

(No Model.)

W. L. APPLGATE.
COMBINED HAY AND STOCK RACK.

No. 544,718.

Patented Aug. 20, 1895.

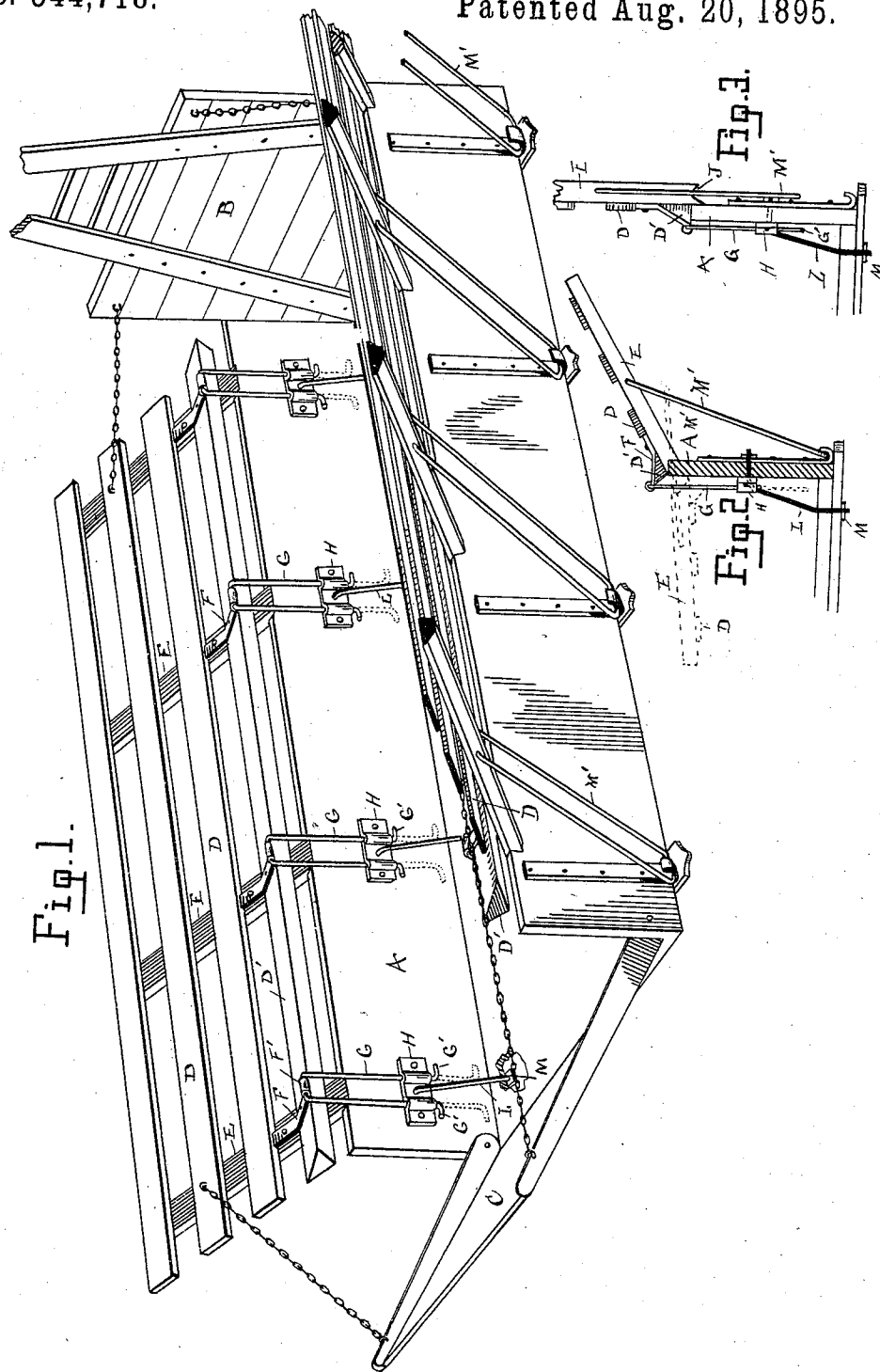


Fig. 1.

Fig. 3.

Fig. 2.

WITNESSES
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WILLIAM L. APPLGATE, OF LITTLE YORK, ILLINOIS.

COMBINED HAY AND STOCK RACK.

SPECIFICATION forming part of Letters Patent No. 544,718, dated August 20, 1895.

Application filed September 27, 1894. Serial No. 524,308. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM L. APPLGATE, a citizen of the United States, residing at Little York, in the county of Warren and State of Illinois, have invented certain new and useful Improvements in a Combined Hay and Stock Rack; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in hay and stock racks.

The object of the invention is to provide a wagon with a rack which may be readily changed from a hay-rack to a stock-rack, and vice versa.

In the drawings, Figure 1 is a perspective view of the rack mounted on a wagon-box. Fig. 2 is a vertical section of one side of the rack and wagon-box in the open position, and also showing the position of folding up in dotted lines. Fig. 3 is also a vertical section of the rack and box in the closed position.

A represents a wagon; B, the front end-gate, and C the rear end-gate. The rack is made up of two side portions, with the aid of the said front and rear portions. The side portions are composed of a number of slats D D', mounted on cross-pieces E E. To each of the said cross-pieces E E is bolted a strap F, having an eye F' formed on its free extremity. The strap extends over the triangular slat D', as shown, and carries an inverted-U-shaped hanger G. A plate H is secured to the inside of the wagon-box in line with the hangers G, and is so constructed as to inclose and form a slide for the said hangers.

The lower free ends of the cross-pieces E are notched, as at J in Fig. 3, the purpose being to present two surfaces, so that, as shown in Fig. 2, it rests upon and against the top of the wagon-box when in an open position. When the sides are raised to a perpendicular position, as shown in Fig. 3, the lower surface of the triangular slat D' rests upon the top edge of the box, while the pieces E occupy a position outside of the box. Thus far the device is substantially the same as that shown in the patent to Long, dated July 4, 1893. The advantage in the device described herein over the above patent is in the form of the hanger G, which sim-

plifies construction and use. Heretofore it has been so constructed as to pass entirely through the floor of the box and was provided with a connecting strap or link and a pair of nuts or burrs for limiting the movement of the rack. By this construction the hangers are bent out of shape, while projecting below the bottom when the device is set upon the ground, and the hangers sink into the ground and consequently the rack is hard to move, and to overcome these difficulties and to simplify the construction the lower extremities of the hanger are shortened and then bent to form the hooks G', which bear up against the plate H when the rack is down, as in Figs. 1 and 2. When the rack is in a perpendicular position, the rods slide downward behind the plates H, with the hooks G' remaining near the bottom of the box. As a means for strengthening the box against the consequent weight of the rack when opened outwardly, a rod or bolt L passes through the side of the wagon-box and the plate H and down through the floor of the box, and is provided with a nut M. A link M' is suitably secured to the rack at intervals and rests upon suitable supports on the box, and these also aid in the sustaining of the weight of the said racks.

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

In a hay and stock rack, the combination with a wagon body, of the side racks composed of the horizontal slats D, cross pieces E having the bails M' hung therefrom, the straps F bolted to the inner sides of said pieces E and projecting inwardly at an angle to the said racks, the bails G hung from the free ends of said straps, the bearings H secured to the sides of the wagon body on the inner sides thereof and engaging the said bails G and the hooks G' formed on the lower ends of the said bails G to engage the bearings H substantially in the manner and for the purposes set forth and described.

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

WILLIAM L. APPLGATE.

Witnesses:

ARTHUR KEITHLEY,
GEORGE F. ROOKE.