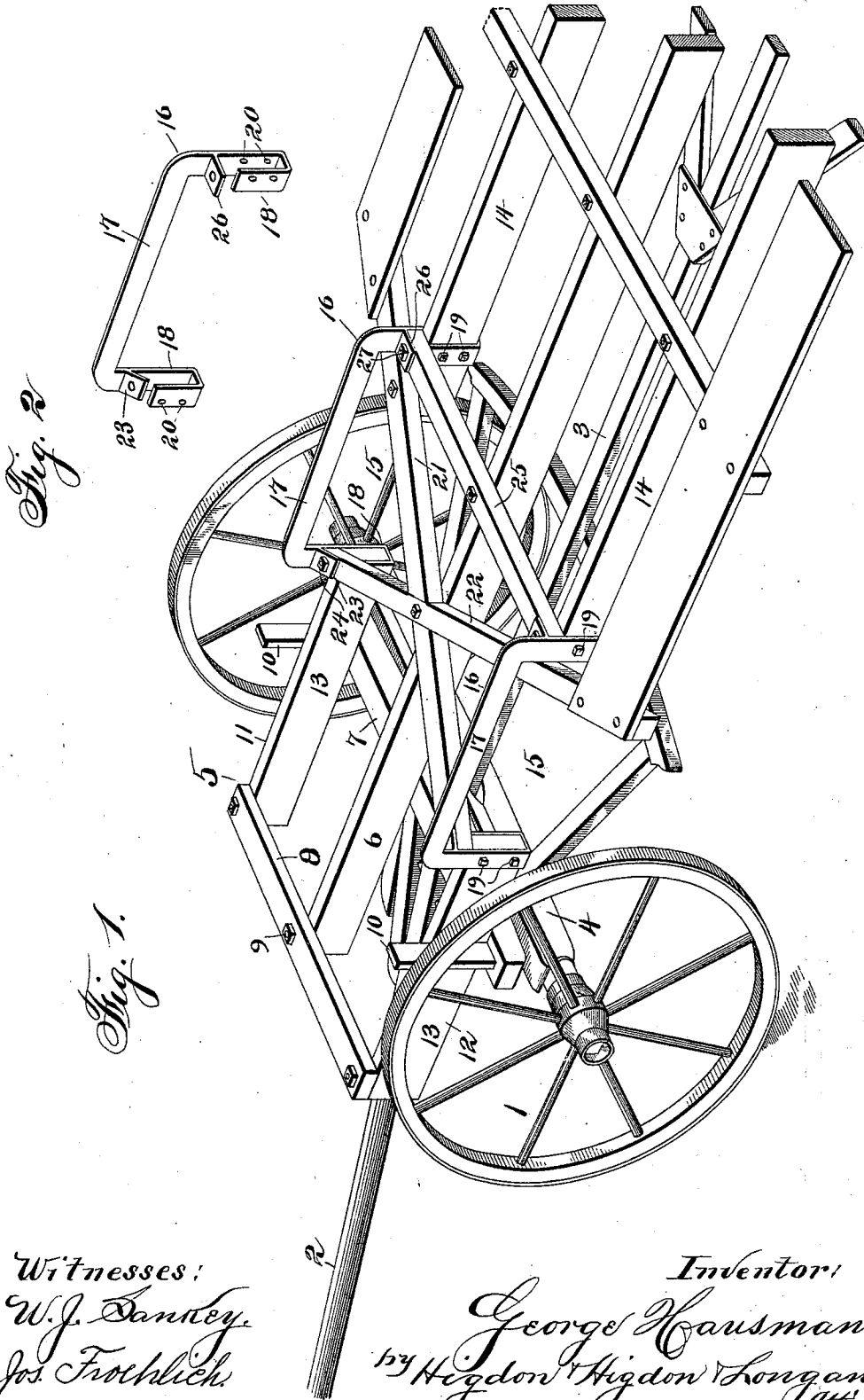


(No Model.)

G. HAUSMANN.  
HAY RACK.

No. 522,056.

Patented June 26, 1894.



Witnesses:  
W. J. Danney,  
Jos. Froehlich.

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Attys.

# UNITED STATES PATENT OFFICE

GEORGE HAUSMANN, OF WASHINGTON, MISSOURI.

## HAY-RACK.

SPECIFICATION forming part of Letters Patent No. 522,056, dated June 26, 1894.

Application filed November 13, 1893. Serial No. 490,826. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE HAUSMANN, of the city of Washington, Franklin county, and State of Missouri, have invented certain new and useful Improvements in Hay-Racks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention relates to an improved hay-rack, and consists in the novel construction, combination and arrangement of parts herein-after described and designated in the claim.

In the drawings: Figure 1 is a perspective view of the front trucks of a wagon of ordinary construction and a portion of a hay-rack mounted on said trucks, my invention being applied to said hay-rack. Fig. 2 is a perspective view of an arch, which I use in completing my invention, said arch being detached from the hay-rack to more clearly show the construction of same.

1 indicates the front trucks of a wagon of ordinary construction, to which the tongue 2 is applied in the ordinary way to allow draft animals to be hitched thereto for moving said wagon. The front end of the coupling pole is pivotally connected to the axle 4 of the trucks 1 in the ordinary way, and the rear end of said pole is connected to the rear trucks of the wagon, said last mentioned trucks not being shown.

5 indicates a hay-rack which is constructed of a longitudinal central timber 6, which is rectangular in cross-section and placed on edge in the hay-rack, the front end extending a suitable distance forward from the bolster 7 of the trucks 1, and a horizontal cross-bar 8 is connected to the upper edge adjacent the end by a bolt 9. This bar 8 is of suitable length so that when one end of each of the timbers 11 and 12 is connected to opposite ends of said bar, one end of said timbers will go between the vertical standards 10 of the bolster 7 as required for practical use.

The side-timbers 11 and 12 are rectangular in cross-section, and the same size as the longitudinal timber 6, they being placed parallel with said timber 6. These timbers 11 and 12 being the same in construction, I will limit my description to the timber 11, but the same reference numerals will appear on

the timber 12. The timber 11 is formed of two pieces 13 and 14, they being placed in alignment with each other, and their adjacent ends a suitable distance apart which forms a space 15 between them, so that when the rack is placed on the trucks in the manner illustrated in Fig. 1, the wheel of said truck can be turned at an angle and not come in contact with said timber and will pass into the space 15 caused by the timber 11 being formed in two pieces. The adjacent ends of the pieces 13 and 14 of the timber 11 are connected by an arch 16, which is constructed of an upper horizontal portion 17 which is of the same length as the space 15 between the adjacent ends of said pieces.

Connected to each end of the horizontal portion 17 of the arch 16, is a downward vertical projection 18, which is bent substantially U-shaped at its lower end, and the free end extends upward therefrom about the same distance as the width of the timber 11, so that the adjacent end of the timber 11 can be placed therein and held in position by bolts 19, which pass through apertures 20 formed in said U-shaped projection and through said timber.

The portion 14 of the timber 11 projects into the space 15 a suitable distance, so that a bar 21 can be bolted thereon, and the portion 14 of the timber 12 extends into the space 15 a like distance so that a bar 22 can be bolted thereon. These bars 21 and 22 cross the hay-rack in the form of an X, they being bolted at their center to the upper edge of the timber 6. The front end of the bar 21 is bolted to the upper edge of the portion 13 of the timber 12, and the opposite end of the bar 22 is bolted to the upper edge of the portion 13 of the timber 11 adjacent its end, and the rear ends of both of said bars 21, 22 project a distance rearwardly beyond the outer surface of said portions 14, and the usual side fenders are mounted upon these projecting ends. The purpose of these bars 21 and 22 is to strengthen the rack at this point and also support said side fenders.

Formed on the vertical portion 18 of the arch 16, in such a position that it projects over and rests on the adjacent end of the bar 22, is a perforated ear 23, and the bolt 24

which holds the adjacent end of said bar in position passes through said ear. Formed on the other projection 18 of the arch 16 in such a manner that it will engage and rest on the adjacent end of a bar 25 is an ear 26, so that a bolt 27 which holds said bar in position with the portion 14 of the timbers 11 and 12, will pass through it. The horizontal apertures in the U-shaped portion of the vertical projection 18 of the arch 16, are placed at one side of the center thereof, so that the bolts 19 will not come in contact with the vertical bolts 24 or 27. By the construction of these arches the front trucks of the wagon, upon which the rack is mounted, can be turned at an acute angle therewith, which will allow said wagon to be turned around in a very small space, thus making the rack very convenient, as the space where a rack of this class is used is sometimes very limited.

What I claim is—

The improved hay-rack, comprising outer timbers 11 and 12 formed each in separate short front and rear sections with a space between the adjacent ends of the front and rear

sections on each side of the rack, two arches 16 extending upward to a plane above that of the floor of the rack and forming elevated fenders for the front wheels of the wagon, each having a straight horizontal portion 17, vertical portions 18 at the ends of said horizontal portion, the lower ends of said vertical portions being bent up and forming U-shaped spaces thereat, and ears 23, 26 formed upon said vertical portions and projecting therefrom inwardly one directly above each of said U-shaped spaces, the inner ends of said front and rear sections being located in said U-shaped spaces, a transverse bar 25 extending across said timbers and having its ends bolted to the said ears 26 at the rear portion of said arches, and additional parts bolted to the front ears 23 of said arches, substantially as herein specified.

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

GEORGE HAUSMANN.

Witnesses:

OTTO L. MUENCH,  
LOUIS HAUSMANN.