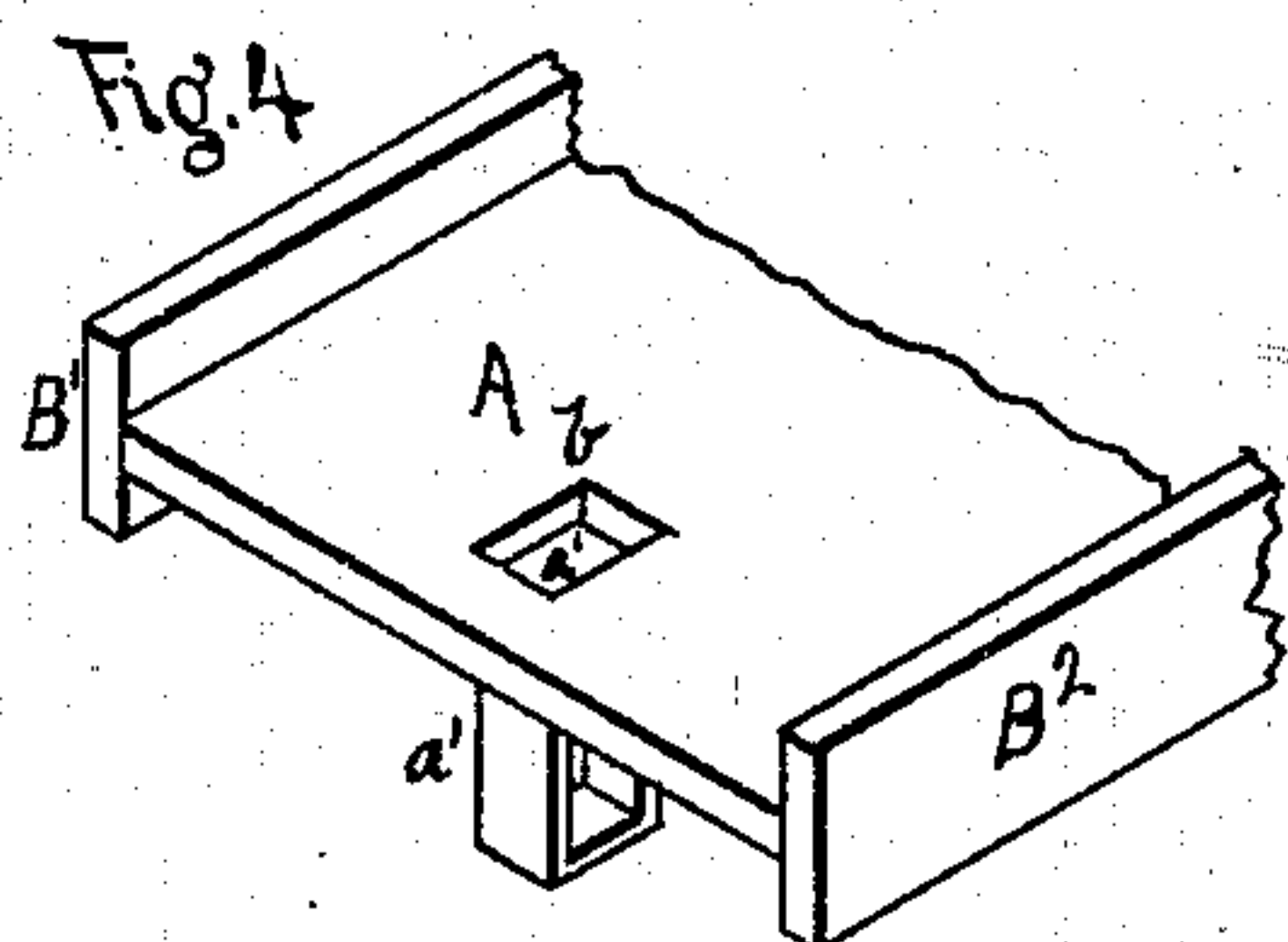
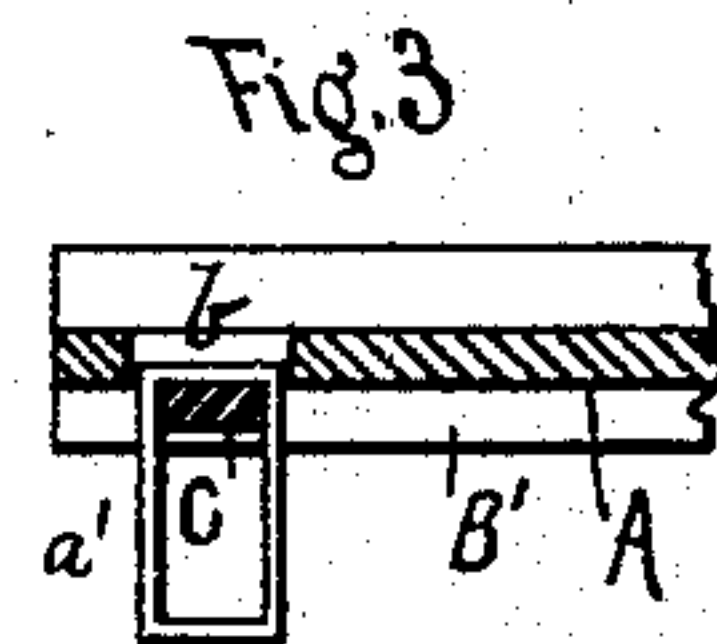
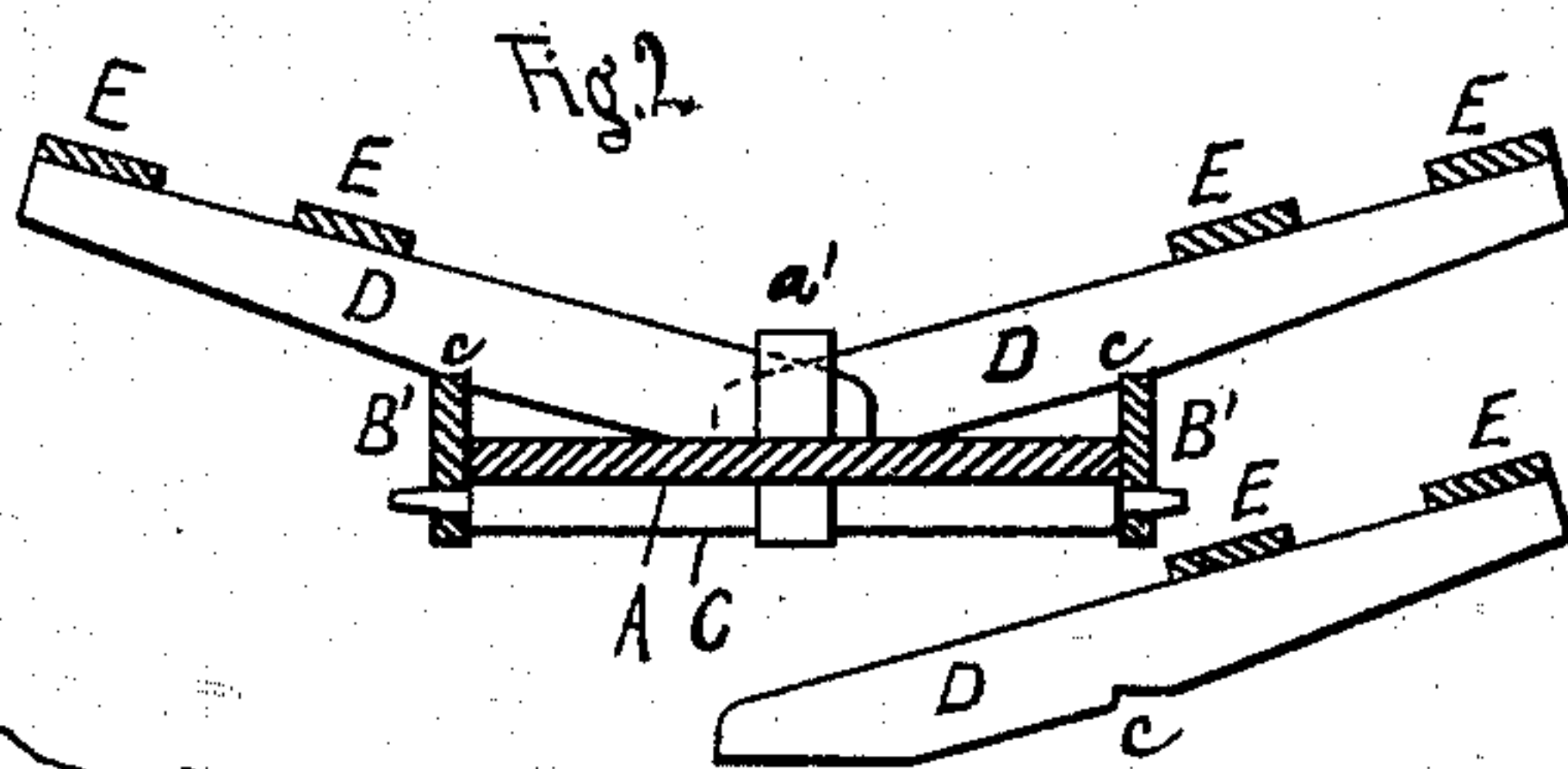
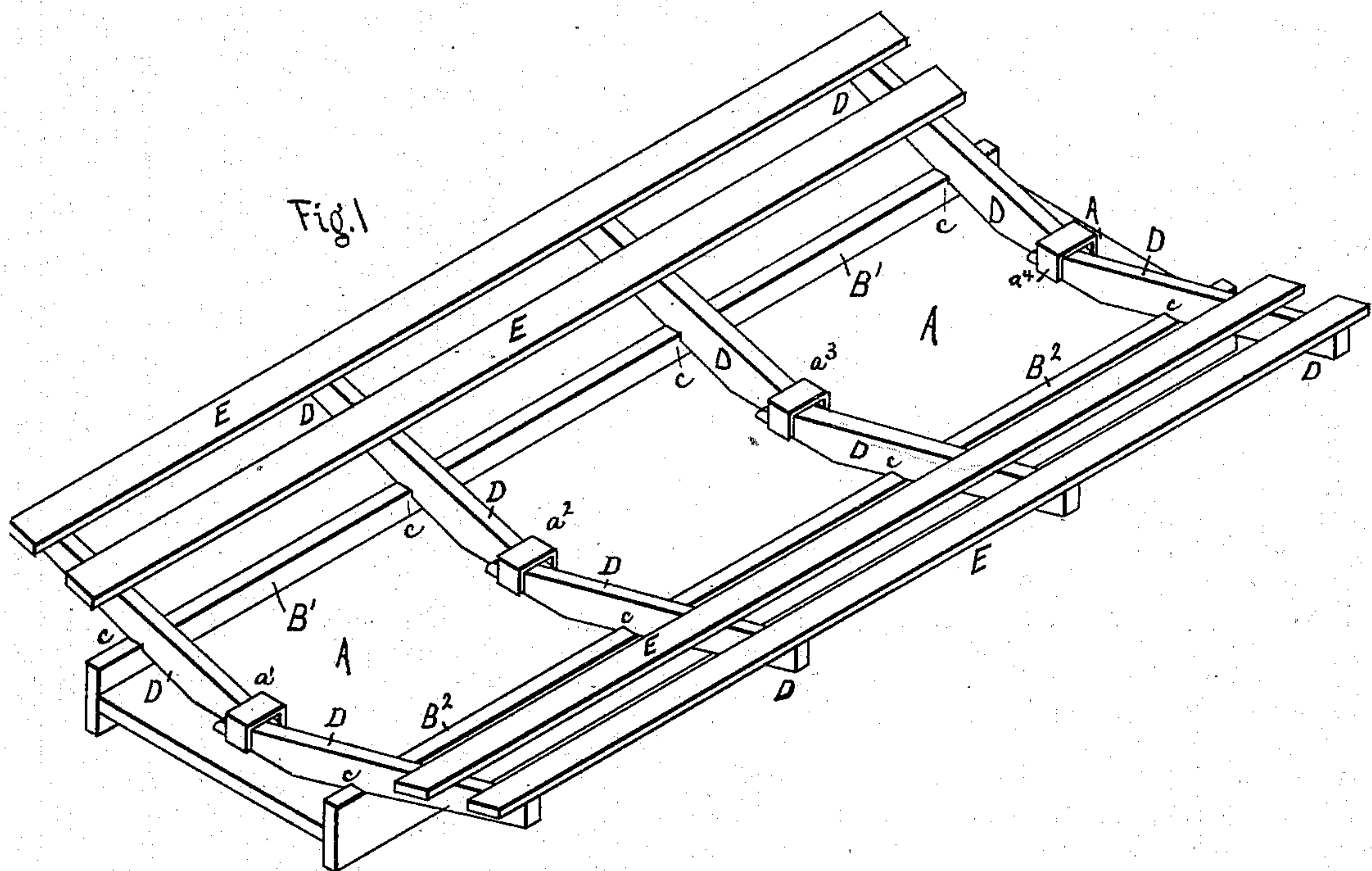


(No Model.)

J. L. OWENS.  
HAY RACK.

No. 249,392.

Patented Nov. 8, 1881.



WITNESSES.  
*Louis Feser & Co.*  
*Edward Robert.*

*John Lloyd Owens,*  
INVENTOR, BY  
*Louis Feser & Co.*  
Attys.



# UNITED STATES PATENT OFFICE.

JOHN LLOYD OWENS, OF MINNEAPOLIS TOWNSHIP, HENNEPIN COUNTY,  
MINNESOTA.

## HAY-RACK.

SPECIFICATION forming part of Letters Patent No. 249,392, dated November 8, 1881.

Application filed August 15, 1881. (No model.)

*To all whom it may concern:*

Be it know that I, JOHN LLOYD OWENS, a citizen of the United States, residing in Minneapolis Township, in the county of Hennepin and State of Minnesota, have invented certain new and useful Improvements in Hay-Racks, &c., of which the following is a specification.

This invention relates to hay-rack attachments for wagons, &c.; and it consists in a body or bed, in the center of which metal straps or sockets are secured, and adapted to receive the lower ends of two rack-shaped side frames, whereby a rack is formed, and in so constructing the parts that the rack attachment may be readily removed and leave the box or body of the wagon unobstructed, as hereinafter set forth. I attain these objects by the use of the mechanism illustrated by the accompanying drawings, in which—

Figure 1 is a perspective view of the box of a wagon and the rack attachment arranged thereon. Fig. 2 is a cross-sectional view of the same. Fig. 3 is a longitudinal section of a portion of one end of the body, showing one of the rack cross-bar sockets dropped down; and Fig. 4 is a perspective view of the same.

A is the bottom, B' B<sup>2</sup> the sides, and C the cross-bars, forming the body or box of a wagon in the ordinary manner.

a' a<sup>2</sup> a<sup>3</sup> a<sup>4</sup> are metal bands encircling each of the cross-bars C, and adapted to rise up through slots b in the bottom A and receive the lower ends of wooden bars D, two of the bars D being inserted into each band from opposite sides,

as shown. The bars D are connected to each other by slats E and rest across the sides B' B<sup>2</sup>, the whole thus forming a rack, as shown. Small notches c will be cut in the bars D where they rest upon the sides B' B<sup>2</sup>, to prevent the rack-shaped sides being removed from the bands a' a<sup>2</sup> a<sup>3</sup> a<sup>4</sup>, unless the whole side is first lifted upward, thus avoiding their accidental removal.

When it is desired to use the wagon for ordinary purposes the rack-sections are removed and the bands a' a<sup>2</sup> a<sup>3</sup> a<sup>4</sup> allowed to drop down, as shown in Figs. 3 and 4, leaving the box unobstructed.

By this simple arrangement a rack attachment is produced that may be readily attached or detached without the use of bolts or other fastenings, and that will leave the wagon-box unobstructed when removed.

What I claim as new is—

The box or body of a wagon provided with bands a' a<sup>2</sup> a<sup>3</sup> a<sup>4</sup>, adapted to be dropped below the surface of the bottom A when not in use, in combination with the bars D, provided with the notches c and slats E, substantially as set forth.

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

JOHN LLOYD OWENS.

Witnesses:

C. N. WOODWARD,  
LOUIS FEESER, Sr.