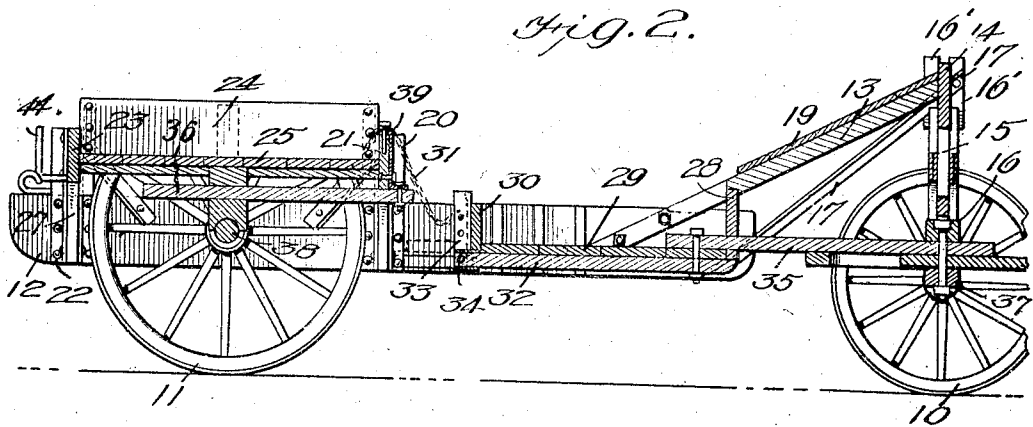
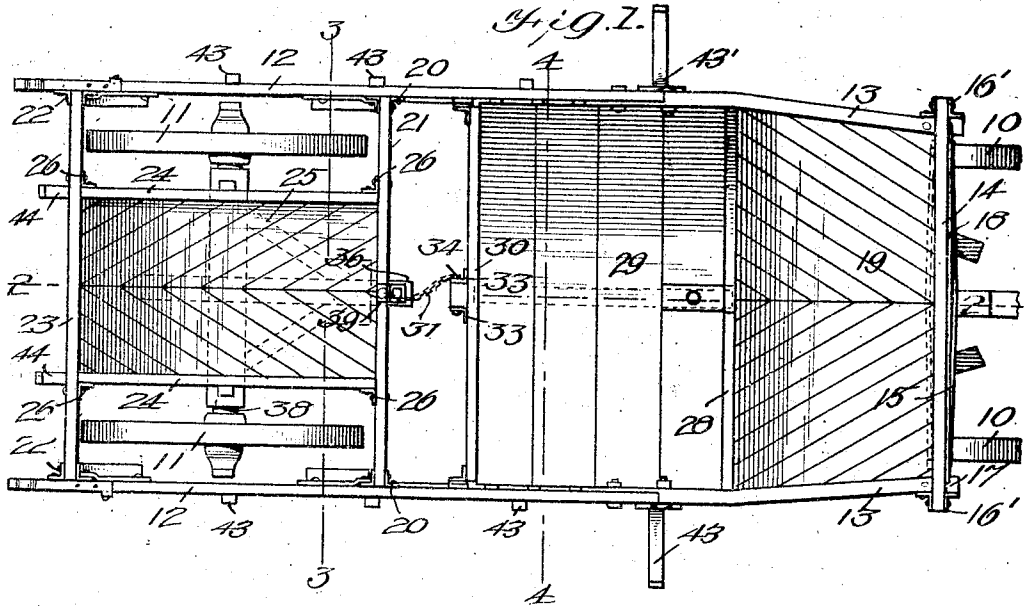


H. C. SARVIS.
WAGON RACK.
APPLICATION FILED JAN. 17, 1912.

1,050,854.

Patented Jan. 21, 1913.

3 SHEETS-SHEET 1.



WITNESSES

H. Barry

Max Schmidt

INVENTOR

Hubert C. Sarvis

BY Milo B. Thomas, Jr.

Attorneys

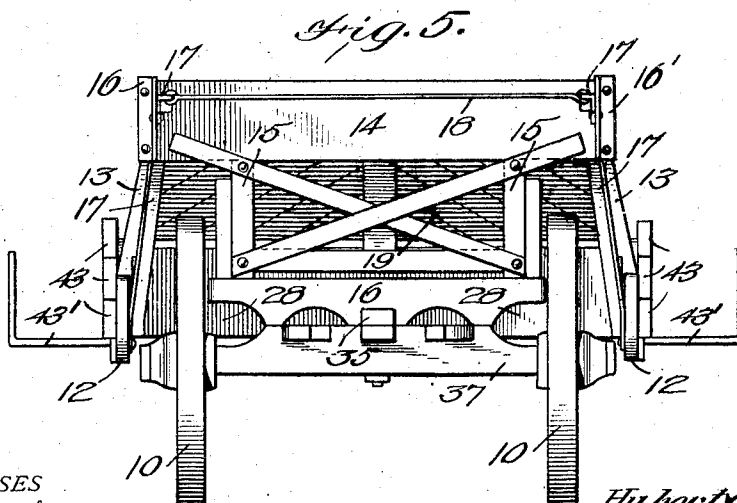
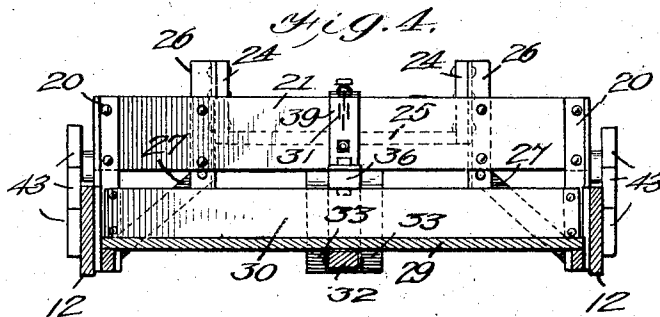
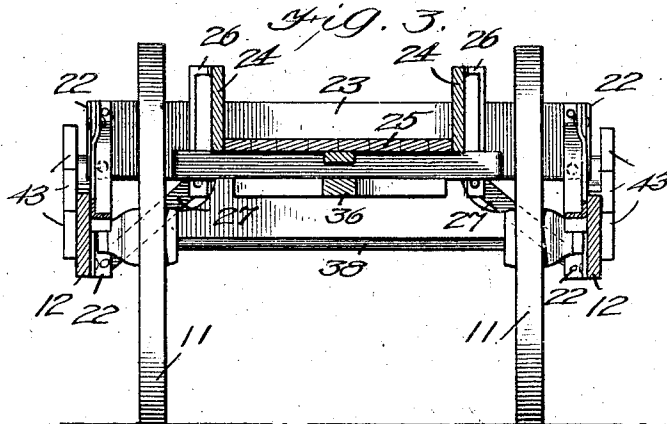
H. C. SARVIS.
WAGON RACK.

APPLICATION FILED JAN. 17, 1912.

1,050,854.

Patented Jan. 21, 1913.

3 SHEETS—SHEET 2.



WITNESSES
H. C. Barry

W. A. Chinn

INVENTOR.
Hubert C. Sarvis
BY *W. A. Chinn*
Attorneys

H. C. SARVIS.

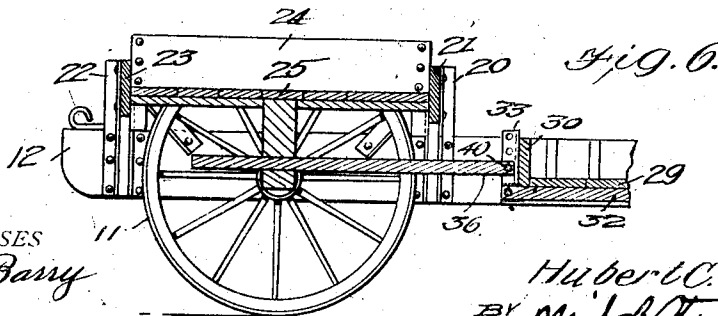
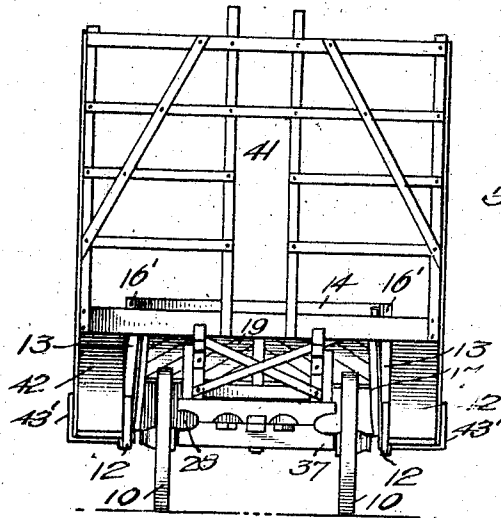
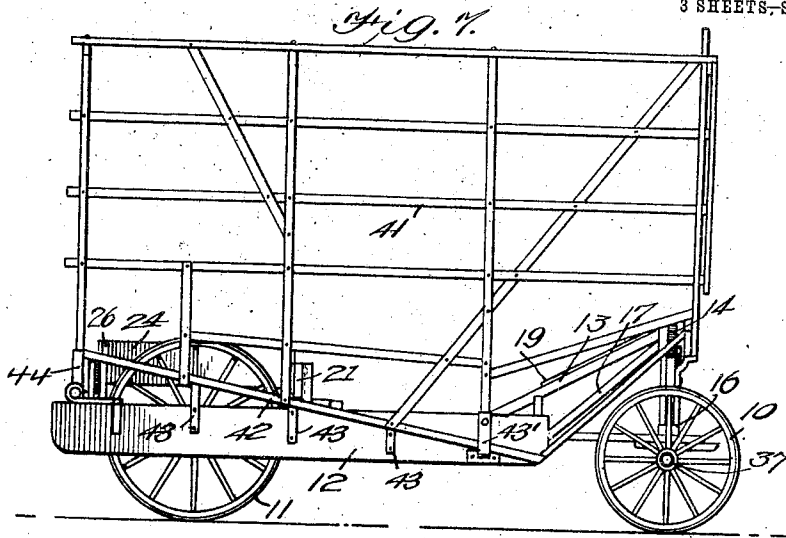
WAGON RACK.

APPLICATION FILED JAN. 17, 1912.

1,050,854.

Patented Jan. 21, 1913.

3 SHEETS, SHEET 3.



WITNESSES

H. C. Barry

Wm. Schmitt

INVENTOR

Hubert C. Sarvis

BY *Wm. A. Starnes*

Attorneys

UNITED STATES PATENT OFFICE.

HUBERT C. SARVIS, OF MENNO, SOUTH DAKOTA.

WAGON-RACK.

1,050,854.

Specification of Letters Patent.

Patented Jan. 21, 1913.

Application filed January 17, 1912. Serial No. 671,578.

To all whom it may concern:

Be it known that I, HUBERT C. SARVIS, a citizen of the United States, residing at Menno, in the county of Hutchinson and State of South Dakota, have invented certain new and useful Improvements in Wagon-Racks, of which the following is a specification.

This invention has for its object to provide a wagon rack which can be readily mounted on any ordinary running gear, and which is so constructed that it is located low down on the running gear.

A further object of the invention is to provide a rack which can be employed for hauling various kinds of loads, and which is strong and durable and enables the ordinary reach of the running gear to be dispensed with.

With these and other objects in view, as will appear when the nature of the invention is better understood, the same consists in a novel construction and arrangement of parts to be hereinafter described and claimed.

In the accompanying drawing forming a part of this specification, Figure 1 is a plan view of the running gear and the rack mounted thereon. Fig. 2 is a longitudinal section on the line 2—2 of Fig. 1. Figs. 3 and 4 are cross-sections on the lines 3—3 and 4—4, respectively, of Fig. 1. Fig. 5 is a front end view. Fig. 6 is a longitudinal section showing a slightly modified structure. Fig. 7 is a side elevation and Fig. 8 a front elevation showing a hay basket mounted on the rack.

Referring specifically to the drawing, 10 denotes the front wheels, and 11 the hind wheels of an ordinary wagon running-gear to which the invention is applied. The rack has longitudinal side bars 12 which are curved at their ends so that the rack may be used as a sleigh, the side bars, in that event, serving as the runners of the sleigh. From the front end of the side bars 12 extend forward, at an upward inclination, suspension bars 13 connected at their outer ends by a cross bar 14 which rests on a false bolster 15 mounted on the front bolster 16 of the running gear. To the ends of the cross bar 14 are bolted or otherwise fastened, on both sides thereof, angle irons 16'. To the outstanding flanges of the rear angle irons are bolted brace bars 17 which

extend downward to the front ends of the side bars 12 and are bolted thereto. These brace bars may be angle bars having one of their flanges extending horizontally and to which flanges the bars 13 are bolted at their outer ends. The outstanding flanges of the front angle irons 16' are connected by a truss rod 18. The space between the bars 13 may be boarded up as indicated at 19, which assists to hold the load carried by the rack and also stiffens and strengthens the structure.

To the side bars 12, about midway between the ends thereof, are secured upstanding angle irons 20 which rise a suitable distance from the side bars, and carry above the same a cross board 21. The angle irons are arranged in pairs on each side bar, and the board 21 is located between the members of the respective pairs and bolted or otherwise secured thereto.

At their rear ends the side bars 12 carry upstanding angle irons 22 arranged similar to the angle irons 20 and carrying a cross board 23, which is also located above the side bars on the same level as the board 21.

Between the boards 21 and 23 extend longitudinal boards 24, and the space therebetween is boarded up to form a floor 25. The boards 21, 23 and 24, together with the floor 25, form a box at the rear end of the rack, and said boards can be carried to any desired height. The connection between the boards 24 and the boards 21 and 23 may be made by means of angle irons 26. Diagonal braces 27 extending between the bottom of the board 23 and the side bars 12 brace the rear end of the box, said braces being connected to the side bars by the angle irons 22. When the rack is in position on the running gear, the side bars 12 will be located outside the wheels, and in order to accommodate the hind wheels 11, the boards 24 are spaced inward from the said side bars. The forward end of the rack is also constructed and arranged to form a box, which latter, however, is located lower down on the running gear than the box at the rear end of the rack. The side walls of the forward box are formed by the side bars 12, and the front wall is a board 28 extending across between the front ends of said bars. The floor 29 of the box is carried by the side bars 12. The box may be built up to any desired height by adding boards to

the side and front walls thereof. At the rear end of the box is a gate 30 which extends between and is hinged to the side bars 12 to swing in a vertical plane. It will be noted that the gate is below the plane of the rear box, in view of which the load carried by the forward box can be discharged from the rear end of the latter upon opening the gate. The gate may also be lowered so as to extend flush with the floor 29, as shown by dotted lines in Fig. 2. A chain 31, or other suitable device, is provided for holding the gate in adjusted position. The gate 30 is also pivoted midway between its ends to a reach 32 located beneath the floor 29. To the back of the gate are fastened two angle irons 33 which are spaced apart, and between the outstanding flanges of which the reach extends and is pivoted by a bolt 34. The rack is also connected to the running gear by front and hind stub reaches 35 and 36, respectively. The front stub reach is connected to the front axle 37 and passes through an opening in the board 28 and is bolted down or otherwise fastened to the front portion of the floor 29. The hind stub reach is connected to the hind axle 38 and extends forward therefrom beneath the rear box and is fastened at its forward end to a bracket 39 carried by the board 21.

The structure herein described forms a strong and durable rack, and also one which can be readily mounted on any ordinary running gear. The rack sits low down on the running gear, so that it is not top-heavy and all danger of the rack being blown over is obviated. The regular reach of the running gear is dispensed with, which leaves the forward box unobstructed, and allows perfect freedom in discharging the load. The box is also at a low level, and can be used for hauling grain, manure, fodder, and any other load that can be hauled in an ordinary wagon box. The rear box can also be used for hauling various loads.

Fig. 6 shows a slight modification, the hind stub reach 36 being in this instance connected at its forward end to the gate 30 by means of the angle irons 33. The gate is placed in upright position and the reach extends between the outstanding flanges of the angle irons. A pin or bolt 40 passing through the flanges and the reach secures the latter. The pin is removable so that the reach may be disconnected when the gate is to be swung open.

Figs. 7 and 8 show a hay basket 41 mounted on the rack, if the latter is to be employed for hauling hay. The bottom bars 42 of the basket rest on cleats 43 secured to the side bars 12 on the outside thereof, and the basket is held in place by hooks 43' carried by said side bars. The front end of the basket rests on the cross bar 14. The board

23 also carries hooks 44 for holding the rear end of the basket. The usual wheel houses will be provided when the basket is used.

The preferred embodiment of the invention has been shown, but it will be understood that various minor changes in the structural details may be made without departing from the spirit and scope thereof.

I claim:

1. The combination with a running gear; of a rack comprising longitudinal side bars, and front and rear boxes carried thereby, the front box being below the level of the rear box, a pivoted gate at the rear end of the front box, and means for securing the rack to the running gear.
2. The combination with a running gear; of a rack comprising longitudinal side bars, and front and rear boxes carried thereby, the front box being below the level of the rear box, a reach located beneath the front box, a gate pivoted to the side bars and to the rear end of the reach, and means for securing the rack to the running gear.
3. The combination with a running gear and a false bolster mounted on the front bolster thereof; of a rack having longitudinal side bars, upwardly inclined bars extending from the front ends of the side bars, a cross bar connecting the outer ends of the inclined bars and supported on the false bolster, and stub reaches carried by the rack and connected respectively to the front and hind axles of the running gear.
4. The combination with a running gear and a false bolster mounted on the front bolster thereof; of a rack having longitudinal side bars located outside the wheels of the running gear, upwardly inclined bars extending from the front ends of the side bars, a cross bar connecting the outer ends of the inclined bars and supported on the false bolster, and stub reaches carried by the rack and connected respectively to the front and hind axles of the running gear.
5. The combination with a running gear; of a rack mounted thereon, said rack having longitudinal side bars, vertical supports carried by the rear ends of said bars, cross-boards carried by the supports, longitudinal boards extending between the cross-boards and spaced inward from the side boards and located above the level thereof, a flooring between the cross and longitudinal boards, said boards and flooring forming a box, a bracket carried by one of the cross boards, a stub reach extending forward from the hind axle of the running gear and connected to the bracket, a box carried by the side bars in front of and below the level of the first-mentioned box, and a stub reach between the second-mentioned box and the front axle of the running gear.
6. The combination with a running gear of a rack mounted thereon, said rack having

longitudinal side bars, vertical supports carried by the rear ends of said bars, cross-boards carried by the supports, longitudinal boards extending between the cross-boards
5 and spaced inward from the side boards and located above the level thereof, a flooring between the cross and longitudinal boards, said boards and flooring forming a box, a bracket carried by one of the cross boards, a
10 stub reach extending forward from the hind axle of the running gear and connected to the bracket, a box carried by the side bars in front of and below the level of the first-mentioned box, a stub reach be-

tween the second-mentioned box and the 15 front axle of the running gear, a false bolster mounted on the front bolster of the running gear, upwardly inclined bars extending from the front ends of the side bars, and a cross bar connecting the outer 20 ends of said inclined bars and supported on the false bolster.

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

HUBERT C. SARVIS.

Witnesses:

J. W. ULMER,

H. G. A. WINTER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."