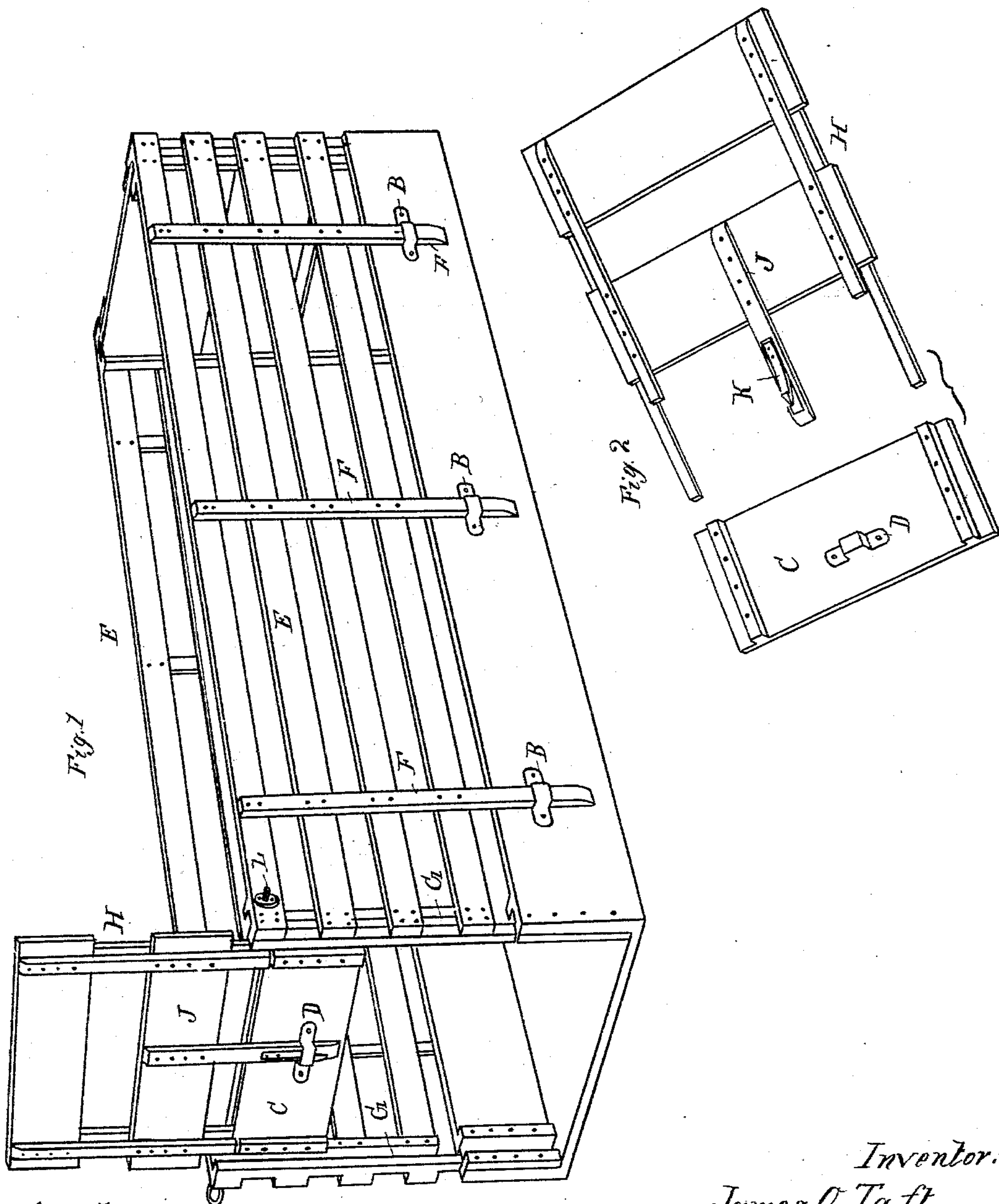


(No Model.)

J. O. TAFT.  
STOCK RACK.

No. 315,677.

Patented Apr. 14, 1885.



Attest:  
John Schuman.  
N. J. Sprague

Inventor:  
James O. Taft.  
by his Atty  
Thos. J. Sprague



# UNITED STATES PATENT OFFICE.

JAMES O. TAFT, OF HOWELL, MICHIGAN.

## STOCK-RACK.

SPECIFICATION forming part of Letters Patent No. 315,677, dated April 14, 1885.

Application filed March 5, 1885. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES O. TAFT, of Howell, in the county of Livingston and State of Michigan, have invented new and useful  
5 Improvements in Stock-Racks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

10 This invention relates to certain new and novel improvements in the construction of stock-racks especially designed to be attached to wagon-boxes. Devices of this kind are generally provided with a swinging end-gate  
15 that must be entirely removed before livestock can either be loaded or unloaded. Where the swing-gate is provided, if it swings outwardly and you have been loading or unloading at the entrance to a building to which the wagon  
20 has been backed, before the gate can be closed the wagon must necessarily be drawn sufficiently far forward so as to allow the gate to spring, and where this is the case the stock is apt to jump down, and thereby cause con-  
25 siderable trouble; and in the other class, where the end-gate has to be entirely removed, they are often lost or forgotten.

It is the object of this invention to provide a rack that will fit upon ordinary farm-wagon  
30 boxes, and to provide the same with a gate which attaches itself to the end-gate of the wagon and slides in vertical guides in that end of the rack, and adapted to be held in an elevated position by the rod which connects the  
35 rear ends of the rack together, all as more fully hereinafter set forth.

Figure 1 is a perspective of my improved stock-rack attached to a wagon-body, with the end-gate in its elevated position. Fig. 2  
40 is a perspective of the end-gate detached.

In the accompanying drawings, which form a part of this specification, A represents a wagon-body of the ordinary construction, upon the sides of which are secured the stake-  
45 sockets. C is the end-board, which is also provided with a stake-socket, D. E are the sides of the rack-frame, the bars of which are secured together by the stakes F, which project sufficiently below the bottom rail or bar of

the rack so as to engage with the stake-sock- 50  
ets B. The bars of the sides are further se-  
cured together by the cleats G at each end,  
which also form guides in which the end-gates  
may slide vertically, and which also retain  
such gates in their proper vertical position. 55  
The rear gate, H, consists of a suitable rack-  
frame of the proper width to slide easily be-  
tween the ends of the sides of the rack and  
between the cleats G, which latter go directly  
over and form a continuation, when in place, 60  
of the cleats which hold the end-board C of  
the wagon-box in place. This gate H is pro-  
vided with a stake, J, in the upper face of  
which is secured a spring-catch, K, which is  
designed to enter and engage with the stake- 65  
socket D upon the end-board C. Suitable tie-  
rods, L, connect the side rack-frames, E, to-  
gether and prevent their falling downwardly.

In practice, when the rack is placed upon  
the wagon-box and the rear gate, H, is made 70  
to engage with the end-board of the wagon,  
if it is desired to load live stock such end  
gate and board are raised into a vertical posi-  
tion, when the tie-rod at that end is screwed  
up sufficient to make the sides of the rack em- 75  
brace the edges of the gate and retain it in  
such elevated position. After the stock has  
been loaded into the wagon, by merely loosen-  
ing this tie-rod, the gate by its own gravity  
will drop into its proper position. 80

What I claim as my invention is—

1. A stock-rack consisting of the side racks,  
E, and suitable end-gates, the rear gate, H, of  
which is provided with means for engaging  
with a stake-socket upon the end-board of a 85  
wagon and locking itself to place, substan-  
tially as and for the purposes described.

2. In combination with a wagon-body, A,  
and end-board C, the rack E, provided with  
the rear gate, H, which carries a stake, J, pro- 90  
vided with a spring-catch adapted to engage  
and lock into a stake-socket upon the end-  
board, substantially as and for the purposes  
specified.

JAMES O. TAFT.

Witnesses:

H. S. SPRAGUE,  
E. J. SCULLY.