

J. V. KING.
 CONVERTIBLE WAGON.
 APPLICATION FILED APR. 10, 1911.

1,033,596.

Patented July 23, 1912.

2 SHEETS—SHEET 1.

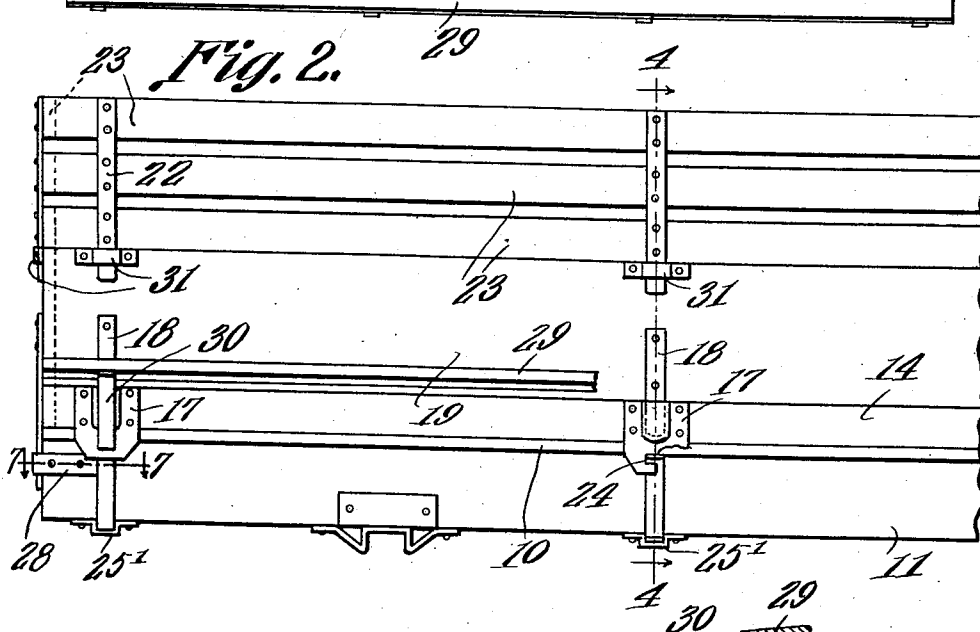
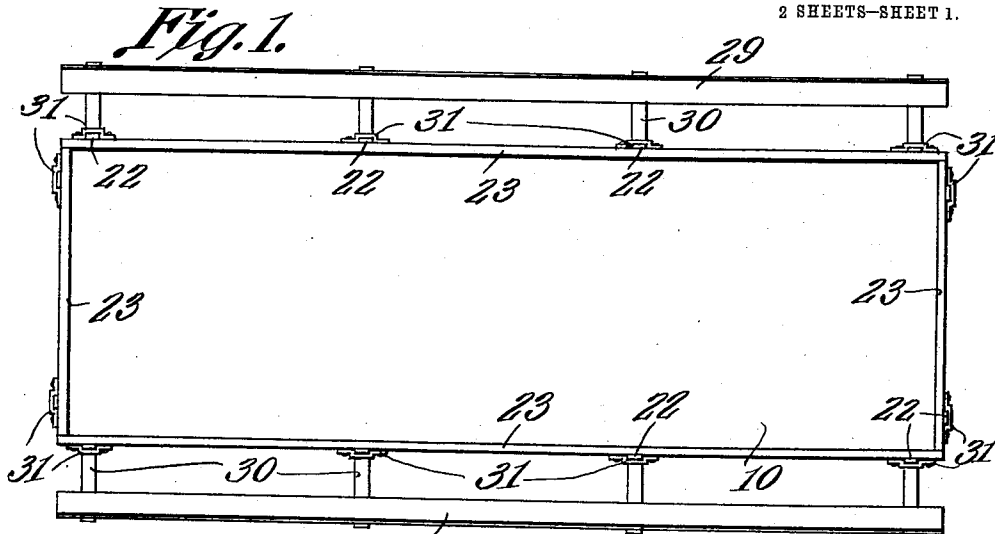
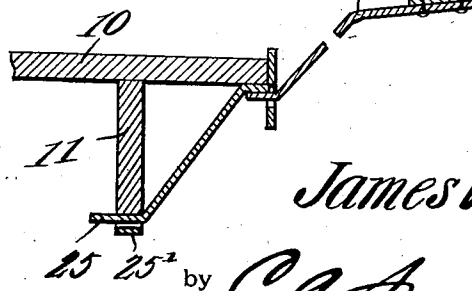


Fig. 8.



Witnesses

J. P. Fleming
L. H. Wilcox

James V. King,
 Inventor

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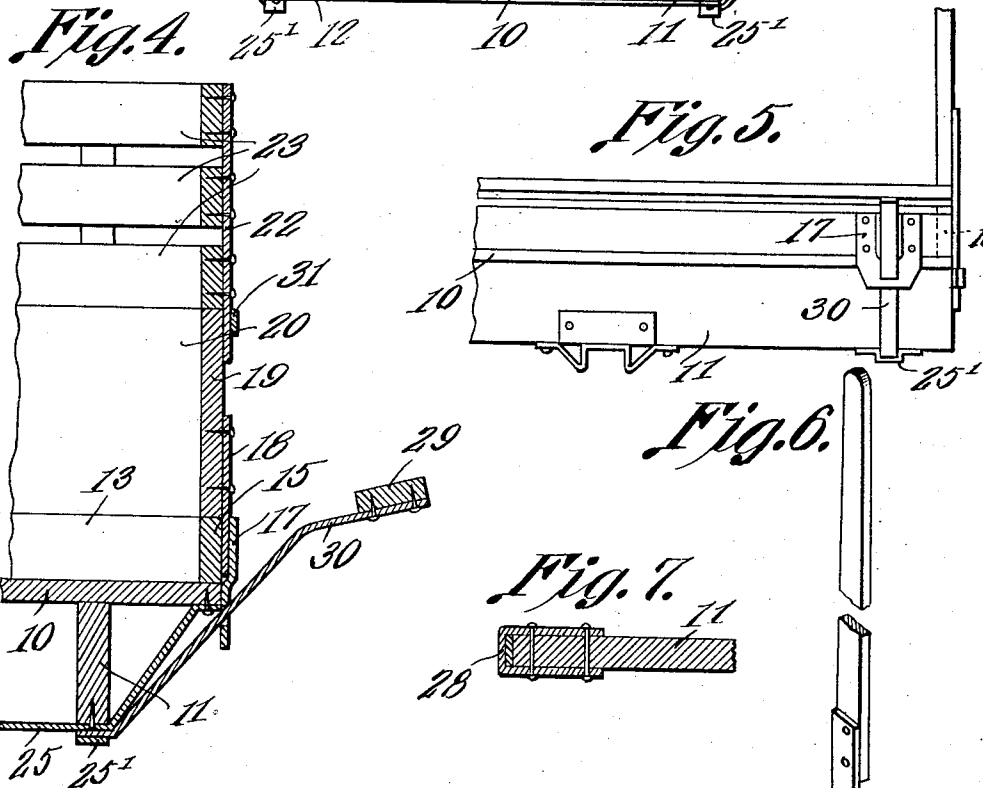
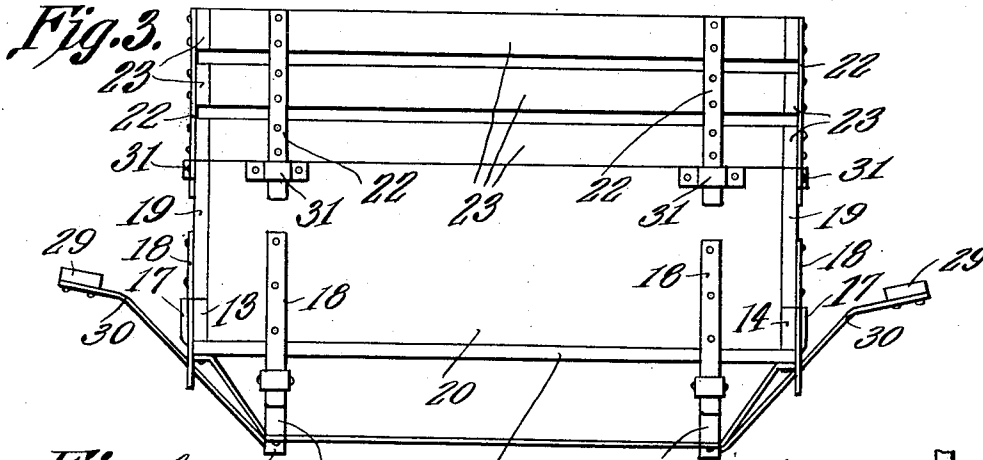
C. A. Snow & Co.
 Attorneys

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2 SHEETS—SHEET 2.



Witnesses
J. P. ...
L. H. Wilson.

James V. King,
 Inventor

by *C. A. Snow & Co.*
 Attorneys

UNITED STATES PATENT OFFICE.

JAMES V. KING, OF NEW MADISON, OHIO.

CONVERTIBLE WAGON.

1,033,596.

Specification of Letters Patent.

Patented July 23, 1912.

Application filed April 10, 1911. Serial No. 620,040.

To all whom it may concern:

Be it known that I, JAMES V. KING, a citizen of the United States, residing at New Madison, in the county of Darke and State of Ohio, have invented a new and useful Convertible Wagon, of which the following is a specification.

This invention relates to an improvement in convertible wagons.

10 The primary object of the present invention is to provide a wagon which may be quickly and conveniently converted from a box wagon to a hayrack.

15 A further object of said invention is to so construct the various parts that the side and end walls may be extended and interchanged.

20 In the drawings—Figure 1 is a top plan view of the wagon body. Fig. 2 is a side elevation. Fig. 3 is an end view. Fig. 4 is a section on the line 4—4 of Fig. 2. Fig. 5 is a detail view with the sides removed and the hay rack in position. Fig. 6 is a perspective view of one of the end supports which complete the hayrack when the longitudinally disposed racks are in position and the side walls of the body removed, Fig. 7 is a section on the line 7—7 of Fig. 2, and Fig. 8 is a sectional view of the rack extended.

30 In the drawings 10 designates the bottom of the body which is provided on its under face with the longitudinally disposed beams 11 and 12. The body is provided at one of its ends and both sides with the wall supporting strips, 13, 14, 15. Secured to these wall supporting strips are a plurality of stake sockets 17 which receive the stakes 18 secured to the side walls 19 and the end wall 20. When it is desired to use the vehicle for carrying grain or other material which requires a closed body, the end gates and side walls are also provided with stake receiving members 31 which receive stakes 22 carried by the slotted extensions 23 which when in position extend beyond the side and end walls of the body.

40 It will be noted that the solid end and side walls of the body are interchangeable with the slotted sections 23. The stake receiving sockets 17 which are secured to the supports 13 and 14 extend downwardly beyond the bottom 10 and are provided with transversely disposed slots 24. The beams 11 and 12 are connected by braces or straps 25, the end portions of which are bent upwardly and secured to the

bottom of the body. At the point where the members 25 are secured to the beams 11 and 12, said beams are provided with a U-shaped hanger 25'. The racks which are removably supported on the sides of the body consist of a longitudinal bar 29 which is provided with a plurality of recurved arms 30 which are slightly resilient, and secured to the bar 29, adjacent their ends, supporting said bar at an angle to the body of the vehicle. The other ends of said arms 30 are offset and are arranged to extend through the slotted end portions of the stake supports 17. As shown in Fig. 4 the offset ends extend within the brackets 25', said ends, owing to the peculiar angle at which the same are disposed preventing the further passage of the arms through the bracket or hanger 25'; the rack in this way being supported as shown in Figs. 3 and 4. It will be seen that by this construction the rack bars may be conveniently removed and readily assembled when it is desired to use the wagon as a hayrack. When the wagon is put to this use, the end gates are dispensed with and the stakes such as are shown in Fig. 6 support the load at either end of the body, said stakes being provided with extensions which extend within the stake supports arranged on the front and rear ends of the body.

When it is desired to increase the capacity of the wagon the hay rack may be extended as shown in Fig. 8 until the end portions of the supporting arms 30 contact with the under face of the bottom. This construction while affording a larger surface for the material which is carried is not as substantial however as the preferred arrangement as shown in Figs. 3 and 4, the rack when used in this position being securely held against displacement.

The many advantages of a wagon of this type will be clearly apparent as it will be noted that the same may be readily converted from the ordinary type of box wagon to a hayrack. Attention is also called to the fact that the hay supporting racks may be easily and quickly attached to the wagon body, said hay supporting racks being capable of an adjustment to various heights. The many uses to which a wagon of this character could be placed will be noted as it will be seen that the entire body may be stripped and used to transport lumber, suitable side stakes being arranged in the stake

supports 17. Other combinations of the various racks and supports may be resorted to in order to use the wagon for different purposes.

5 Attention is called to the peculiar construction of the resilient arms which support the bar 29, and the manner in which the same coact with the hanger 25' to support said bar. Attention is also called to
10 the manner in which these arms 30 may be extended; the peculiar formation of their end portions effectually locking the rack against displacement as soon as the load is positioned.

15 What is claimed is:

1. In a convertible wagon, beams supported beneath the body of said wagon, a brace connecting said beams, the end portions of said brace being secured to the
20 bottom of the wagon, a plurality of U-shaped hangers supported by said beams and a removable rack member, said rack member being provided with a plurality of arms, the end portions of said arms being
25 offset and arranged to extend within said hangers.

2. In a convertible wagon, a plurality of supports secured to the bottom of said wagon, a brace connecting said supports, the end portions of said brace being secured to the bottom of the wagon, a plurality of stake sockets supported by the wagon body, said stake sockets being formed with apertured extensions, and a hay rack,
35 said hay rack including a plurality of recurved arms, said arms extending through the apertures formed in the extended portions of the stake sockets, their end portions being off-set and contacting with the under
40 faces of the supports arranged on the bottom of the body.

3. In a convertible wagon, a plurality of stake sockets secured to the wagon body, said sockets being arranged to receive the
45 downwardly extending stakes of the side walls of the body, said sockets being formed with slotted extensions and a removable rack, said rack being provided with arms arranged to extend through the slots in

said extension, transversely disposed supports carried by the wagon body, the end portion of said arms contacting with said supports.

4. In a convertible wagon, a plurality of stake sockets supported by the wagon body, said stake sockets being formed with apertured extensions arranged to extend below the bottom of the body, supports secured to said bottom, and a hay rack, said rack being formed with arms arranged to extend
60 through the slots in the stakes, the end portions of said arms being offset and contacting with the under face of the supports arranged on the bottom of the body.

5. In a convertible wagon, a plurality of longitudinally disposed beams arranged beneath the wagon body, supports connecting said beams, said supports having their end portions secured to the wagon body, a plurality of stake sockets secured to said wagon
70 body, each of said stake sockets being in alinement with one of said braces, a plurality of hangers secured to each of said beams, each of said hangers being arranged to straddle one of said braces, a hay rack,
75 said hay rack being formed with arms arranged to extend through apertures formed in the stake sockets, the end portions of said arms being offset and arranged to extend within the hangers supported by the
80 beams.

6. In a convertible wagon, a plurality of stakes secured to the body of said wagon, said stake sockets being formed with slotted extensions, and a hay rack, said hay
85 rack including a plurality of recurved resilient arms arranged to extend through the slots formed in said stake sockets, the end portions of said arms being offset and adapted to enter supports arranged below the
90 wagon body.

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

JAMES V. KING.

Witnesses:

CORA HARTMAN,
J. D. KING.