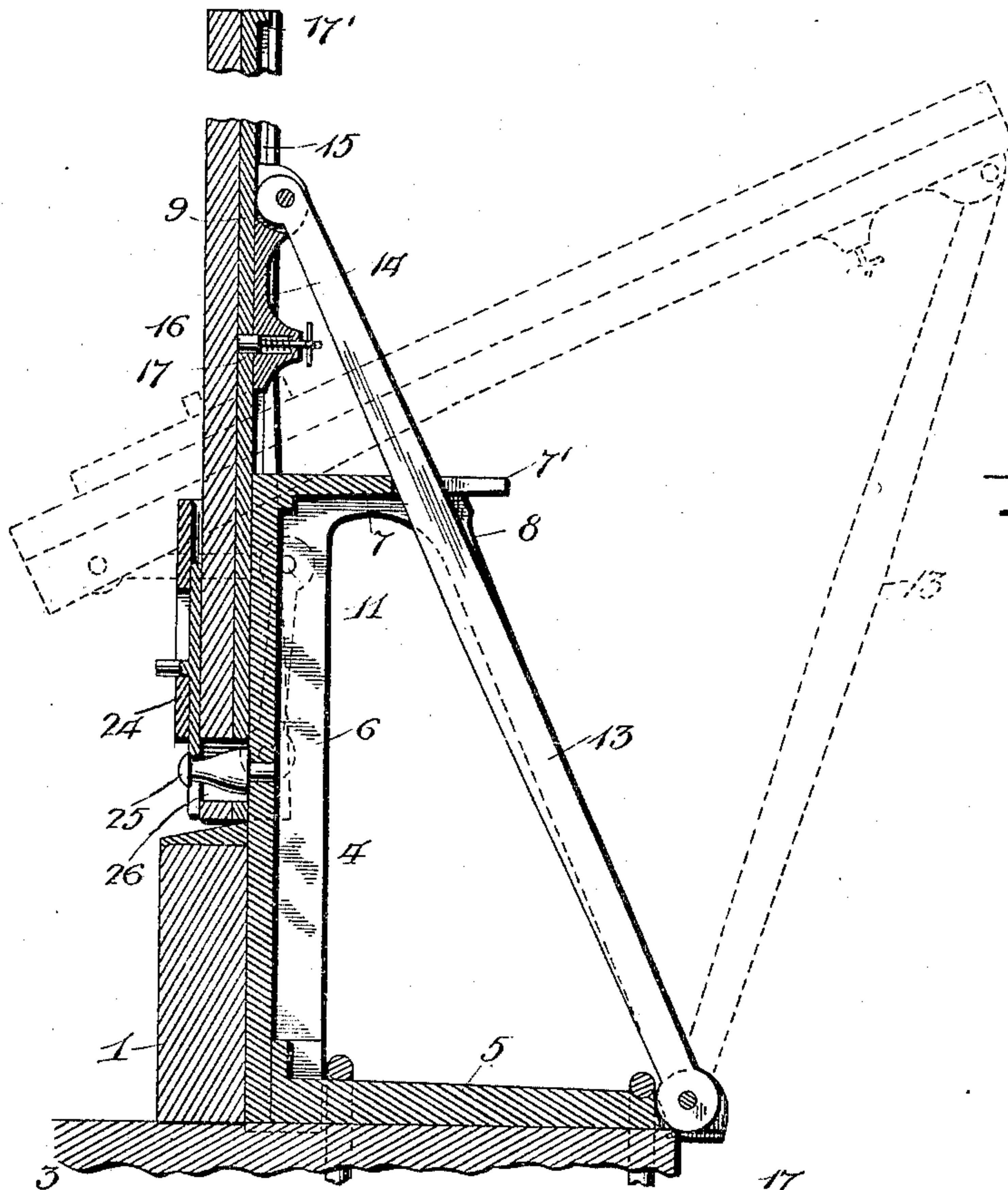


FIG. 5

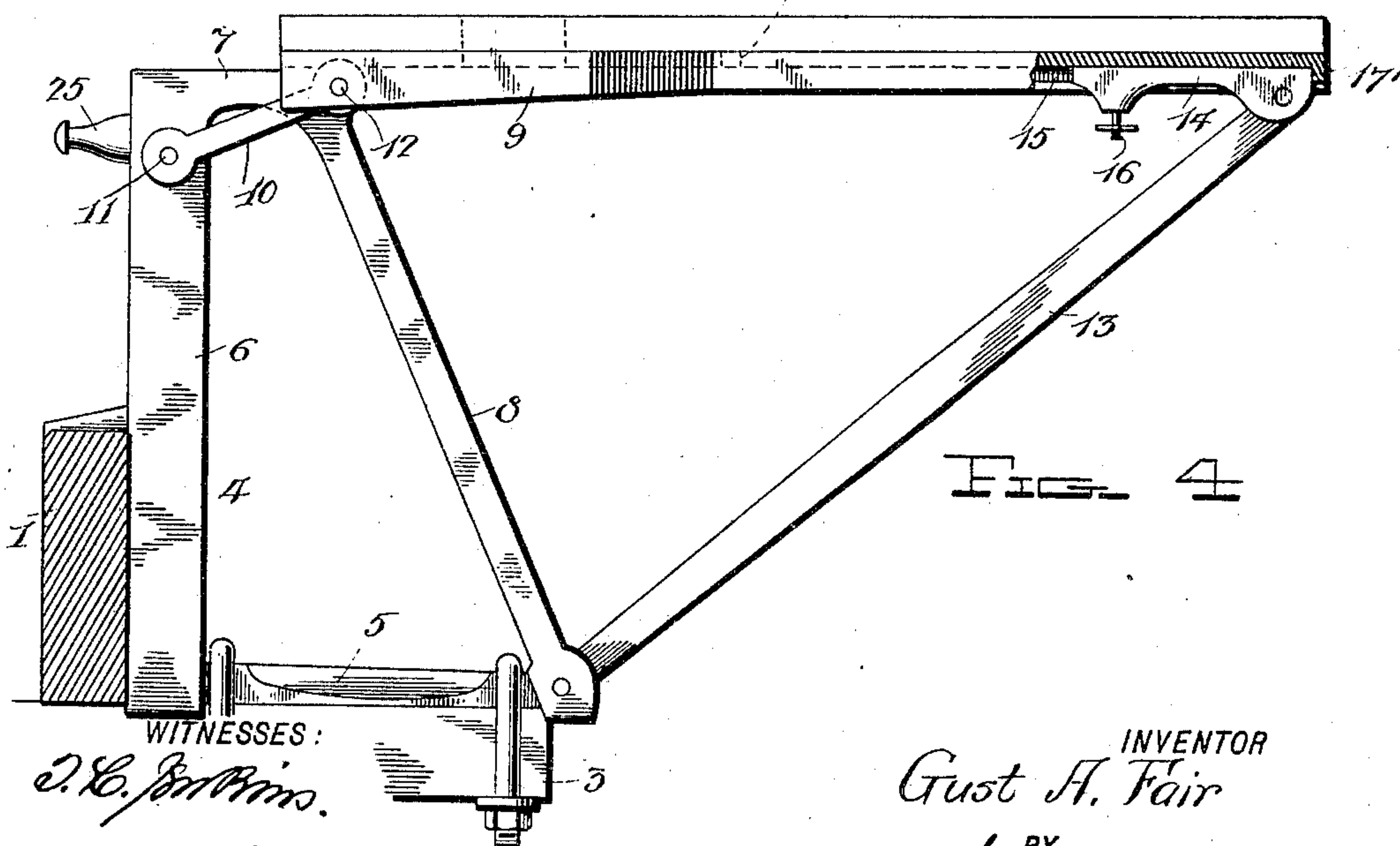


FIG. 4

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# UNITED STATES PATENT OFFICE.

GUST A. FAIR, OF ORION, ILLINOIS.

## WAGON.

SPECIFICATION forming part of Letters Patent No. 682,247, dated September 10, 1901.

Application filed April 27, 1901. Serial No. 57,719. (No model.)

*To all whom it may concern:*

Be it known that I, GUST A. FAIR, a citizen of the United States, residing at Orion, in the county of Henry and State of Illinois, have  
5 invented certain new and useful Improvements in Wagons; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to  
10 make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to a combined hay,  
15 corn, and stock rack for farm-wagons; and it consists in certain novel features of construction of parts and in combinations of parts, as hereinafter particularly described and claimed.

20 My invention is illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view of a wagon-rack embodying my improvements adapted to the ordinary wagon-body and adjusted as  
25 a hay-rack. Fig. 2 is an end view looking at the front end of the wagon, the rack being adjusted for use in hauling heads of grain, &c. Fig. 3 is an elevation of the rear end of the wagon and showing the rack adjusted  
30 for hauling stock or corn, &c. Fig. 4 is a detail elevation, partly in section, of one of my improved standards or stakes, the standard being adjusted as in Fig. 1. Fig. 5 is a detail vertical transverse sectional view of one  
35 of the standards, showing in full and dotted lines the other adjustments of the rack.

As seen in Fig. 1, the rack is shown as adjusted for use as a hay-rack and is applied to the ordinary farm-wagon body, having the  
40 sides 1 1, the flooring 2, and the girths 3, the ends of said girths projecting beyond the sides of the body. Upon these projecting girth ends the standards or stakes 4 of the hay-rack are secured by means of ordinary U-bolts. The  
45 standards are fastened to the wagon-body sides by means of hooks. The standards 4 each consists of a rigid frame part having a base 5, a shallow box-like vertical upright 6, a top part 7, and a vertically-inclined part 8, the latter being preferably composed of two  
50 bars. Hinged parts 9, which form the girths for the sides of the hay-rack, are connected to

each rigid frame part by means of links 10, having bearings 11 in the sides of the upright 6, near the top thereof, and bearings 55 12 in the hinged part 9 at its lower end. A brace 13 is hinged at its lower end to the outer end of the base part 5 and between the two bars of the inclined frame part 8 and hinged at its upper end to a block 14, which slides 60 in a guideway 15 on the under side of the hinged girth part 9. A catch 16, preferably in the form of a spring-projected bolt, is carried by said slide-block 14 and is adapted to fit a hole 17 to lock said slide-block in the 65 position in said guideway for a purpose more particularly hereinafter set forth.

17' is a shoulder at the outer end of the guideway, against which the block abuts when the rack is in the positions shown in 70 Fig. 4 and in dotted lines in Fig. 5.

A slotted plate 7', standing outwardly from the top 7 of the rigid frame part, affords a support for the brace 13 to steady it when the rack is in the position shown in Figs. 3 and 75 5. The front end-gate 18 is fastened to the flooring of the wagon-box by hinges 19 on the lower inner edge of the gate, so that the gate can be folded inwardly only. The rear end-gate 20 is hinged to the wagon sides by slide-bolts 80 21 on the lower outer edge of the gate, which are shot into holes 22 in the wagon sides by the hand-lever 23. A keeper 24 locks said lever. The rear end-gate being hinged at its lower outer edge can only fold outwardly. 85 When the wagon is used for hauling hay, the rear end-gate is opened slightly, as seen in Fig. 1, and is secured in such position by a chain suitably fastened to rings in the wagon sides and passing around the back of the gate. 90 Obviously the usual pole and chain may be used to secure the load and also to secure the end-gate. When the rack is adjusted, as shown in Fig. 1, for hauling hay and it is desired to adjust it for hauling the short heads 95 of grain, which would require a rack having much steeper sides than when used as a hay-rack, the inner edges of the rack sides are folded up and over to the position shown in Fig. 2. When it is desired to adjust the rack for hauling stock or corn, the rack sides are moved 100 to assume a vertical position, with the inner or bottom edge of the rack sides resting on the top edges of the wagon sides, and are se-



cured in such position by the engagement of the catch 16 with the hole 17 and also by means of a forked latch 24 on the inner side of the rack side, which forked latch fits over the head of a stud 25, projecting from the inner sides of the uprights 6 through a slot 26 in the hinged part 9. The end-gates in elevated position are secured between the rack sides, as shown in Fig. 3. The means for fastening the front end-gate in its upright position consists of two laterally-sliding bolts 27 27, having sockets 28 in their outer ends, into which the headed studs 25 of the end standards fit. These bolts 27 are simultaneously moved in opposite directions by a lever 29 through connecting-rods 30 30, pivoted thereto at either side of the fulcrum 31. The long end of said lever 29 is adapted to lock in the catches of the rack-plate 32, and thereby lock the bolts 27. On the side edges of the rear end-gate are sliding bolts 33, having forked catches 34 at their lower ends, which are slid over the projecting heads of the end studs 25 for the purpose of locking the rear end-gate in its upright position. It is thus apparent that my improved rack is adapted for adjustment for any use for which a wagon-rack is needed and that it is not necessary to remove any of the parts to adapt the rack for its several uses.

It will be understood that if desired the end-gates may be removed, the hinges of the front and rear end-gates being shown as capable of easy dismemberment.

What I claim as my invention is—

1. In a wagon device of the class described, a wagon-body, standards at the sides thereof each consisting of a rigid frame part, a hinged part carrying rack sides, a link connecting the lower end of the hinged part to the upper end of the rigid frame part and a brace pivoted at one end to the outer lower end of the rigid frame part and adjustably connected at its other end to the upper free end of the hinged part.

2. In a wagon of the class described, a wagon-body, standards at the sides thereof each consisting of a rigid frame part, a hinged part carrying a rack side, links connecting the lower end of the hinged part to the upper end of the rigid frame part, a slide-block movable in a guideway on said hinged part, a catch on said slide-block adapted for engagement with shoulders in the guideway, and a brace pivoted at its lower end to the

rigid frame part and at its upper end to the slide-block.

3. In a wagon of the class described, the combination with a wagon-body, having girths projecting at its sides, of standards having rigid frame parts removably secured upon the projecting ends of said girths and against the wagon sides, hinged parts carrying rack sides, links connecting the lower ends of the hinged parts to the upper ends of the rigid frame parts, braces pivoted at their lower ends to the outer lower ends of the rigid frame parts and supporting at their other ends the upper ends of the hinged parts, and overhanging hooks on the inner edges of the rigid frame parts adapted to fit over the top edge of the wagon sides, for the purpose stated.

4. In a wagon of the class described, the combination with a wagon-body having a front end-gate hinged to fold inwardly, a rear end-gate hinged to fold outwardly, standards at the sides of the wagon-body of greater height than the sides thereof, headed studs on said standards projecting inwardly from points above said wagon sides and catches on the said end-gates adapted to engage said headed studs for the purpose stated.

5. In a wagon of the class described the combination of the wagon-body, standards consisting of rigid frame parts secured at the sides of said wagon-body, and hinged parts connected with said rigid frame parts through links and carrying rack sides, headed studs inwardly projecting from said rigid frame parts above the top edge of the wagon sides, openings in the rack sides adapted for the reception of said headed studs when the rack sides stand upright, and catches on the inner sides of the rack sides adjacent to the openings therein and adapted to fit over the heads of said studs, for the purpose stated.

6. In a wagon of the class described, the combination of standards, racks adjustable on said standards, a foldable end-gate, and slidable bolts on the end-gate adapted for engagement with studs on the standards to support the gate in raised position.

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

GUST A. FAIR.

Witnesses:

LENNEA A. LARSON,  
JOHN V. STREED.