

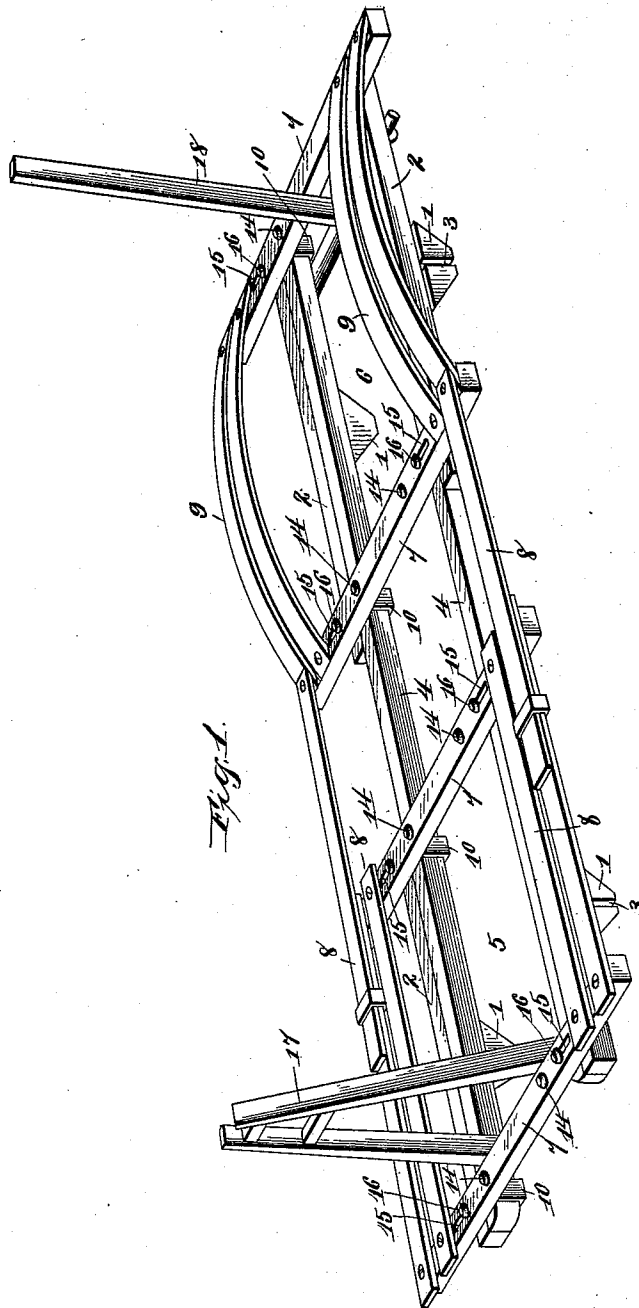
(No Model.)

2 Sheets—Sheet 1.

L. A. SWAN.
HAY RACK.

No. 486,978.

Patented Nov. 29, 1892.



Witnesses

E. C. Kudenman,
N. H. Riley

Inventor

Lymán A. Swan
By *his* Attorneys,

C. A. Snow & Co.

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Fig. 2.

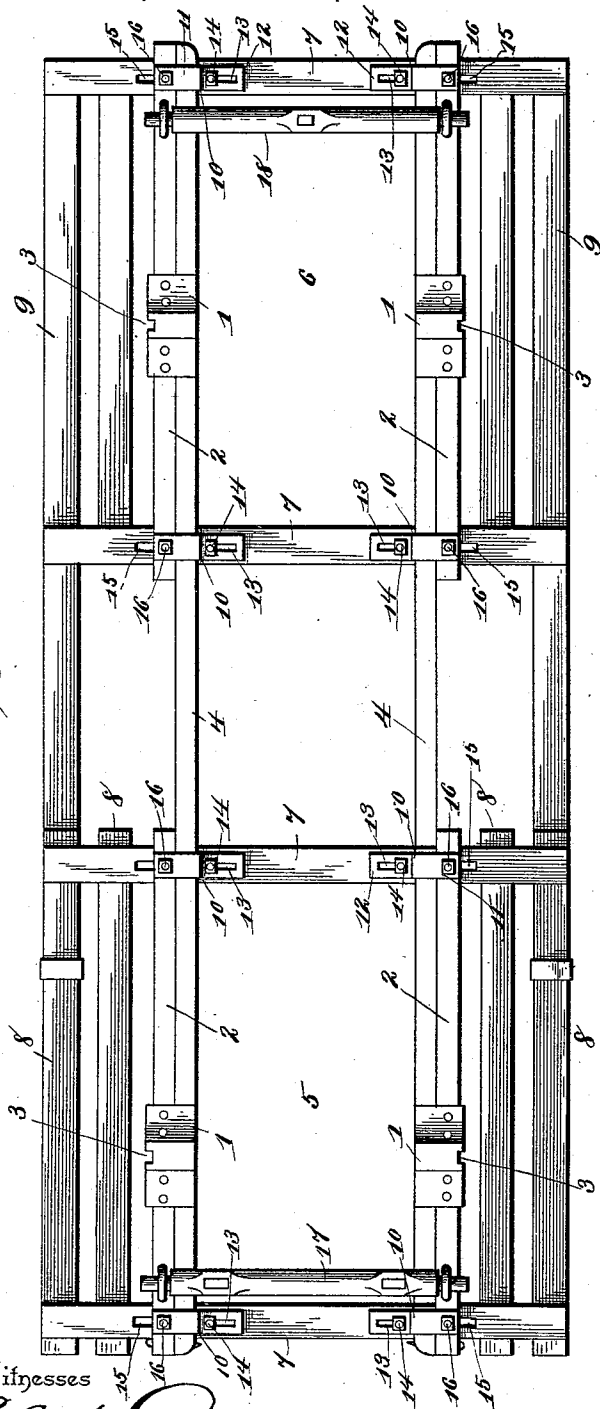
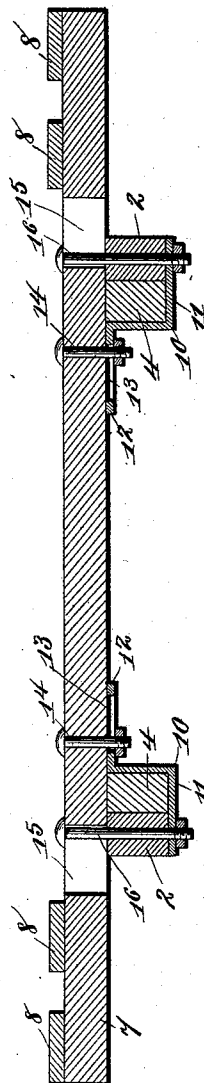


Fig. 3.



Witnesses

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Inventor

UNITED STATES PATENT OFFICE.

LYMAN A. SWAN, OF FREEMAN, NEW YORK.

HAY-RACK.

SPECIFICATION forming part of Letters Patent No. 486,978, dated November 29, 1892.

Application filed July 26, 1892. Serial No. 441,279. - (No model.)

To all whom it may concern:

Be it known that I, LYMAN A. SWAN, a citizen of the United States, residing at Freeman, in the county of Steuben and State of New York, have invented a new and useful Hay-Rack, of which the following is a specification.

The invention relates to improvements in hay-racks.

The object of the present invention is to improve the construction shown in Letters Patent No. 263,501, dated August 29, 1882, and granted to E. Fleck.

A further object of the invention is to provide for lateral adjustment of the hay-rack, as it has been found by experience that a lateral adjustment of several inches will enable a rack to be applied to the majority of wagons in use by farmers.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a hay-rack constructed in accordance with this invention. Fig. 2 is a reverse plan view. Fig. 3 is a transverse sectional view.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates bolster-blocks, which are secured to bed-pieces 2 and are adapted to be supported upon the bolsters of a running-gear and provided in their outer faces with vertical standard-receiving grooves 3. The bed-pieces 2 are adjustably secured to main stay-pieces 4 and are adapted to be separated longitudinally to enable the front and rear sections 5 and 6 to be adjusted to the length of a running-gear. The front section 5 consists of cross-bars 7, which are secured to the front bed-pieces, and slats 8, arranged at the ends of the cross-pieces 7 and forming the wings of the rack. The rear section is composed of cross-bars 7 and wheel-bows 9, designed to form an arch over the rear wheels of a running-gear in the usual manner. The cross-pieces are secured to the bed-pieces by angular clips 10, which receive the main stay-pieces and permit the longitudinal adjustment. It has been found by experience that

the lengths of the bolster of running-gears owned by farmers vary a few inches in length in the majority of cases, and as hay-racks are constructed separate and so sold it is especially desirable and advantageous to provide for lateral adjustment, so that a hay-rack may be arranged to suit any of the wagon-bolsters in use. In order to accomplish this, each clip 10 is made angular and consists of a vertical portion, a horizontal portion 11, arranged beneath the adjacent bed and beneath the main stay, and an upper horizontal portion 12, which is provided with a longitudinal slot 13 and is adjustably secured to the adjacent cross-piece by a bolt 14, arranged within the slot. Each cross-piece is provided near each end with a longitudinal slot 15, in which is arranged a bolt 16, which passes through the adjacent bed-piece and secures the lower horizontal portion of the clip thereto. The slots of the clips and the cross-pieces enable the bed-pieces and main stay-pieces to be moved outward or inward to suit the bolsters of a running-gear. The front and rear swinging uprights 17 and 18 are journaled on the lower edges of the bed-pieces and are provided with journals of sufficient length to permit the lateral adjustment of the rack without withdrawing the journals from their bearings. The bolster-blocks are of sufficient thickness to extend beneath and support the main stay-pieces. The wings or sides of the sections of the rack are adjustably connected together similar to the construction shown in the patent above referred to. The lateral adjustment of the running-gear not only facilitates the attachment of the rack to a running-gear, but also enables the rack to be readily mounted on a sled provided with bolsters.

What I claim is—

1. In a hay-rack, the combination of the main stay-pieces, the front and rear rack-sections having bed-pieces arranged adjacent to the main stay-pieces and provided with cross-pieces, and clips adjustably securing the bed-pieces and the main stay-pieces together and adjustably secured to the cross-pieces, whereby the rack is made laterally adjustable, substantially as described.

2. In a hay-rack, the combination of the main stay-pieces, the front and rear rack-sections having bed-pieces and having cross-

pieces provided with longitudinal slots, the
angular clips having a lower horizontal por-
tion arranged on the lower edges of the bed
and main stay-pieces and having an upper
5 horizontal portion arranged on the lower faces
of the cross-pieces and provided with a longi-
tudinal slot, and bolts passing through the
slots of the cross-pieces and the clips and se-
curing the upper horizontal portions to the
10 cross-pieces and the lower horizontal portions

to the bed-pieces and adjustably connecting
the latter to the cross-pieces, substantially as
and for the purpose described.

In testimony that I claim the foregoing as
my own I have hereto affixed my signature in 15
the presence of two witnesses.

LYMAN A. SWAN.

Witnesses:

F. L. SPRAGUE,
CHARLES H. ROWLEY.