

No. 666,989.

G. WETTLAUFER.
WAGON RACK.

Patented Jan. 29, 1901.

(Application filed Nov. 28, 1900.)

(No Model.)

Fig. 1.

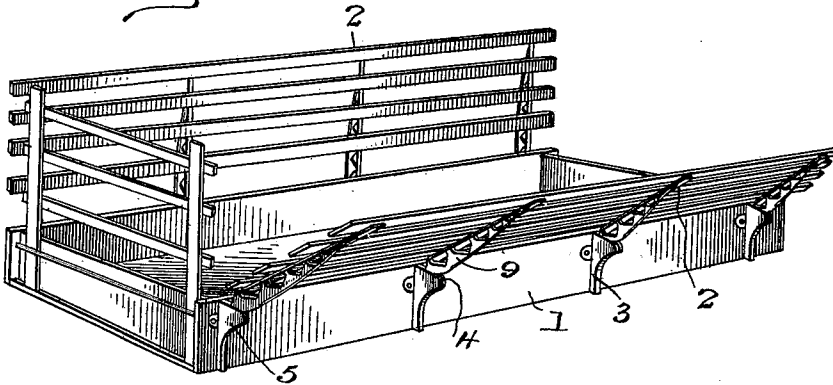


Fig. 2.

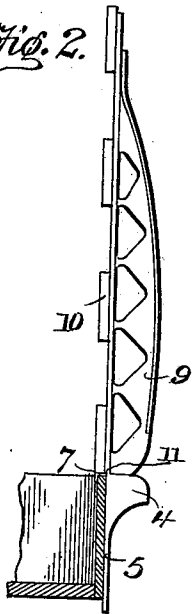


Fig. 3.

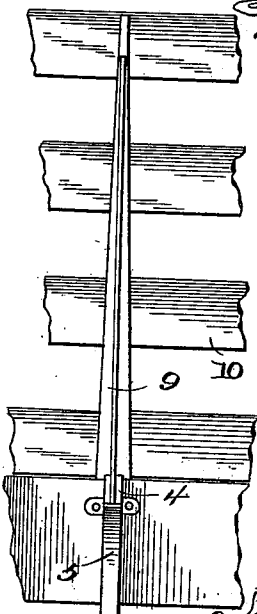


Fig. 4.

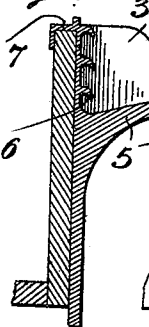


Fig. 5.

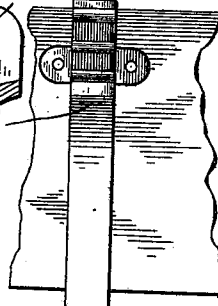


Fig. 6.

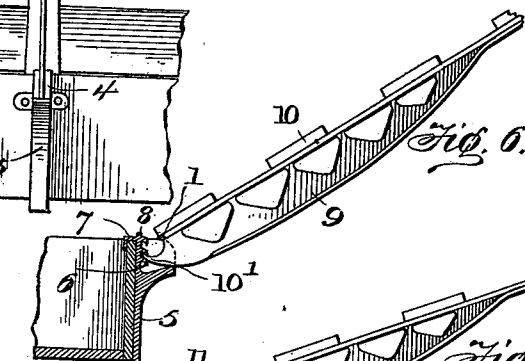
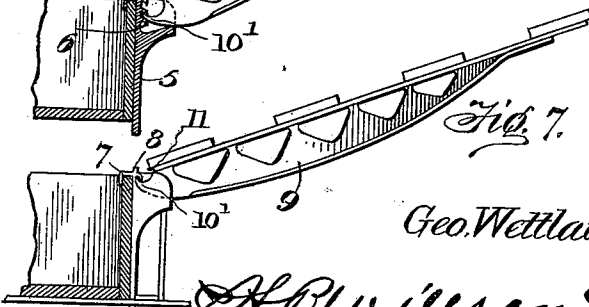


Fig. 7.



Inventor

Geo. Wettlauffer,

H. B. Wilson & Co.

Attorneys.

Witnesses
Gordon S. Belt,
J. H. Wilson

UNITED STATES PATENT OFFICE.

GEORGE WETTLAUER, OF STRATFORD, CANADA.

WAGON-RACK.

SPECIFICATION forming part of Letters Patent No. 666,989, dated January 29, 1901.

Application filed November 28, 1900. Serial No. 38,072. (No model.)

To all whom it may concern:

Be it known that I, GEORGE WETTLAUER, a subject of the Queen of Great Britain, residing at Stratford, in the Province of Ontario and Dominion of Canada, have invented certain new and useful Improvements in Wagon-Racks; 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 make and use the same.

The invention relates to wagon-racks for adapting a wagon for the hauling of grain, hay, stock, hucksters' goods, and, in fact, for any purpose where it is desired to convert an ordinary wagon into a rack-wagon.

The prime object of the invention is to provide a rack of this character which with very little change or adjustment can be adapted for the different purposes above mentioned; furthermore, to provide a rack of this character which shall be simple of construction, durable in use, and comparatively inexpensive of production, and, finally, to provide a rack of this character which may be easily and quickly applied to or removed from an ordinary wagon-body.

With these objects in view the invention consists in certain features of construction and combination of parts, which will be hereinafter more fully set forth.

In the accompanying drawings, Figure 1 is a perspective view of a wagon-body, illustrating the racks attached thereto, one of the racks being shown adjusted at an angle to the side of the wagon-body. Fig. 2 is an end view of one of the racks, showing it in vertical position. Fig. 3 is a side elevation of the same. Fig. 4 is a longitudinal sectional view through the supporting-standard. Fig. 5 is a front view. Fig. 6 is a view of a portion of a wagon-body, taken centrally through one of the supporting-standards and showing one of the racks adjusted to a certain inclination; and Fig. 7 is an end view showing the rack supported at a greater angle than shown in Fig. 6.

Referring to the drawings, 1 denotes a wagon-body, which may be of any well-known or approved construction. 2 denotes the side racks, and 3 the supporting-standards. The standards are secured to the side pieces of

the wagon-body by any suitable means and have at their upper ends cheek-pieces 4, connected by a horizontally-disposed base 5. Arranged transversely across the upper ends of each standard between the cheek-pieces are downwardly-extending hooks or cleats 6, and at the extreme upper end of each standard is formed an angular flange 7, adapted to embrace the upper end of the side piece of the wagon-body and additionally secure the standards in place. On the upper face of this flange 7 is formed a lug 8 for a purpose to be hereinafter described.

The rack heretofore referred to consists of arms 9, to which are secured the rack-boards or supports 10, the edges of which may join or be any distance apart. When joined, the rack will form a closed structure and when spaced apart an open-work structure. As shown, the boards are spaced to form an open-work structure. The lower end of each arm is provided with an inwardly-curved hook 10, adapted to engage the hooks or cleats 6 and hold the racks at an angle to the sides of the wagon-body. Each arm has near its lower end a kerf or recess 11, which when it is desired to hold the rack in a vertical position is engaged with stud 8 on the flange 7. When the rack is in an inclined position, as shown in Figs. 6 and 7, the hook 10 engages one of the hooks or cleats 6, while that portion of the arm immediately above the hook rests upon the base 5, connecting the cheek-pieces 4.

From the foregoing description, taken in connection with the accompanying drawings, the construction, operation, and advantages of my invention will be readily understood without requiring an extended explanation.

The device is exceedingly useful for the purpose for which it is designed and may be placed upon the market at a comparatively small cost.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

The combination with a standard adapted to be secured to the side piece of a wagon-

body and provided at its upper end with
cheek-pieces connected by a horizontally-dis-
posed base, downwardly-projecting cleats ar-
ranged in vertical order, an angular flange
5 located at the upper end of the standard and
adapted to embrace the upper edge of the
side piece of the wagon-body, a lug project-
ing upwardly from the angular flange, of a
rack-arm having at its lower end a hook adapt-
10 ed to engage the said cleats and rest upon
said base when in an inclined position, and

further provided with a kerf or recess adapted
to engage said stud when the rack-arm is in
a vertical position, substantially as set forth.

In testimony whereof I have hereunto set 15
my hand in presence of two subscribing wit-
nesses.

GEORGE WETTLAUFER.

Witnesses:

MARY PHELAN,
J. C. MAKIN.