F. GOODSELL.
HAY OR STOCK RACK.
APPLICATION FILED MAY 14, 1903.

INVENTOR
By

WITNESSES:

Attorneys

THE NORTON PRINTING CO., PHILADELPHIA, WASHINGTON, D.C.
To all whom it may concern:

Be it known that I, FRANK GOODSELL, a citizen of the United States, residing at Jasper, in the county of Lenawee and State of Michigan, have invented certain new and useful improvements in Hay or Stock Racks; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

My invention relates to stock racks and has for its object to provide such a rack of very simple but substantial construction and which may be easily and conveniently removed from the wagon when desirable. To accomplish these objects, I employ the novel construction clearly and fully set forth in the annexed specification and drawings.

In the drawings, Figure 1 is a perspective view of an ordinary wagon-body provided with my improved construction. Fig. 2 is a transverse sectional view of the same. Fig. 3 is a sectional view of one of the braces of my improved rack. Fig. 4 is a front view of the same.

In several views like letters of reference designate similar parts of my construction.

A in the drawings represents an ordinary wagon-body or similar construction which may be of the same length as the wagon-body or longer, provided with a suitable number of lateral projections, each of said projections a being provided with a suitable socket or hole of.

B are brackets provided at their upper ends with hooked portions b b, adapted to fit over the edge of the sides of the wagon-body, and at their lower ends with projections b' b', adapted to fit into said sockets or holes a' a'.

C are arms pivoted to the upper ends of said brackets B B, and adapted to bear against the side of the body to hold the brackets more rigidly in position. It is evident that by these means said brackets are firmly held in position on said wagon-body and may be easily removed therefrom by simply lifting them vertically until disengaged from it.

C C are arms pivoted to the upper ends of said brackets B B, as at c c. These arms C C are provided with recessed portions c' c' and c'' c'' are suitable eyes secured to the four end arms C C. D D are levers pivoted at one end to the lower end of said brackets, as at d d, and having suitable lateral projections d' d' at their other ends adapted to slide in said recessed portions c' c', said projections being retained in position by slotted plates c'' c''. The recesses are of sufficient length to allow said arms to be raised and lowered, as desired.

E E are a suitable number of slats secured to the arms C C to form the sides of the rack, as shown by dotted lines, Fig. 1. H H are suitable ladders secured to each end of the body of the wagon in any desirable manner, but preferably in the manner shown in Fig. 2, and which simply comprise holes or sockets in the bottom of the wagon, adapted to receive the ends of said ladders, so that the same may be easily removed. H h are suitable eyes secured to either side of each said ladders.

I I are rods provided with hooked ends and adapted to be engaged with an eye h on one of the ladders and an eye e on one of said arms to form braces for said ladders, whereby much of the strain of said ladders is taken off of the end-boards of the wagon-body when my device is used as a hay-rack; but when it is desirable to use the device as a stock-rack—that is, when the arms and slats are in an upright position—the rods are disengaged from the ladders and hooked to corresponding arms on opposite sides of the wagon, as shown by dotted lines, Fig. 2.

F G is a hook-and-eye construction on the arm C and lever D, adapted to lock the rack in an upright position when desirable.

It should be understood that the greater part of this construction may be made of wood, thus making a very light device; but other material may be equally as well employed, if desirable. It is apparent, therefore, that my device is of the utmost simplicity, but of a very substantial character, and one which may be operated with the greatest ease and convenience.

What I claim, and desire to secure by Letters Patent, is—

1. A device of the class described comprising among its members, a wagon-body, extensions on said wagon-body, said extensions being provided with sockets or holes, brackets
provided with hooked portions adapted to engage with the top of the side of said body and with projections adapted to fit in said sockets in said extensions, arms pivoted to said brackets, levers pivoted at one end to said brackets and having their free ends slidingly mounted on said arms, slats secured to said arms, and means for locking said slats and arms in an upright position, substantially as described.

2. A device of the class described comprising among its members a wagon-body, extensions on said wagon-body, said extensions being provided with sockets or holes, brackets provided with hooked portions adapted to engage with the top of the side of said body and with projections adapted to fit in said sockets in said extensions, arms pivoted to said brackets, said arms being provided with depressions or recesses, levers pivoted at one end to said brackets and provided at their other extremities with lateral projections adapted to slide in said recesses or depressions, slotted plates adapted to retain said projections in said depressions, slats secured to said arms and means for locking said arms and slats in an upright position, substantially as described.

3. A device of the class described comprising among its members a wagon-body, extensions on said wagon-body, said extensions being provided with sockets or holes, brackets provided with hooked portions adapted to engage with the top of the side of said body and with projections adapted to fit in said sockets in said extensions, arms pivoted to said brackets, said arms being provided with depressions or recesses, levers pivoted at one end to said brackets and provided at their other extremities with lateral projections adapted to slide in said recesses or depressions, slotted plates adapted to retain said projections in said depressions, slats secured to said arms, an eye on each of said levers and a hook on each of said arms, said hooks being adapted to engage with said eyes to retain said arms and slats in an upright position, eyes on said arms, rods provided with hooked ends and adapted to engage with said eyes of corresponding arms on opposite sides of said body for the purpose set forth, substantially as described.

4. A device of the class described comprising among its members, a wagon-body, extensions on said wagon-body, said extensions being provided with sockets or holes, brackets provided with hooked portions adapted to engage with the top of the side of said body and with projections adapted to fit in said sockets in said extensions, arms pivoted to said brackets, said arms being provided with depressions or recesses, levers pivoted at one end to said brackets and provided at their other extremities with lateral projections adapted to slide in said recesses or depressions, slotted plates adapted to retain said projections in said depressions, slats secured to said arms, an eye on each of said levers and a hook on each of said arms, said hooks being adapted to engage with said eyes to retain said arms and slats in an upright position, eyes on said arms, rods provided with hooked ends and adapted to engage with said eyes of corresponding arms on opposite sides of said body for the purpose set forth, ladders at each end of said wagon-body, an eye on each side of said ladders and hooked rods adapted to be engaged at one end with an eye on one of said ladders and at the other with the eye on one of said arms, substantially as and for the purpose described.

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

FRANK GOODSELL.

Witnesses:
OTIS COFFIN,
G. RORER SWIFT.