

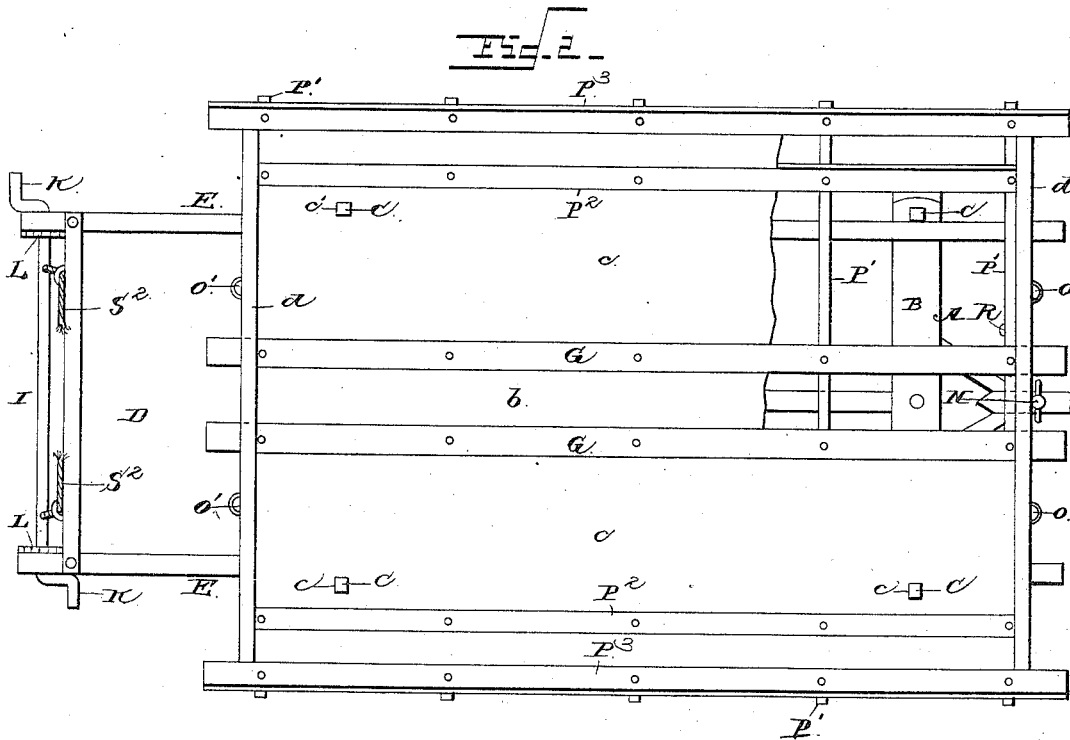
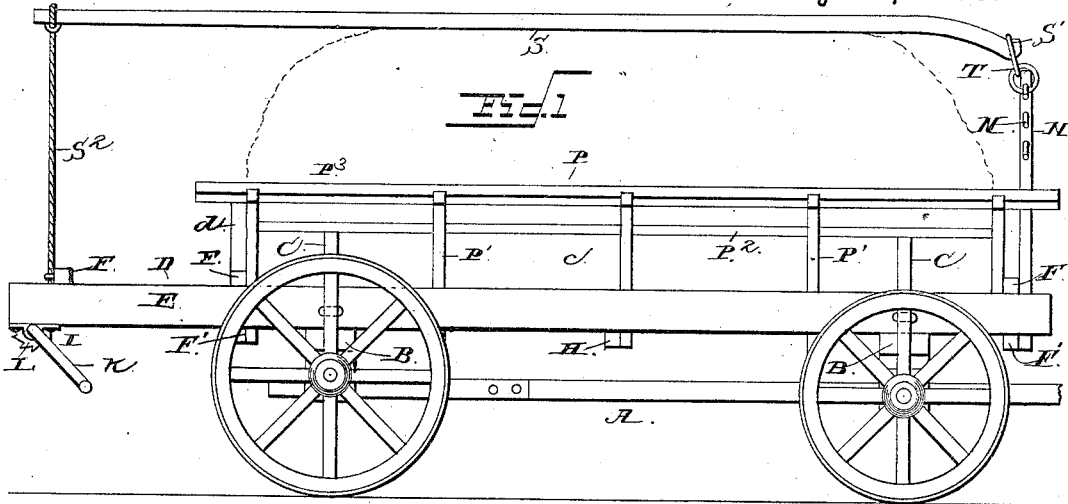
(No Model.)

2 Sheets—Sheet 1.

A. CRAWFORD.
WAGON BED.

No. 341,890.

Patented May 18, 1886.



Witnesses
M. E. Fowler
J. W. Ganner

Inventor
A. Crawford

By *W. S. Attorneys*

C. H. Snow & Co.

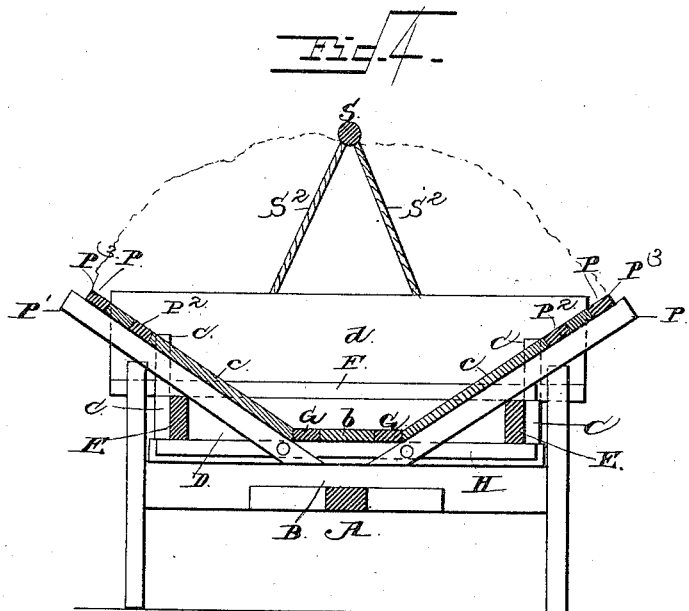
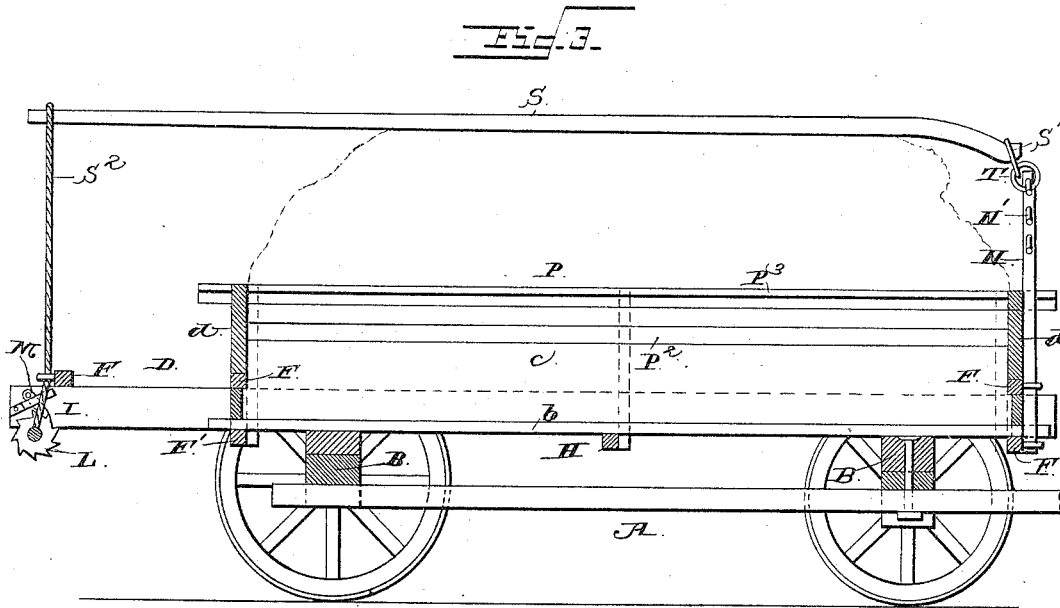
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2 Sheets—Sheet 2.

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WAGON BED.

No. 341,890.

Patented May 18, 1886.



Witnesses
M E Fowler
J W Garner

Inventor
A. Crawford

By his Attorneys

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

ANDERSON CRAWFORD, OF CERES, VIRGINIA.

WAGON-BED.

SPECIFICATION forming part of Letters Patent No. 341,890, dated May 18, 1886.

Application filed December 16, 1885. Serial No. 185,850. (No model.)

To all whom it may concern:

Be it known that I, ANDERSON CRAWFORD, a citizen of the United States, residing at Ceres, in the county of Bland and State of Virginia, have invented a new and useful Improvement in Wagon-Beds, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to an improvement in wagon-beds; and it consists in the peculiar construction and combination of devices, that will be more fully hereinafter set forth, and particularly pointed out in the claim.

In the drawings, Figure 1 is a side elevation of my invention. Fig. 2 is a top plan view of the same. Fig. 3 is a vertical longitudinal central section. Fig. 4 is a vertical transverse section.

A represents the running-gear of the wagon, having the usual bolsters, B, provided with the standards C.

D represents the frame of the body, which consists of the side beams E, which rest on the bolster and bear against the standards, and cross-bars F F', which connect the said side beams at the front and rear ends of the wagon-bed. The cross-bars F are secured on the upper side of the side beams, and the cross-bars F' are secured on the lower sides thereof.

G represents longitudinal central bars, which connect the cross-bars F', and are located at the center of the bed-frame, a narrow space being left between the said bars G. A cross-bar, H, is secured on the under side of the beams E at the center of the bed-frame, and are also secured to the bars G. The standards O extend up above the sides of the side beams E for a suitable distance, as shown, and the said side beams extend rearwardly beyond the rear cross-bars, F and F'.

I represents a winch, which is journaled at the rear extended ends of the side beams, and is provided with crank-levers K and ratchet-wheels L. Gravity-pawls M are pivoted to the side beams, and engage with the ratchet-wheels, as shown.

At the front end of the bed-frame, to the cross-bars F and F', is secured a vertical post or standard, N, which extends up for a suitable height, and is located at the center of the wagon-bed. This standard is provided with

serrated teeth or downwardly and outwardly projecting pins N', as shown. On opposite sides of the standard N are secured shorter standards, O, and similar standards, O', are secured to the rear cross-bars, F and F'.

P represents the side racks or ladders, which are composed of the transverse bars P' and the connecting longitudinal bars P² and P³, which latter are secured near the outer ends of the cross-bars. The ends of the bars P² extend beyond the sides of the end cross-bars, as shown in Fig. 2, while the bars P² extend only to the outer sides of the said cross-bars.

In order to apply the side racks to the wagon, the inner ends of the cross-bars thereof are inserted under the longitudinal cross-bars G, and the said cross-bars P' bear on the upper inner edges of the side beams G, thus supporting the racks in an inclined position, as shown at Fig. 4. Bolts R are passed through the end cross-bars of the rack and through the bars F and F', to secure the racks in position and enable them to be very readily removed.

When the racks are in position on the wagon-bed, the latter is adapted for hauling hay, straw, &c., and in order to secure the hay or straw in place on the wagon I provide a locking-pole, S, the front end of which is notched, as at S', and the rear end of which is connected by means of ropes S² to the outer ends of the winch.

T represents a pair of linked rings, one of which fits in the notch in the front end of the locking-pole, and the other slides upon the standard W, and is caught by one of the pins N'. The pole bears upon the upper side of the load, and by turning the winch the rear end of the pole is drawn downwardly, thereby locking the load securely on the frame, and preventing it from slipping thereon or falling off.

When it is desired to haul grain or other articles which render a tight wagon-bed necessary, I discard the locking-pole and provide boards which fit in the spaces between the parts of the frame, as follows: Boards *a* fill the spaces between the side beams E and the bars F and F', and are prevented from being forced outwardly by the standards O and O'. A long narrow board, *b*, fits between the bars G, and is supported upon the bars F', the bolsters, and the central cross-bar, and boards *c*

bear upon the cross-bars of the racks between the bars G and P², the said boards c being notched, as at c', to receive the standards C. d represents end-gates, which fit between the ends 5 of the side racks and the standards O and O' and bear upon the cross-bars F. Endwise movement of these end-gates is prevented by reason of the extended ends of the bars P². When thus provided, the wagon is adapted for 10 hauling grain in bulk, and for other uses for which a tight wagon-box is necessary.

Having thus described my invention, I claim—

15 The combination of the wagon-bed frame comprising the side beams E, the cross-bars, and the longitudinal bars G, and having the

standards O O' at its ends, with the side racks having the cross-bars P' to bear under the bars G and rest upon the beams E, to support the side racks in an inclined position, 20 and the end-gates secured between the ends of the side racks and the standards O and O', and resting transversely on the bed-frame, substantially as described.

In testimony that I claim the foregoing as 25 my own I have hereto affixed my signature in presence of two witnesses.

ANDERSON CRAWFORD.

Witnesses:

J. G. KYLEY,
JOHN B. WHITEHEAD.