

No. 761,676.

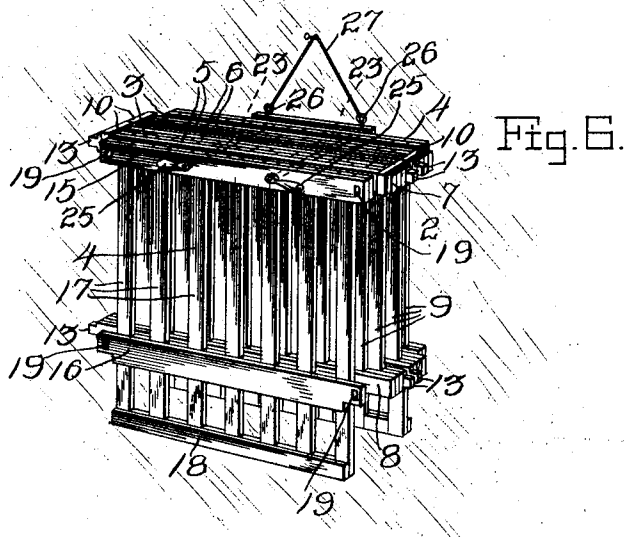
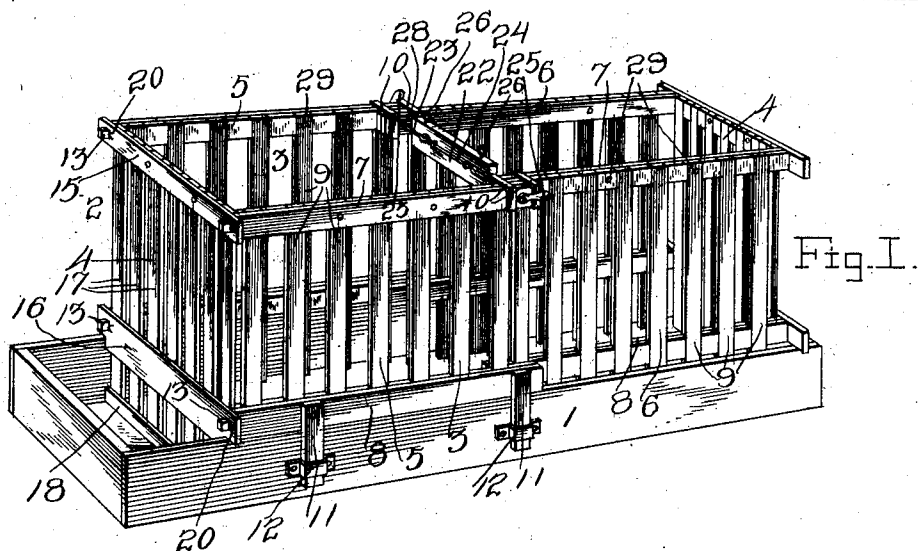
PATENTED JUNE 7, 1904.

M. F. HOLBROOK.
STOCK RACK.

APPLICATION FILED DEC. 15, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses

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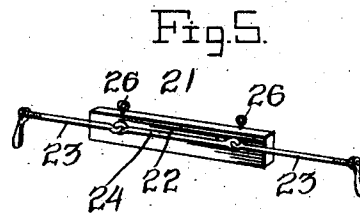
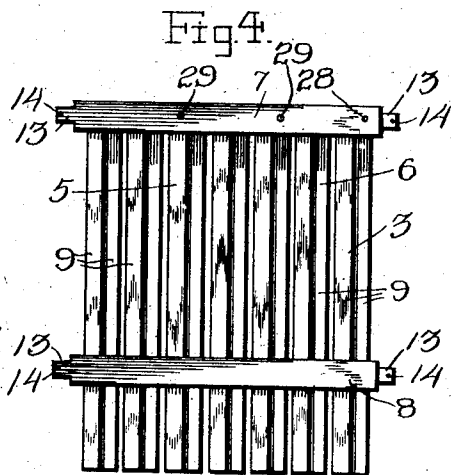
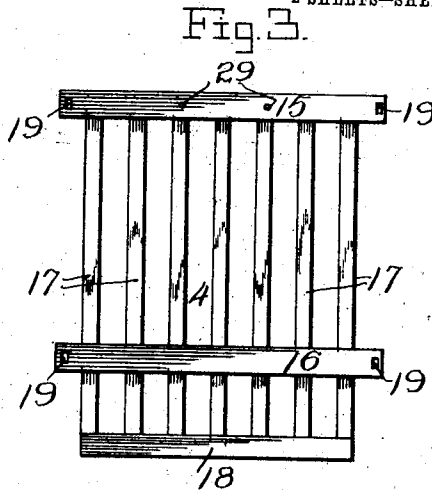
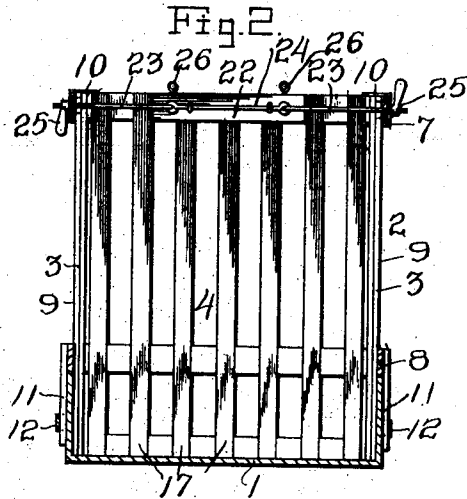
M. F. HOLBROOK.

STOCK RACK.

APPLICATION FILED DEC. 16, 1903.

NO MODEL.

2 SHEETS—SHEET 2.



Witnesses

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UNITED STATES PATENT OFFICE.

MARTIN F. HOLBROOK, OF OTTO, NEW YORK.

STOCK-RACK.

SPECIFICATION forming part of Letters Patent No. 761,676, dated June 7, 1904.

Application filed December 15, 1903. Serial No. 185,266. (No model.)

To all whom it may concern:

Be it known that I, MARTIN F. HOLBROOK, a citizen of the United States, residing at Otto, in the county of Cattaraugus and State of New York, have invented certain new and useful Improvements in Stock-Racks; and I do 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 appertains to make and use the same.

My invention relates to improvements in vehicle-racks, and more particularly in stock-racks for wagon boxes or bodies.

The object of my invention is to provide a simple, durable, and comparatively inexpensive device of this character which may be readily adjusted to accommodate a large or small load and which when not in use may be collapsed and compactly folded to occupy but little space.

With this and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be more fully described, and particularly pointed out in the appended claim.

In the accompanying drawings, Figure 1 is a perspective view of my improved stock-rack for wagons, showing the same extended and applied to a wagon-box. Fig. 2 is a vertical transverse section through the rack and the wagon-box. Fig. 3 is an elevation of one of the ends. Fig. 4 is a similar view of one of the sides in its folded position. Fig. 5 is a detail view of the interchangeable brace and hanger. Fig. 6 is a perspective view of the members of the rack in their folded position and suspended by means of the interchangeable brace and hanger shown in Fig. 5.

Referring to the drawings by numeral, 1 denotes a wagon body or box upon which my improved extensible and collapsible stock-rack 2 is detachably mounted. The said rack comprises two extensible sides 3 and two ends 4. Each of the sides 3 comprises, preferably, two sliding sections 5 and 6, and each of said sections consists, preferably, of upper and lower longitudinal bars 7 and 8, connected by spaced vertical bars 9 to form an open rectangular frame, as shown. Said sections 5 and 6 are held in sliding engagement with each other,

preferably by means of guide loops or bands 10, one of which is secured to the inner end of the upper longitudinal bar 7 of each section and engages and slides upon the upper longitudinal bar 7 of its coacting section, as shown in Fig. 2. When the rack is in use upon a wagon, the lower ends of the vertical bars 9, which project below the lower longitudinal bars 8, engage the inner faces of the sides of the wagon-box and the lower longitudinal bars 8 of the outer sections 5 rest upon the top or upper edge of the sides of said wagon-box 1. To assist in holding the sides of the rack in their vertical position, stakes 11 are provided upon the outer faces of the lower longitudinal bars 8 of the sections 5 and are adapted to engage sockets or clips 12, secured upon the outer faces of the sides of the wagon-box, as clearly shown in Fig. 1. The outer ends of both the upper and the lower longitudinal bars 7 and 8 are provided with projecting portions or tennons 13, formed, preferably, by reducing said ends. The said projections 13, which are provided for a purpose presently explained, are formed with openings 14 adjacent to their outer ends.

The ends 4 of the rack are similar in construction to the sections 5 and 6 of the sides, each comprising upper and lower longitudinal bars 15 and 16, united by spaced vertical bars 17, the lower ends of which latter are connected by a longitudinal connecting strip or bar 18. The ends 4 extend transversely across the wagon-box and correspond in length to the width of the latter, the ends of the lower bars 16 resting upon the sides of the wagon-box, as shown. Adjacent to the ends of the longitudinal bars 15 and 16 are openings or mortises 19, through which the projections or tennons 13 upon the sides 3 project and in which they are secured by keys 20, which pass through the openings 14 to hold the ends 4 and sides 3 of the rack together.

In order to strengthen the rack when in use and in order to secure the parts together in a compact manner when not in use, I provide the interchangeable brace and hanger 21 shown in Fig. 5. It comprises a bar 22, having a screw bolt or rod 23 swiveled adjacent to each of its ends. The swiveled connection of these

rods 23 is preferably effected by forming eyes upon their inner ends and engaging said eyes with similar eyes upon the ends of a rod 24, secured to one side of the bar 22. The outer 5 or free ends of the rods 23 are screw-threaded to receive wing-nuts 25, and eyes 26 are provided upon the upper edge of the bar 22 to receive a cord or other flexible suspending connection 27. When the device 21 is used as a 10 brace, as shown in Fig. 1, the bar 22 extends between the sides 3 of the rack, and the swiveled rods 23 are swung longitudinally of said bar and are passed through alining openings 28, formed in the inner ends of the upper bars 7 of each section of each side. The wing-nuts 15 25 upon the outer threaded ends of the rods 23 securely clamp the sides 3 upon said brace. When said device 21 is to be used as a hanger, as shown in Fig. 6, the rods 23 are swung at 20 right angles to the bar 22 and the sides and ends of the rack are collapsed, folded, and placed one upon the other, as seen in said figure, so that the openings 29, formed in the upper bars 25 through these alining openings 29, and the wing-nuts 25 are then applied, as will be readily seen upon reference to the drawings.

From the foregoing description, taken in connection with the accompanying drawings, 30 the construction, mode of operation, and the advantages of my invention will be readily understood. It will be seen that the rack may be used in its extended position, as shown in Fig. 1, or it may be reduced to the length desired by removing the cross-brace 21 from the 35 center of the sides 3 and sliding the sections

5 and 6 of the latter upon each other. It will be further noted that the rack may be quickly and easily set up or collapsed and attached or detached from the wagon, and when not in use 40 it may be compactly folded and hung in an out-of-the-way place. Furthermore, the rack is simple, strong, durable, and may be manufactured at a small cost.

Various changes in the form, proportion, 45 and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having thus described my invention, what 50 I claim as new, and desire to secure by Letters Patent, is—

A rack for vehicles comprising sides formed of separable sections, ends to connect the sides together, said ends and side sections having 55 openings to register with each other when said ends and side sections are compactly disposed, and a brace comprising a bar and rods pivotally connected thereto, and being of such length as to adapt them to extend beyond the 60 ends thereof and to be extended through the registering openings of the ends and side sections, and means on said rods to secure the ends and side sections thereto.

In testimony whereof I have hereunto set 65 my hand in presence of two subscribing witnesses.

MARTIN F. HOLBROOK.

Witnesses:

FLOYD BROWN,
FRANK SHEARER.