

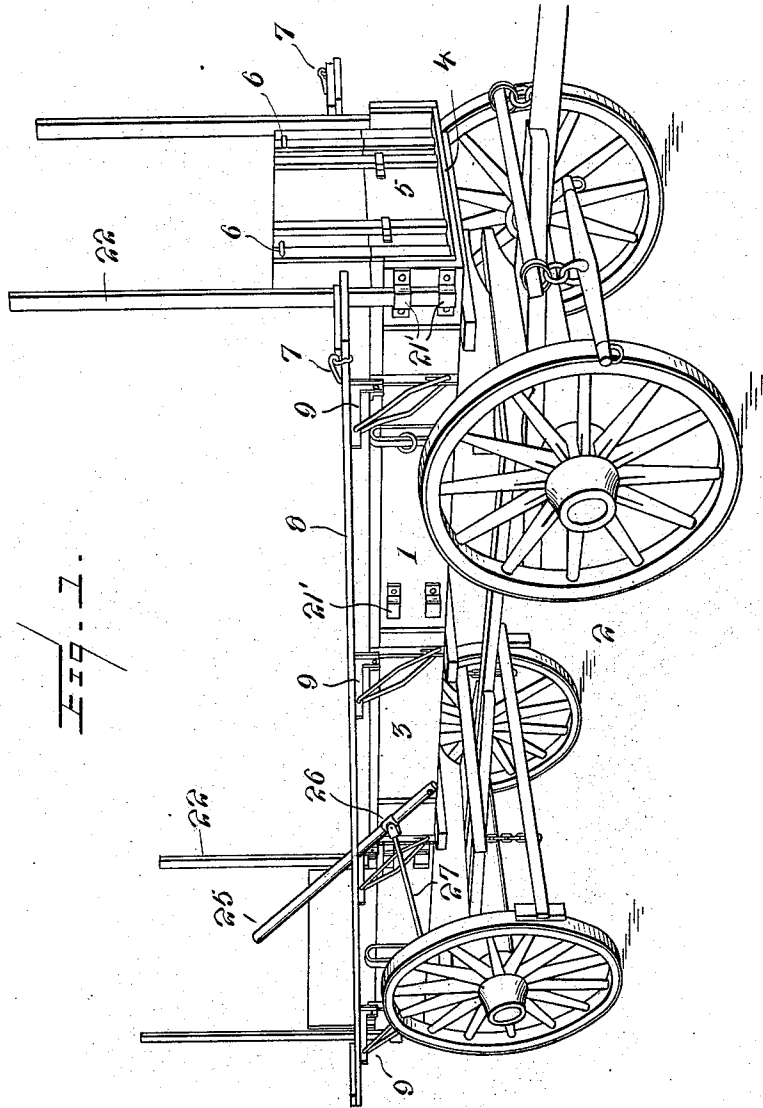
M. VAN PELT.
WAGON.

APPLICATION FILED AUG. 10, 1910.

1,014,540.

Patented Jan. 9, 1912.

3 SHEETS—SHEET 1.



Witnesses
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James A. Kael

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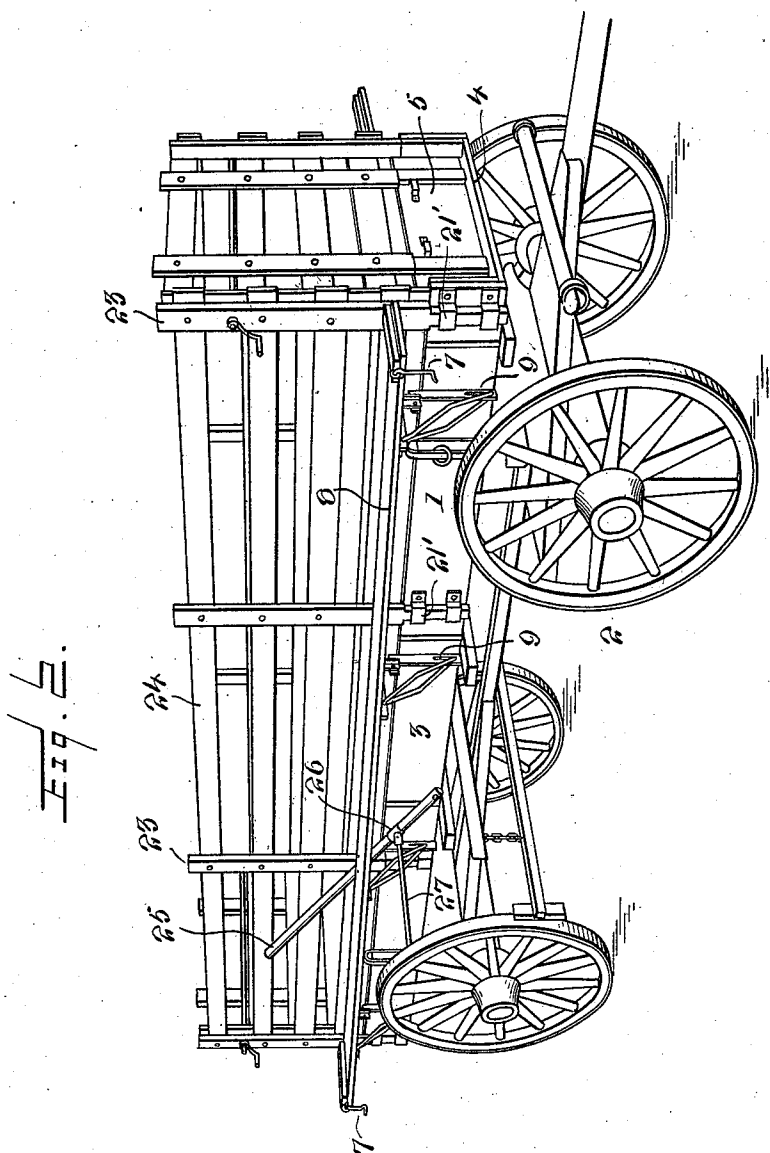
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3 SHEETS—SHEET 3.

Fig. 3.

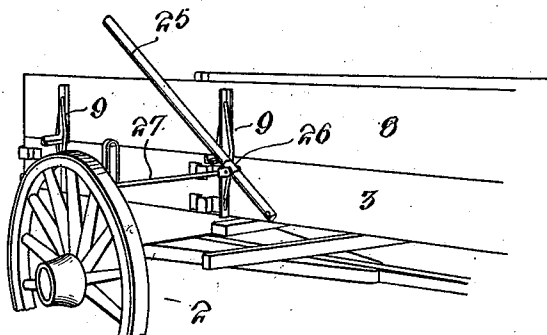
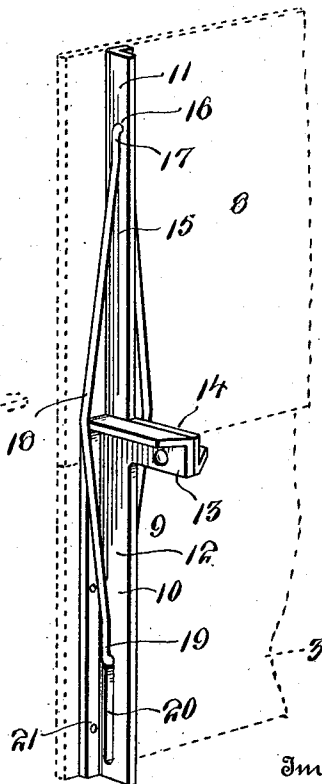
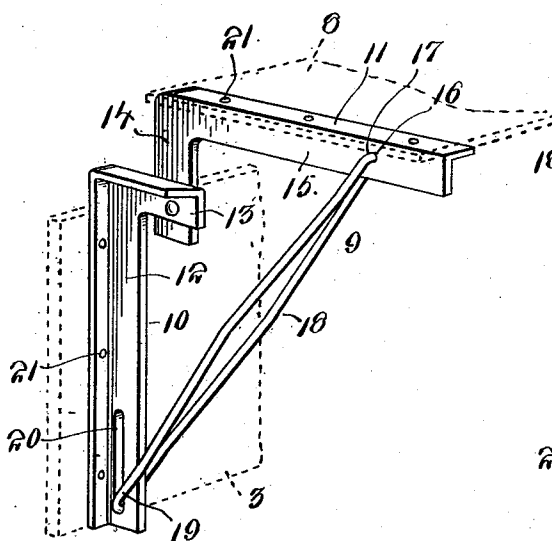


Fig. 5.

Fig. 4.



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UNITED STATES PATENT OFFICE.

MILNER VAN PELT, OF SABINA, OHIO.

WAGON.

1,014,540.

Specification of Letters Patent.

Patented Jan. 9, 1912.

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To all whom it may concern:

Be it known that I, MILNER VAN PELT, a citizen of the United States of America, residing at Sabina, in the county of Clinton and State of Ohio, have invented new and useful Improvements in Wagons, of which the following is a specification.

This invention relates to wagons, and has for an object to provide one which may be converted into various forms for farm purposes to be used especially for the transportation of cattle, straw or the like or to be used as an ordinary farm wagon for various farming purposes, the object of the invention being to provide an improved form of bed consisting of relatively movable side members which may be operated and adjusted as the occasion may demand.

A still further object of the invention resides in the provision of a novel form of bracket which connects the relatively movable side-boards of the bed with each other, the said bracket being of a construction to permit one of the side-boards on each side of the wagon to be moved to a horizontal position to extend outwardly and to serve as a running board when a rack is supported by the bed.

In the drawings, forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views: Figure 1 is a detail perspective view of the wagon showing the upper side-boards of the bed adjusted to positions to permit the attachment to the bed of the standards. Fig. 2 is a view similar to Fig. 1 showing a rack supported by the bed. Fig. 3 is a detail perspective view of a portion of the wagon showing the side-boards rigidly connected with each other and disposed one directly above the other. Fig. 4 is a detail perspective view of the bracket showing the same in a position to support the side-boards of the bed at right angles to each other. Fig. 5 is a similar view showing the side-board-engaging members of the bracket adjusted to their vertical positions.

The invention consists in providing a bed 1 which is mounted on any well known suitable form of running gear such as that illustrated at 2. The lower side-boards 3 of the bed are secured to the bottom or platform 4 and at right angles to the end boards 5. The end boards may be of any well known construction which may be found most

suitable for the purpose intended. The uppermost end boards are provided with eyes 6 with which the fastening devices 7 on the movable side-boards 8 are removably engaged. Brackets 9 connect the side-boards 3 and 8 at each side of the wagon with each other. Each bracket consists of a lower substantially inverted L-member 10 and an upper substantially identical member 11. The member 10 is provided with a long arm 12 and a short arm 13 which latter is pivoted at its extremity to the extremity of the short arm 14 of the member 11. The long arm 15 of the member 11 has an opening 16 formed therein through which the curved end portions 17 of the brace 18 extend. The lower end of this brace straddles the arm 12 of the member 10 and its curved portion 19 is movably mounted in the vertical slot 20. The member 10 of the bracket is secured to the lower side-boards by bolts or their equivalent fastening devices 21. The member 11 of the bracket is secured in a similar manner to the movable side-boards 8. The middle portions of the brace rods are bowed outwardly to frictionally bind on the outer flanges of the short arms 13 and 14, the outer ends of which are beveled to permit said bowed brace rods to readily slide on said flanges. In this way the brace rods serve to frictionally bind the short arms 13 and 14 so as to hold the long arms 12 and 15 in vertical positions.

From the construction of the bed described it will be seen that when set up as shown in Fig. 3 of the drawings, it will be of a rectangular configuration and of a design to permit it to be used as an ordinary truck wagon in the transportation of hay or the like. The fastening devices 7 of the upper side-boards are released from the uppermost end boards of the bed to permit the said uppermost side boards to be moved to positions at right angles to the lower or fixed side boards. Incident to the provision of the short arms 13 and 14 on the members 10 and 11 of the bracket a longitudinal space will be formed between the boards at each side of the wagon when the upper boards have been adjusted to the just above described positions.

Strap or socket members 21' are secured to the lower fixed side-boards of the bed and they are designed to receive the lower ends of the standards 22 shown in Fig. 1 of the

drawings. When the standards have been applied it will be readily understood that the wagon may be used in an efficient manner in the transportation of hay or the like.

5 The side-boards 8 when folded to the positions shown in Fig. 1 may be utilized as a seat or as running boards on which the driver of the wagon may walk, thus permitting him to strap the load to the bed or to
10 make other required adjustments.

In lieu of the standards 22 the standards 23 of the cattle rack 24 may be associated with the bed and operatively inserted in the strap or socket members 21'. By constructing the members 10 and 11 of the bracket so
15 that longitudinal spaces are formed at the sides of the bed between the side-boards after such boards have been moved to occupy positions at right angles to each other, I not
20 only accommodate the reception of the herebefore described standards but I accommodate the reception of the brake-controlling lever 25. This lever extends upwardly at one side of the bed and it is detachably
25 connected by means of the coupling 26 to the controlling element 27 of the brake. When the brackets are adjusted to the positions shown in Fig. 3 of the drawings, their long
30 arms will lie vertically and the brace 18 will be moved so that the curved portion 19 thereof is uppermost in the slot 20. When the bracket is folded to the position shown in Fig. 4, the curved portion 19 of the brace
35 will be lowermost in the slot 20 and further movement of the brace will be stopped. Through the engagements of the lower portion of the brace 18 with the lowermost wall of the slot 20 an efficient and extremely durable construction is provided and the movable side-boards 8 can be held at right angles
40 to the lower fixed side-boards 3 with considerable rigidity.

The construction of the bed described and shown herein is extremely simple and
45 through its use the wagon can be conveniently and quickly converted from one form to another as the occasion may demand.

I claim:

1. A wagon comprising a box having fixed
50 lower longitudinally extending sideboards, movable upper longitudinally extending sideboards, a bracket connecting the sideboards with each other and comprising relatively movable upper and lower substantially identically constructed members
55 each having a short arm and a long arm, the long arm of each member being secured to its sideboard and the short arms being pivoted at their outer extremities with each other, the long arm of the lower bracket member
60 having a longitudinal slot therein, and a

brace pivoted to the long arm of the upper bracket member and movably connected in the slot in the long arm of the lower member of the bracket, said brace having its
65 sides bowed outwardly to bind the short arms together, whereby the upper long arm is held in a vertical position.

2. A wagon comprising a box having fixed lower longitudinally extending sideboards
70 and angularly adjustable longitudinally extending upper sideboards, a bracket connecting the said upper and lower sideboards with each other and comprising a member having a long arm fixed to the lower sideboards
75 and a short arm at the upper extremity of the long arm and extending outwardly from the sideboards, a member secured to the upper sideboards and including a short arm pivoted to the short arm of the first named
80 member so as to hold the longitudinal surfaces of the sideboards entirely closed against each other when the upper sideboards are in a vertical position and to hold the said upper sideboards spaced laterally
85 from the lower sideboards when the upper sideboards are in their horizontal positions, and means connecting both members of the bracket with each other for holding the upper sideboards in their horizontally adjust-
90 ed positions and arranged to frictionally bind on the short arms when the upper long arm is in a vertical position.

3. A wagon comprising a box having longitudinally extending fixed lower sideboards
95 and longitudinally extending angularly adjustable upper sideboards, a bracket connecting the sideboards with each other and comprising members each having a long arm fixed to the sideboards and a short arm,
100 the short arms being pivotally connected with each other and being extended outwardly away from the sideboards when the upper sideboards are in a vertical position and operating to hold the sideboards with
105 their longitudinal edges closed against each other and to hold the sideboards spaced laterally when the upper sideboards are in their horizontal positions, means connecting the members of the bracket with each other and
110 operating to hold the upper sideboards in their horizontal positions and arranged to frictionally bind on the short arms to hold the upper long arm in a vertical position, and means for holding the upper sideboards
115 in vertical positions.

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

MILNER VAN PELT.

Witnesses:

T. E. MOON,

H. L. LITTLETON.