No. 863,382. PATENTED AUG. 13, 1907.

J. A. GILLER.

COMBINED BED AND RACK FOR WAGONS.

APPLICATION FILED DEC. 12, 1906.

2 SHEETS—SHEET 1.

Fig. 1.

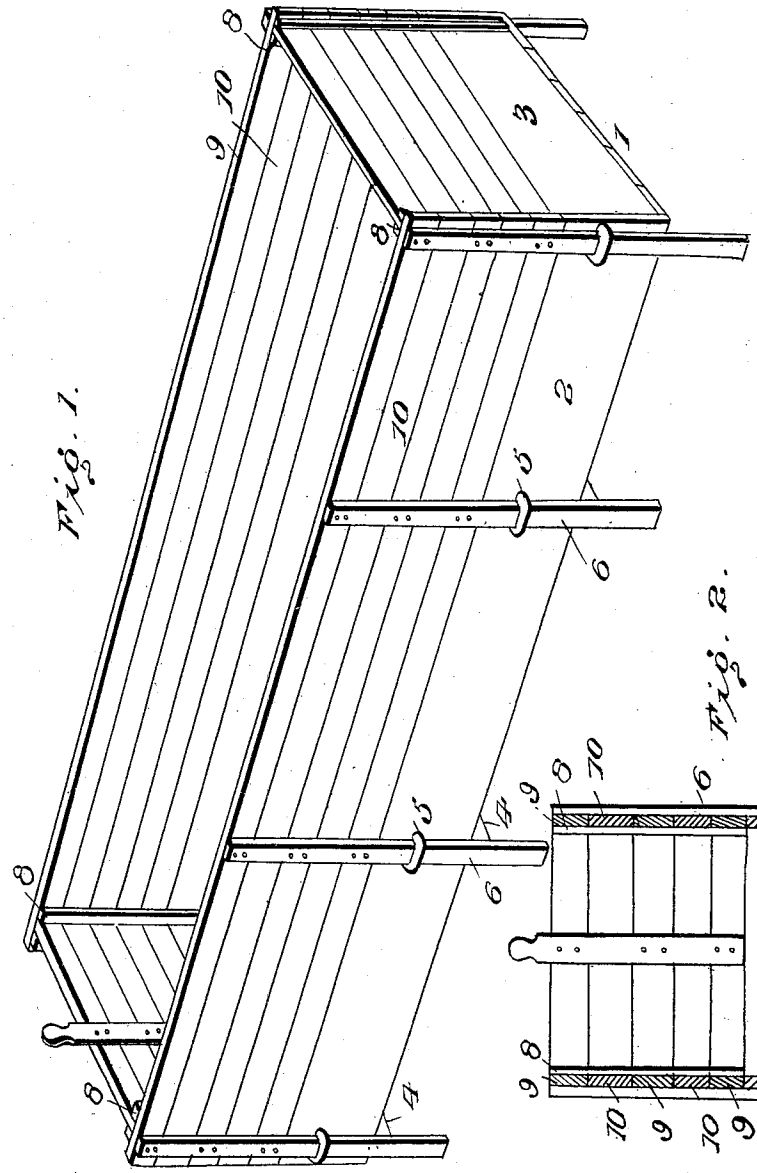


Fig. 2.

Witnesses

Inventor

J. A. Giller.

By P. A. P. Lacey,

Attorneys

THE NORRIS PETERS CO., WASHINGTON, D. C.

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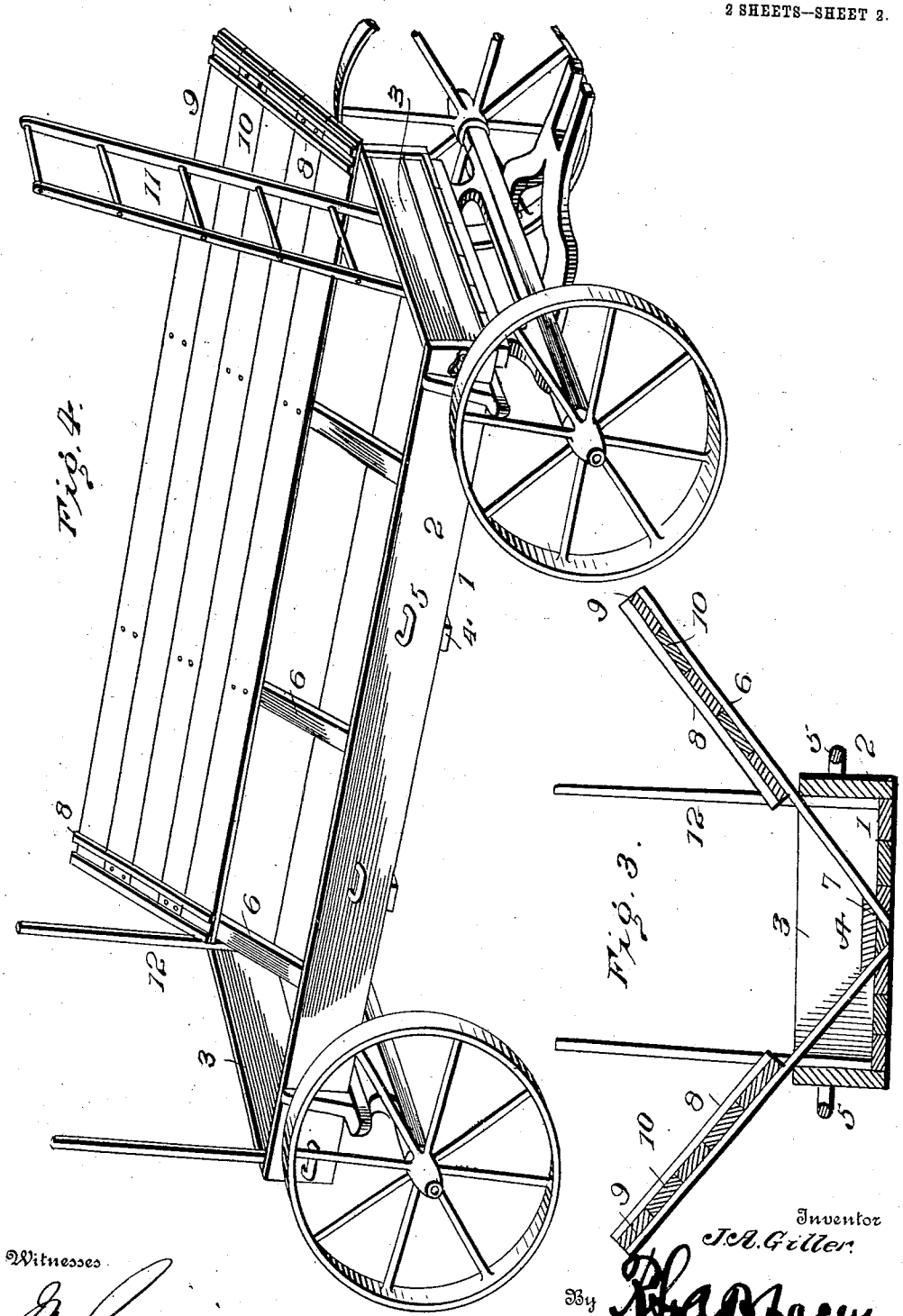
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Inventor
J. A. Giller.

By Thos. A. Lacey,

Attorneys

THE NORRIS PETERS CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JOHN A. GILLER, OF ALTON, ILLINOIS.

COMBINED BED AND RACK FOR WAGONS.

No. 863,382. Specification of Letters Patent. Patented Aug. 13, 1907.

Application filed December 12, 1906. Serial No. 347,542.

To all whom it may concern:

Be it known that I, JOHN A. GILLER, a citizen of the United States, residing at Alton, in the county of Madison and State of Illinois, have invented certain new and useful Improvements in Combined Beds and Racks, of which the following is a specification.

This invention provides a structure which in one adaptation may constitute the bed of a farm wagon and which in other adaptations may be used as a rack for grain, fodder, wood, stock and the like and which may also be used as a feeding trough.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction of the means for effecting the result, reference is to be had to the following description and accompanying drawings.

While the invention may be adapted to different forms and conditions by changes in the structure and minor details without departing from the spirit or essential features thereof, still the preferred embodiment is shown in the accompanying drawings, in which:

Figure 1 is a perspective view of a combined bed and rack for vehicles. Fig. 2 is a transverse section thereof. Fig. 3 is a cross section showing the wings or side pieces of the superstructure adjusted and fitted to the bed so as to occupy an upward flare or oppositely inclined position. Fig. 4 is a detail perspective view of a farm wagon showing the same provided with a bed and rack embodying the invention, the near wing, or upper side piece, and the end pieces being omitted.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The device consists of a bed and a superstructure, the latter being detachable from the bed and composed of members which are adapted to be separated and differently related according to the particular adaptation and use of the invention.

The bed comprises a bottom 1, sides 2 and ends 3, the parts being constructed in any manner commonly resorted to in the manufacture of vehicle bodies. The body is strengthened at intervals by means of cross pieces 4, the same being attached at their ends in any substantial way to the side pieces 2 and having the boards comprising the bottom, resting thereon and attached thereto. A series of keepers 5 are provided along the outer faces of the side pieces 2 and are designed to receive the lower ends of the cleats 6 of the wings or side pieces of the superstructure. Slots or openings 7 are formed in the centrally disposed board of the bottom and are oppositely inclined to conform to the flare, or opposite inclination of the wings when the latter are adjusted as shown in Fig. 3 to adapt the invention for a hay or bundle rack. Fitted over the slotted and centrally disposed bottom board is a longitudinal reinforcing strip A provided along its edge portions with notches corresponding to the slots or openings 7. When adjusted as shown in Fig. 2 the wings, or side pieces of the superstructure rest upon the upper edges of the side pieces 2.

The wings are provided at, or near, their ends with parallel cleats 8 which embrace end portions of the upper end pieces so as to prevent displacement thereof either inward or upward. The cleats 8 are secured to the inner pieces of the upper side pieces and to alternate strips, or boards, the intermediate strips or boards being loose and prevented from outward displacement by means of the strips 6 which are fastened to the same strips, or boards, 9 as the cleats 8. The intermediate strips 10 are loose and are adapted to be slipped into and out of place by means of an endwise movement. When the strips 10 are removed, spaces are left between the strips 9, thereby enabling the rack to be used for confining stock, the spaces providing for ample ventilation and light in the event of the structure being roofed or otherwise protected from above. When the projecting ends of the wings, or upper side pieces are fitted into the keepers 5, the said wings occupy a vertical position, the upper end pieces being retained in place by the spaced cleats 8. When the wings or side pieces are flared as indicated in Fig. 3, the upper end pieces are removed and the end spaces are protected by means of a ladder 11 and stakes 12. When the upper end pieces are omitted and the ladder and stakes in place, the device may be used as a rack for fodder, wood, or the like. Obviously the bed may be utilized as a trough for feeding stock.

From the foregoing, it will be observed that the invention by reason of the adjustability of the parts, comprising the superstructure, may be adapted for a variety of uses and purposes and it is likewise apparent that the bed and rack may be fitted to any running gear or manufactured in any length or width desired and may be adapted for any style of wagon.

Having thus described the invention, what is claimed as new is:

In a combined bed and rack, the combination of a bed comprising oppositely disposed sides and a bottom, the central board of the bottom being provided with two rows of openings, a reinforcing strip fitted over the central board and provided upon its opposite edge portions with notches

corresponding to the before mentioned openings, keepers secured to the sides of the bed at points corresponding to the before mentioned openings, and a superstructure comprising removable sides provided with cleats projecting beyond the edge portions thereof, the projecting ends of the cleats being designed to enter the openings in the bottom of the bed and hold the sides of the superstructure in an inclined position when the device is used as a rack, or to enter the before mentioned keepers and hold the sides of the superstructure in alinement with the sides of the bed.

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

JOHN A. GILLER.

Witnesses:
J. W. MAXWELL,
R. B. ENGLISH.