

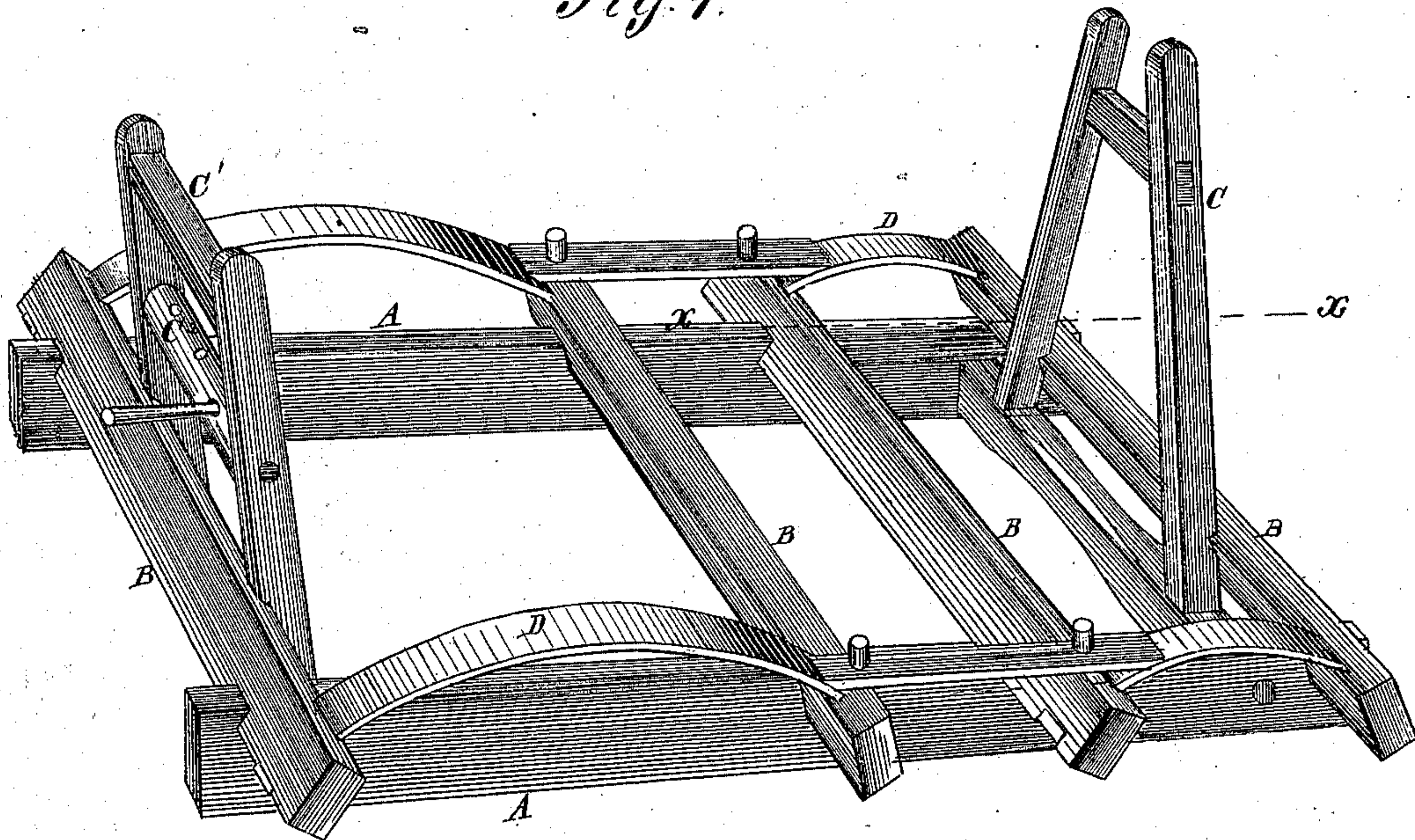
STEVENS & BACOME.

Wagon Hay-Rack.

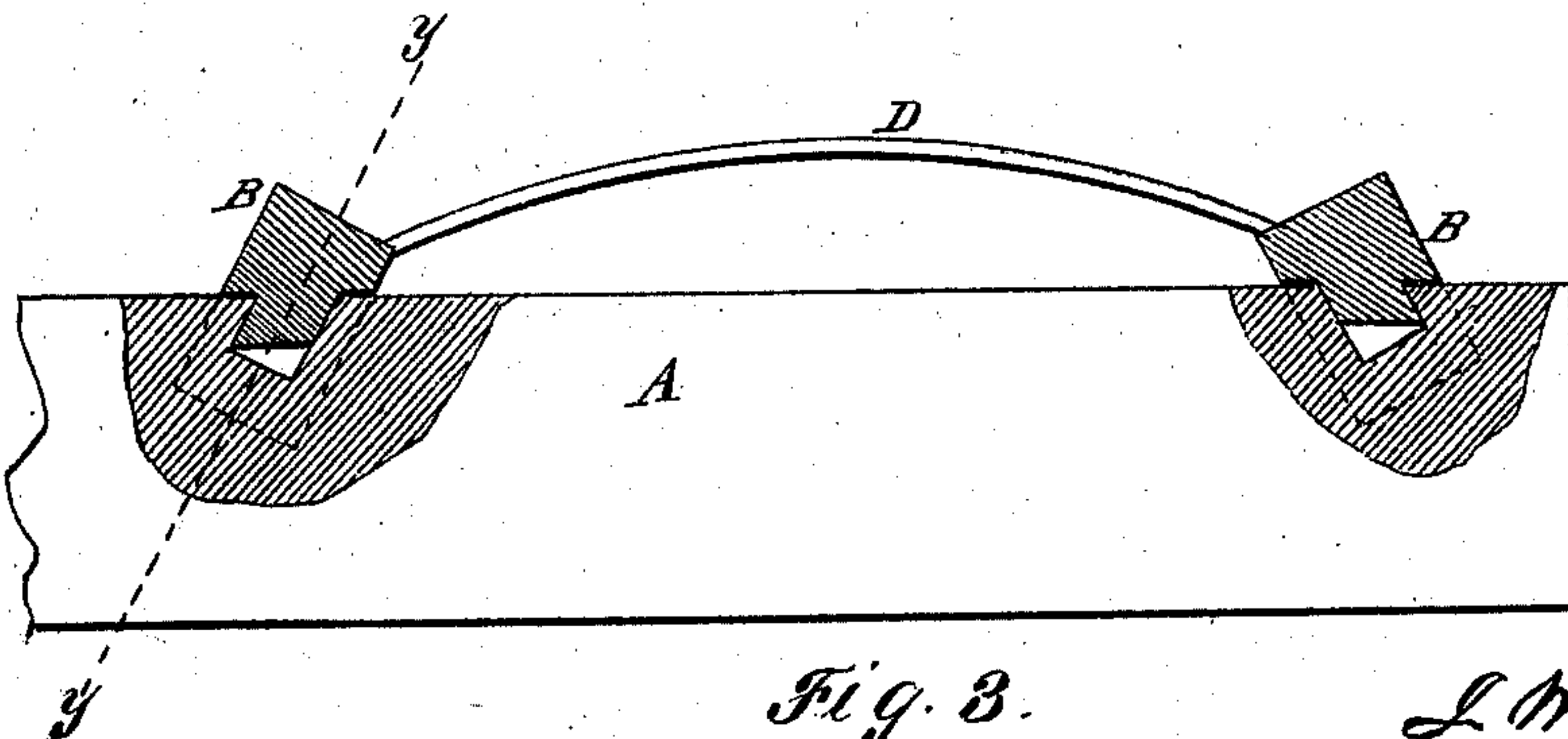
No. 104,373.

Patented June 14, 1870.

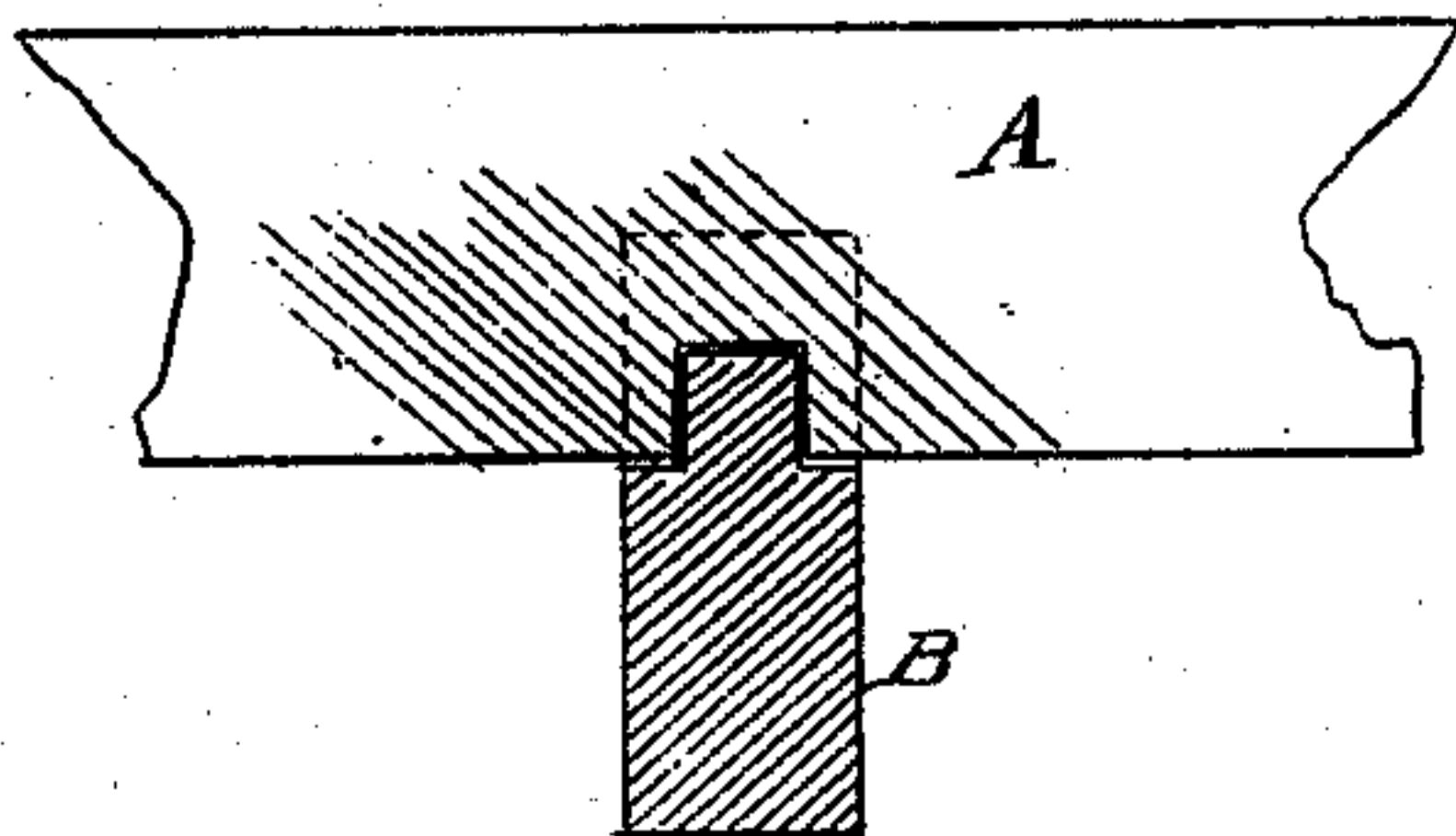
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses:

C. F. Clausen  
A. K. J. Eids

L. M. Stevens  
J. P. Bacome  
Inventors  
D. P. Holloway  
Atty



# United States Patent Office.

JOHN W. STEVENS AND JOHN P. BACOME, OF WESTVILLE, OHIO.

*Letters Patent No. 104,373, dated June 14, 1870.*

## IMPROVEMENT IN HAY-RACKS FOR WAGONS.

The Schedule referred to in these Letters Patent and making part of the same.

*To all whom it may concern:*

Be it known that we, JOHN W. STEVENS and JOHN P. BACOME, of Westville, in the county of Champaign and State of Ohio, have invented certain Improvements in Hay-Racks; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the annexed drawing, making part of this specification, in which—

Figure 1 is a perspective view of our improved rack, showing the angle at which the cross-pieces are placed, and the windlass for tightening the rope or chain with which the load is bound.

Figure 2 is a sectional elevation on line *x x* of fig. 1, showing the method of attaching the cross-pieces to the longitudinal beams.

Figure 3 is a section on line *y y* of fig. 2.

Corresponding letters refer to corresponding parts in the several figures.

This invention relates to that class of devices which is denominated hay-racks or ladders; and

It consists in the method of attaching the cross-bars to the longitudinal beams, as will be more fully set forth hereinafter.

A A, in the drawing, refer to the longitudinal beams of the rack, which may be of any length necessary, to adapt it to the wagon upon which it is to be placed.

To these beams are attached the pivoted frames C and C', for holding the binder, their lower cross-bar having its bearings in them, as shown in fig. 1, the rear one, C', being provided with a windlass for tightening the binder, by means of a rope or chain which passes around it, and is then passed around said windlass.

B B, &c., refer to the cross-bars, which extend from one of the beams, A, to the other, and project as far

beyond each as is necessary to give the desired width to the load. At the point where these cross-bars rest upon the beams, a gain is cut in such beams, as shown in fig. 2, and a tenon is formed upon the side of the cross-bar to fit it. The angle of these gains and of the tenons is such that when the rack is put together and placed upon the wagon, and a load of any kind placed thereon, the cross-beams shall be pressed into and against the shoulders of the gains, as well as directly down upon the beams, thus doing away with the necessity of bolting the parts to each other, by which means a considerable saving in the cost is effected, and, what is of quite as much importance, the owner is enabled to take his rack apart at any time, and store it away in a small space.

D D refer to arched braces, which are secured to the outer portions of the cross-bars in any suitable manner, and at such points as to form wheel-covers, and thus prevent the load from coming in contact with the wheels, and at the same time they serve, when loaded, to press the cross-bars firmly into their places in or upon the beams A.

Having thus described our invention,

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

The method of attaching the cross-bars of a hay-rack or ladder to the beams thereof, substantially as and for the purpose set forth.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

J. W. STEVENS.  
J. P. BACOME.

Witnesses:

DAVID LOUDENBACK,  
THOS. CORKERY.