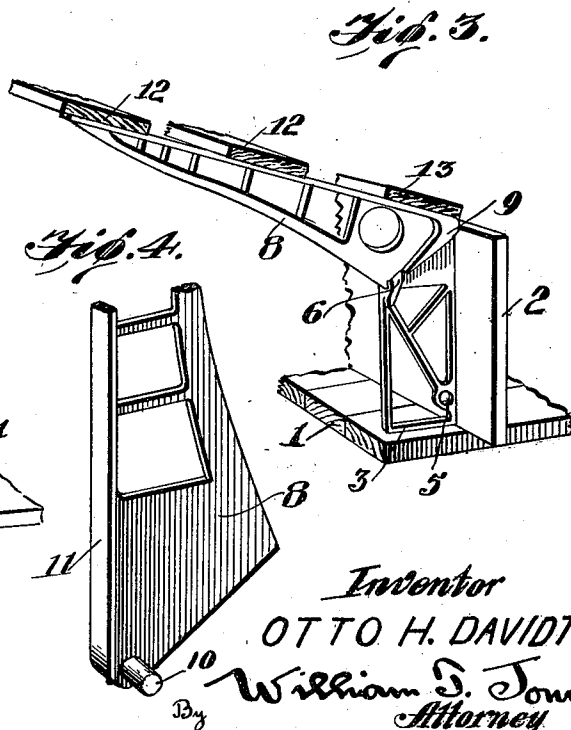
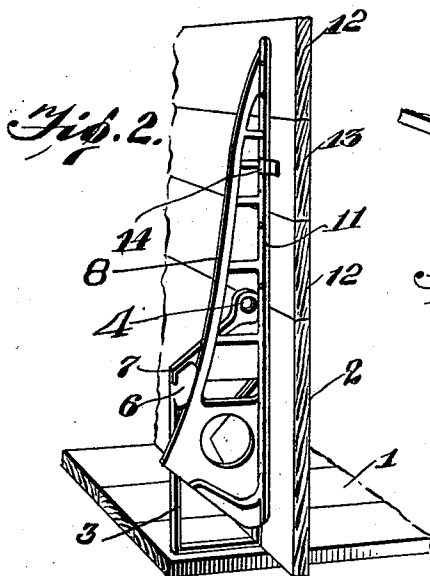
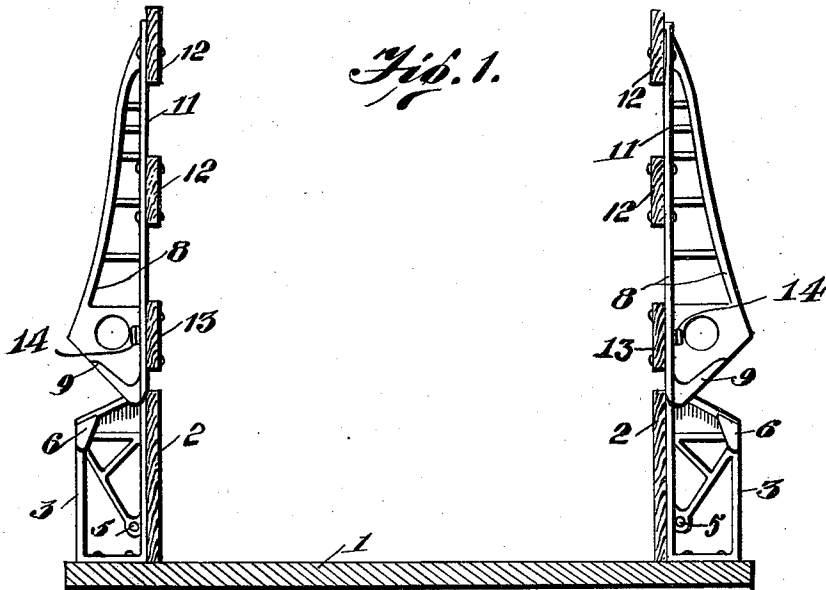


O. H. DAVIDTER.
WAGON RACK STANDARD.
APPLICATION FILED OCT. 6, 1910.

1,000,787.

Patented Aug. 15, 1911.



Witnesses

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WAGON-RACK STANDARD.

1,000,787.

Specification of Letters Patent. Patented Aug. 15, 1911.

Application filed October 6, 1910. Serial No. 585,636.

To all whom it may concern:

Be it known that I, OTTO H. DAVIDTER, a citizen of the United States, residing at Manchester, in the county of Washtenaw and State of Michigan, have invented new and useful Improvements in Wagon-Rack Standards, of which the following is a specification.

My invention relates to improvements in wagon rack standards, and the object thereof is to provide a device of this character which may be expeditiously adjusted to present a hay rack, a stock rack, or a tight grain box, as may be desired.

Generally speaking, the invention comprises a stationary bracket mounted on the wagon body and a relatively adjustable bracket, the latter of which is designed to carry a plurality of permanently fixed rails and a removable and adjustable rail in such manner that when said adjustable bracket is disposed to constitute a hay rack or a stock rack the rails will occupy a spaced relation, and when arranged to form a grain box the said rails will lie contiguous each other and thus present a substantial continuity of the wagon side-boards.

To the accomplishment of the recited objects and others coördinate therewith, the preferred embodiment of my invention resides in that construction and arrangement hereinafter described, illustrated in the accompanying drawings and embraced within the scope of the appended claims.

In said drawings:—Figure 1, is a side elevation of the rack standards in position on a wagon body to constitute a stock rack, the said wagon body being shown in transverse section. Fig. 2, is a perspective view, partially fragmentary, of one of the standards and the rails carried thereby adjusted to form a tight grain box. Fig. 3, is a view in perspective of one of the standards arranged to present a hay rack and the rails spaced as in Fig. 1, and Fig. 4, is a fragmentary perspective view illustrating the lower portion of the movable bracket.

Referring particularly to the drawings, the numeral 1 designates the floor, and 2, the side-boards of an ordinary wagon body. Secured in any suitable manner to each of the side-boards, and the ledge of the floor is a

type having eyelets 4 and 5, respectively, at the top and bottom thereof, and a lateral projection 6 with a kerf 7 adjacent its top.

Operating conjunctively with the fixed bracket 3 is a movable bracket 8 being also of the skeleton type and having the general conformation of a scalene triangle. The lower terminal of this bracket has on opposite faces thereof lateral projections 9 and 10, the first mentioned projection coöperating with the portion 6 of the stationary bracket, and the last mentioned projection being fashioned into a pintle adapted to be employed in connection with the eyelets 4 and 5, as will hereinafter be more fully described. Furthermore, the inner face 11 of the movable bracket has fastened thereto a trio of rails, as 12 and 13, the upper pair 12 being permanently secured by rivets, or the like, and the lower one 13 having a reliable and appropriate detachable clamp connection, as 14.

When it is desired to form a stock rack, the movable bracket 8 is positioned vertically with the pintle 10 engaging the eyelet 4 at the top of the stationary bracket in such a manner that the side-board and rails are in perpendicular alinement, as clearly exhibited in Fig. 1, of the drawings. In adjusting the device for a hay rack, the pivot point remains unchanged, and the movable bracket is swung outwardly until the distal end of the projection 9 carried thereby impinges against the outer edge of the projection 6 of the stationary bracket, the lower marginal edge of the movable bracket directly in advance of the said projection 9 seating itself in the kerf 7 of said projection 6 and thus sustaining the parts against lateral displacement, as will be found upon inspection of Fig. 3.

In either of the positions hereinbefore described, it will be noted that the rails are equidistantly spaced. Now when occasion requires the device to be converted into a grain box, the rail 13 (which, in this position, prevents a shifting of the movable bracket to the position shown in Fig. 2) is removed from its position at the base of the movable bracket, and secured to the inner face thereof as illustrated in Fig. 2, intermediate the pair of permanently fastened rails 12 to close the space that previously existed be-

tween the latter rails. Having attained this adjustment of the rails, the pintle 10 is withdrawn from the eyelet 4 and inserted in the lower eyelet 5 of the stationary bracket, whereupon the edge of the lower rail 12 will become contiguous with the top edge of the side-board 2 of the wagon body to present a substantially continuous and tightly closed side, and the outer edge of the larger lower proximal end of the movable bracket will impinge against the inner edge of the lateral projection 6 of the stationary bracket and thereby thoroughly and effectively brace the bracket and its adjuncts.

From the foregoing it will be seen that I provide a device of the character described consisting of a stationary bracket equipped with two points of connection and a movable bracket carrying rails which can be conveniently arranged to constitute either a spaced or closed wagon side, the said movable bracket being designed, when connected to one of said points to permit of quickly and readily adjusting the movable brackets in either of two positions—one, vertical with reference to the wagon body to serve as a stock rack, and the other, angular relative the wagon body, for use as a hay rack; and when connected to the other of said points presenting a tight grain box. In each of the last two mentioned positions in which the standard is adjustable, the lateral projection 6 serves a function; when the movable bracket is arranged, as in Fig. 3, the said projection 6 coöperates with the projection 9 and the kerf 7 to support and maintain the deflected relation of the movable bracket with the stationary bracket; when the parts assume the position shown in Fig. 2, the said

projection acts as a brace for the movable section.

What is claimed, is:—

1. In combination, a support, a bracket carried by said support and having two spaced-apart openings, and a second bracket having a pintle adapted to fit either of said openings, said first-named bracket having a lug member formed with two faces angular to each other, said faces being complementary to and coöperating respectively with two faces of the second bracket to support said latter bracket in either position.

2. In a device of the character described, a support, a bracket carried thereby, a second bracket having means for attachment to the first bracket at either of two positions, said second bracket carrying a plurality of rails, one of which is positionable at either of two points, said rail, when at one point, preventing connection of the brackets in one position.

3. In a device of the character described, a support, a bracket carried thereby, a second bracket having means for attachment to the first bracket at either of two positions, said second bracket carrying a plurality of rails, one of which is shiftable, said brackets being movable to place the rails spaced apart or in continuity with the support, said shifting rail, in one position, preventing a positioning of the brackets in another position.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

OTTO H. DAVIDTER.

Witnesses:

EDW. C. DUNELHOUSE,
MARK ARNOLD.