A. LITTLE.

Hay-Rack.

No. 42,142. Patented Mar. 29, 1864.

Fig. 1

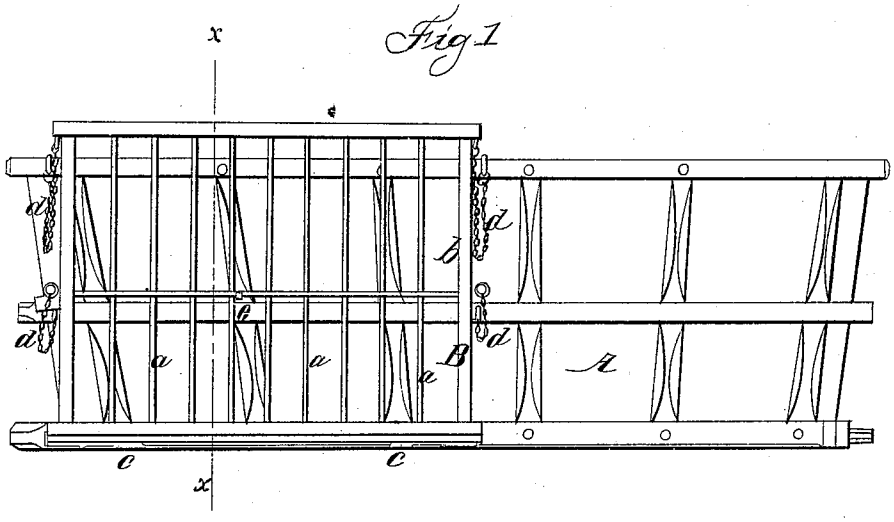
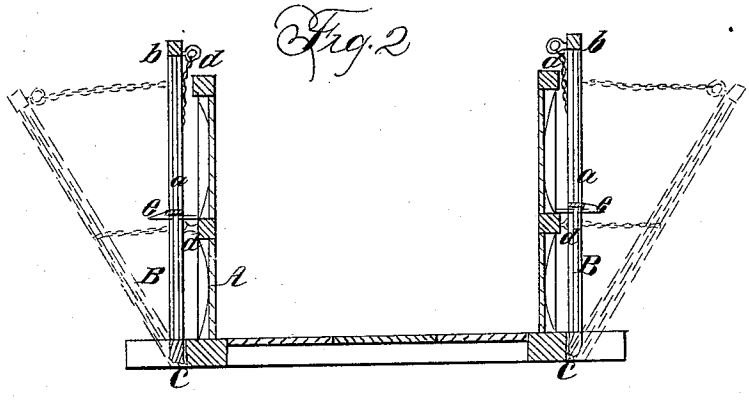


Fig. 2



Witnesses.
J. W. Coombs
Geo. Reed

Inventor.
Arthur Little
per Munn & Co
Attorneys

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

ARTHUR LITTLE, OF WHEELING, WEST VIRGINIA, ASSIGNOR TO BUSBY, LITTLE & CO., OF SAME PLACE.

IMPROVEMENT IN ARMY OR TRAIN WAGONS.

Specification forming part of Letters Patent No. **42,142**, dated March 29, 1864.

To all whom it may concern:

Be it known that I, ARTHUR LITTLE, of Wheeling, in the county of Ohio and State of West Virginia, have invented a new and useful Improvement in Army or Train Wagons; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a side view of a wagon having my improvement attached; Fig. 2, a transverse vertical section of the same, taken in the line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts in the two figures.

This invention consists in attaching to army or train wagons adjustable racks, arranged in such a manner as to be capable, when not required for use, of being placed up in contact with the sides of the body of the wagon, so as to be entirely out of the way, and, when required for use, capable of being adjusted in an inclined position to receive hay or other similar fodder which is fed out of racks. The ordinary army or train wagons are provided with troughs for feeding grain, ground feed, &c., but have not been provided with racks, and consequently hay and like substances, when being fed to the team, have either been placed on the ground or loosely into the back of the wagon-body when space admitted, and much of such fodder consequently wasted. This invention, it is believed, will fully obviate this difficulty.

To enable those skilled in the art to fully understand and construct my invention, I will proceed to describe it.

A represents the body of an army or train wagon, which may be constructed in the usual or in any proper way; and B B represent two racks, which are attached one to each side of the front part of the wagon-body. These racks are constructed of a series of vertical bars, *a*, which are fitted in rectangular frames *b*, the lower ends of said frames being attached by hinges or joints *c* to the lower part of the wagon-body. By this arrangement the racks may be adjusted up close to the body A or turned down obliquely with it. (See Fig. 2, in which the racks are shown adjusted snugly to the sides of the body in black, and shown adjusted outward obliquely with the body in red.) The racks are retained at the desired angle of inclination by means of chains *d*, which are attached to the wagon-body and to the racks, and the latter may be held in an upright position in contact with the wagon-body by means of catches *e* or any suitable fastening. Thus it will be seen that when the racks are placed or adjusted in an inclined position they may be used in precisely the same way as an ordinary stable-rack, and when not required for use may be adjusted up against the wagon-body entirely out of the way. One or two racks may be used, as desired, but for four-horse wagons two would be necessary in order to feed the four horses simultaneously.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination of adjustable racks with a wagon, arranged and applied to operate substantially in the manner as and for the purpose herein set forth.

ARTHUR LITTLE.

Witnesses:

W. L. MCNEELY,

JOSEPH WILLETTS.