

J. W. FITZGERALD.
Portable Rick-Covers.

No. 140,127.

Patented June 24, 1873.

Fig. 1:

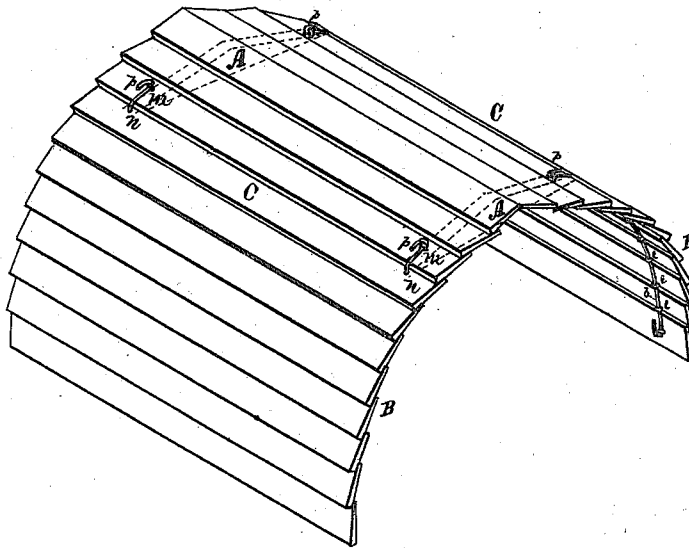
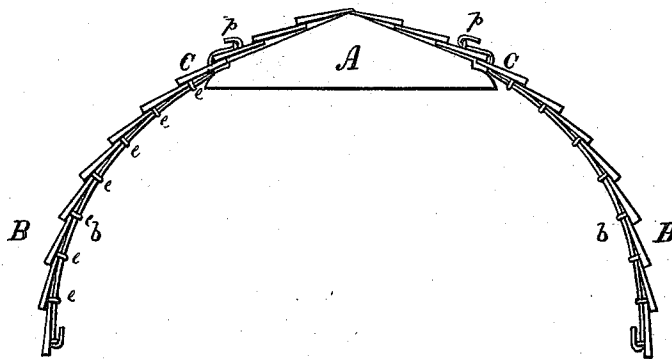


Fig. 2.



WITNESSES

W. N. Kilbur.
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INVENTOR

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by F. S. Davenport. Atty.

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UNITED STATES PATENT OFFICE.

JOSEPH W. FITZGERALD, OF JERSEYVILLE, ILLINOIS.

IMPROVEMENT IN PORTABLE RICK-COVERS.

Specification forming part of Letters Patent No. 140,127, dated June 24, 1873; application filed May 14, 1873.

To all whom it may concern:

Be it known that I, JOSEPH W. FITZGERALD, of Jerseyville, in the county of Jersey, and State of Illinois, have invented a new and Improved Portable Rick-Cover, and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings and to the letters of reference marked thereon.

The invention herein described, relates to an improvement in the construction of wooden portable roofs for the protection of wheat-stacks, hay-ricks, &c., against rain or snow, and at once furnishes a cheap, easily constructed, light, thoroughly water-proof, and durable covering, which by certain peculiarities in its construction admits of easy adaptation to almost any ordinary form of stack; and further, as will be hereinafter seen, it can be easily increased or diminished in size as circumstances may require.

In the accompanying drawing, Figure 1 is a perspective view of the roof. Fig. 2 is an end elevation of the same.

A A, Fig. 1, represent pieces of board cut somewhat triangular in form to the upper edges of which are nailed boards, (preferably six-inch siding) the lower edges overlapping the upper edges of the next boards below them, as shown in the drawing. This constitutes as will be seen the central frame of the roof, to the sides of which are suspended by flexible rods or wires *b, b*, Fig. 2, flaps B, B, consisting of boards similar to those forming the central frame.

In regard to the manner of attaching these boards together, it will be seen that each board is provided with staples *e, e*, at a convenient distance from each end, and as far from the lower edge as the boards are intended to overlap. The lower ends of the suspension-wires *b b*, &c., are now passed through the staples in the bottom boards, and turned back so as to form hooks for the support of what may be termed the first board. The staples *e e*, in the next board are then passed over the upper ends of the suspension-rods, and made to slide down the latter until they rest upon the upper edge of the first board, the lower edge of each board being thus made to overlap the upper edge of the board immediately below it; the amount of overlap being governed by the distance from the edge of each board at which the staples are inserted.

It will also be seen that that the overlapping portion of each board secures in proper position the upper edge of the board below it; thus can any number of boards be secured together. The last or top board *c c*, Fig. 1, is provided (at a distance from its upper edge equal to the overlap,) with holes *n, n*, through which the upper ends of the suspension-rods are passed.

To secure the flaps to the central frame, the upper edge of the last board is slipped under the edge of the outer board of the central frame, and the ends of the suspension-rods turned back and passed through the staples *m m* provided for their reception. The ends of the suspension-rods are then bent in form of hooks, as shown in the drawing at *p, p*, Fig. 2.

Both sides of the roof are constructed and put together in the same manner. Thus the flaps are substantially secured in the required position, and yet, owing to the flexibility of the suspension rods, and the peculiar manner in which the flaps are attached thereto, they adapt themselves perfectly to the shape and width of the stack.

It will be observed that the little labor involved in the construction of this roof is of so simple a character that it can be performed by almost any person of ordinary intelligence; hence the cost of the roof is but little beyond that of the material of which it is composed. As the flaps can be so easily increased or diminished in length according to the number of boards used, or even if so preferred, hooked together at their upper edges and used without the central frame, it follows that it can be made available for a wide range of purposes upon a farm.

When the roof is of ordinary length, two suspension rods on each side are found sufficient; but for a roof of extra length, three, or even four, are sometimes preferred.

What I claim as my invention is—

The flexible rods, *b b*, and the manner of attaching the boards thereto when used for the purpose described.

This specification signed and witnessed this 2d day of May, 1873.

JOSEPH W. FITZGERALD.

Witnesses:

L. D. CORY,
J. C. CUMMINGS.