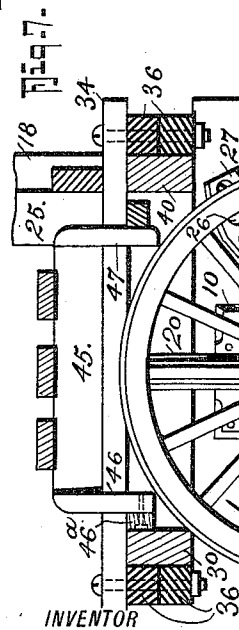
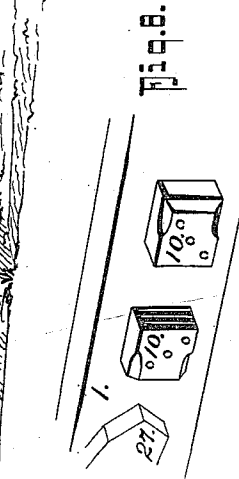


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2 SHEETS—SHEET 1.



William F. Rodebaugh

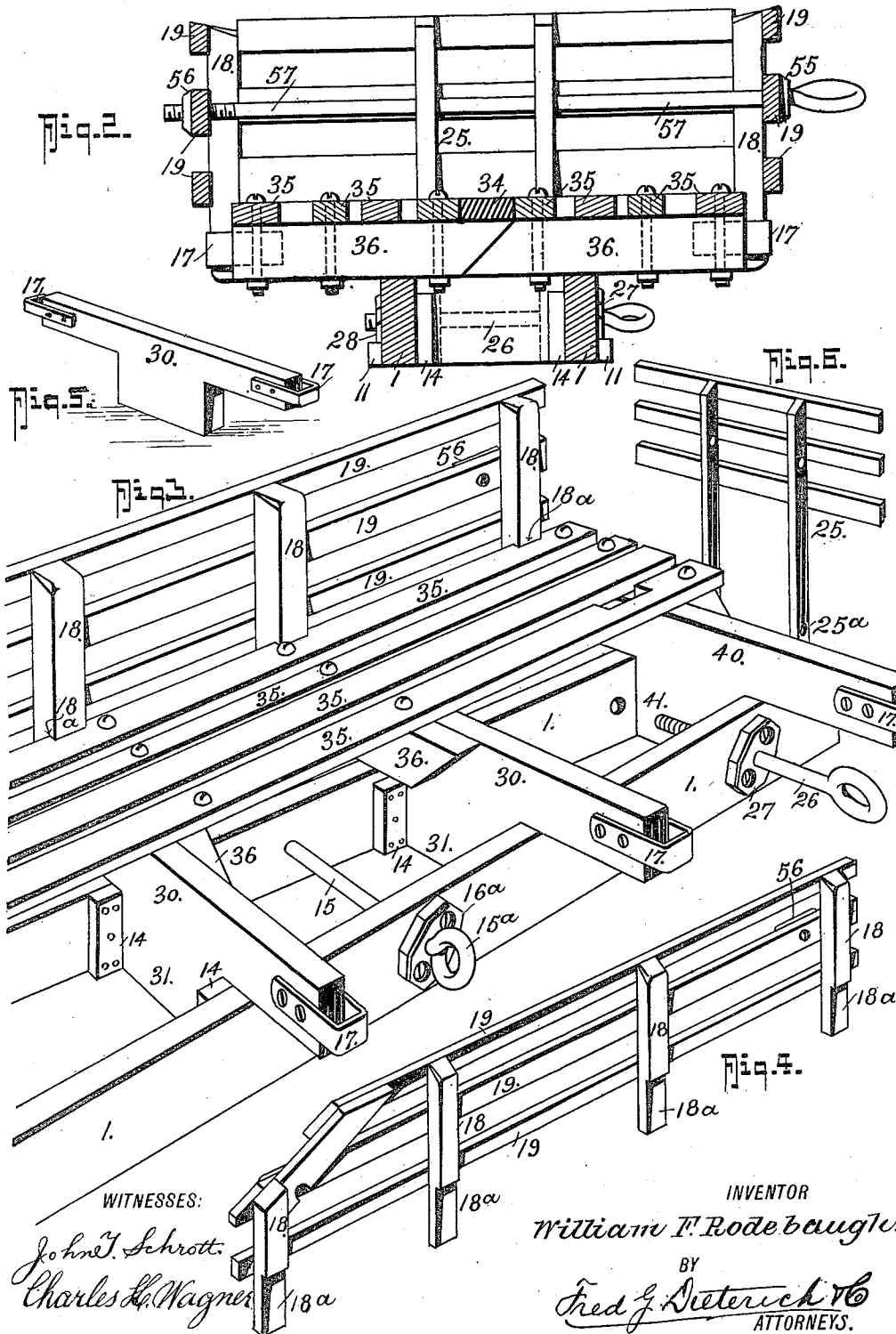
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HAY RACK.
APPLICATION FILED MAY 9, 1910.

Patented May 30, 1911.

2 SHEETS—SHEET 2.

993,879.



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HAY-RACK.

993,879.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILLIAM F. RODEBAUGH, a citizen of the United States, residing at Cedarville, in the county of Stephenson and State of Illinois, have invented a new and Improved Hay-Rack, of which the following is a specification.

This invention relates to combined hay and stock racks for wagons and it primarily has for its object to provide a simple and inexpensive means of the character stated, that can be quickly mounted and secured on the bolsters of the ordinary type of farm wagon, which is capable of being quickly removed from the wagon, and the several parts separated, and the said parts having such cooperating shapes whereby they can be compactly assembled for shipping or storing.

My invention, in its generic nature, comprises an improved construction of rack bed, having means for quickly coupling with the standards of the wagon bed, and other means for removably supporting the rack bottom, sides and ends without disconnecting any of the parts of the several sides, ends and bottom portions, and in which the said parts are also especially designed to provide, when assembled, for a rigid rack body capable of supporting a suitable quantity of hay or like material, or for conveying stock.

In its subordinate features, my invention consists in certain details of construction and novel combination of parts, all of which will be hereinafter fully explained, specifically pointed out in the appended claims and illustrated in the accompanying drawings, in which:—

Figure 1, is a longitudinal section of my improved rack construction, and shows it mounted on the wagon. Fig. 2, is a cross section thereof, on the line 2—2 on Fig. 1. Fig. 3, is a perspective view that illustrates a portion of the rack bed and portions of the rack bottom sides and ends. Fig. 4, is a perspective view of one of the removable rack sides. Fig. 5, is a similar view of one of the cross members or bolsters that form a part of the rack bed. Fig. 6, is a like view of one of the removable rack ends. Fig. 7, is a detail longitudinal section of one of the wheel guard devices hereinafter referred to. Fig. 8, is a detail view hereinafter referred to.

In the practical construction, my invention includes a bed portion constructed to

be firmly, but removably supported on the bolsters of an ordinary farm wagon and having means for readily interlocking with the wagon bolster standards and the said bed portion consists of two longitudinal sills 1—1 preferably divergingly positioned so their rear ends are sufficiently separated to bring the cleats 10—10 at the rear ends of the sills in proper position to slide over and interlock with the standards 20—20 mounted on the outer ends of the rear wagon bolster 2, the front ends of the sills having side cleats 11—11 to abut the inner sides of front standards 20^a—20^a. At the front and rear ends the sills 1—1 have (on their inner face) single vertical guide cleats 13—13 and midway the ends they have pairs of guide cleats 14—14, the latter being provided to receive the pendent portions 31 of cross braces 30, the ends of which extend beyond the sills 1—1 to form, in connection with other similar cross braces 40—40 whose pendent portions 41 slide down between the side sills adjacent the guides 13—13, supports for the detachable bottom, sides and ends of the rack.

15 designates a clamping rod that passes transversely through the side sills centrally thereof, one end of which is threaded to engage a threaded plate on one of the sills 1 as shown, it being understood that by tightening the screw rod, which has a head 15^a for engaging a wear plate 16^a, the sills 1—1 will be drawn together to tightly clamp the cross braces 40—40. Each cross brace has a strap metal loop 17—17 at each end and these are provided for receiving the offset or foot portions 18^a of the standards 18 of the rack sides which include a series of horizontal rails 19—19 nailed or otherwise secured to the standards 18, as is clearly shown in Fig. 4.

The front and rear ends of the rack consist of standards 25 whose lower ends fit down between the side sills and have apertures 25^a, for the passage therethrough of clamping rods 26, each of which has a head to engage an apertured wear plate 27 on the outer ends of the sills 1 which are also apertured for the passage of the rods 26—26, the ends of which are threaded to engage the threaded plates 28—28 as shown.

The rack bottom consists of a number of sections removably held on the cross braces and each section includes a plurality of lon-

gitudinal slats 35 screwed to a number of half length cross bars 36 which, when the parts are fitted closely together, rest against the cross braces that hold the floor sections from longitudinal movement on the rack bed, the said floor sections being braced by the standards of the end sections that pass through a pair of slats of each of the said floor sections.

34 designates a filler slat or board that extends the length of the rack bottom and is mounted between the inner or adjacent slats of each of the floor sections, the ends thereof resting over the meeting ends of the half cross bars to which the floor slats are secured and the said meeting ends are cut in a bevel to effect a more rigid joining of the parts.

45 designate guards for covering the rear wheels, and these each consist of a rectangular frame having top cross slats and pendent or leg portions 46—47 that fit down through pairs of the slats and for locking the guards to the rack floor one of the leg portions has a cross member 46^a which, when the guard is held to its transverse position comes into alinement with the slotway between the slats so it may be lifted out, it being obvious that when the guard is turned in the longitudinal plane of the slats the cross member 46^a extends under the slats and thereby prevents the guard from becoming accidentally separated from the table or bed.

For fixedly holding the entire structure the more firmly together, apertured wear plates 55 are mounted on the ends of one of the side frames and similar plates 56 having threaded openings are secured to the other side frame, for cooperating with the headed and threaded stay bolts or rods 57—57 that cross over, adjacent the end frames and assist in bracing the said end frames.

From the foregoing, taken in connection with the drawings the advantages and the construction and manner in which the several parts may be readily assembled or knocked down, will be readily understood.

Having thus described my invention, what I claim is:

1. In a hay rack a pair of longitudinally disposed main sills diverging from the front to the rear of the rack, pairs of vertical cleats secured to said sills on their adjacent faces and spaced apart, a pair of end braces and a set of intermediate braces each including a cross bar held on top of said sills

and a pendent portion between said sills and extending from one sill to the other to space said sills apart, said pendent portions lying between a pair of said cleats on each of said sills, clamping rods passing through said sills to secure said sills against said pendent portions of said braces, a floor mounted on the cross bars of said braces and including a set of longitudinal slats, some of said slats having notched portions at the front and rear ends, vertical standards projecting through said notched portions and between said longitudinal sills certain of said clamping rods also projecting through said last named standards to retain said standards in position, and a cross bar carried by said last named standards to engage said longitudinal slats to hold said slats in position on said cross bars of said braces, and means for holding said slats from lateral movement.

2. In a hay rack a pair of longitudinally disposed main sills diverging from the front to the rear of the rack, pairs of vertical cleats secured to said sills on their adjacent faces and spaced apart, a pair of end braces and a set of intermediate braces each including a cross bar held on top of said sills and a pendent portion between said sills and extending from one sill to the other to space said sills apart, said pendent portions lying between a pair of said cleats on each side of said sills, clamping rods passing through said sills to secure said sills against said pendent portions of said braces, a floor mounted on the cross bars of said braces and including a set of longitudinal slats, some of said slats having notched portions at the front and rear ends, vertical standards projecting through said notched portions and between said longitudinal sills, certain of said clamping rods also projecting through said last named standards to retain said standards in position, and a cross bar carried by said last named standards to engage said longitudinal slats to hold said slats in position on said cross bars of said braces, means for holding said slats from lateral movement, and rack sides secured to said cross braces and interengaging the side ones of said longitudinal sills and transverse clamping rods passing through said rack sides and said last named standards to lock said rack sides and standards together.

WILLIAM F. RODEBAUGH.

Witnesses:

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