

(No Model.)

H. CONNELLY.

HAY RACK.

No. 330,565.

Patented Nov. 17, 1885.

Fig. 1.

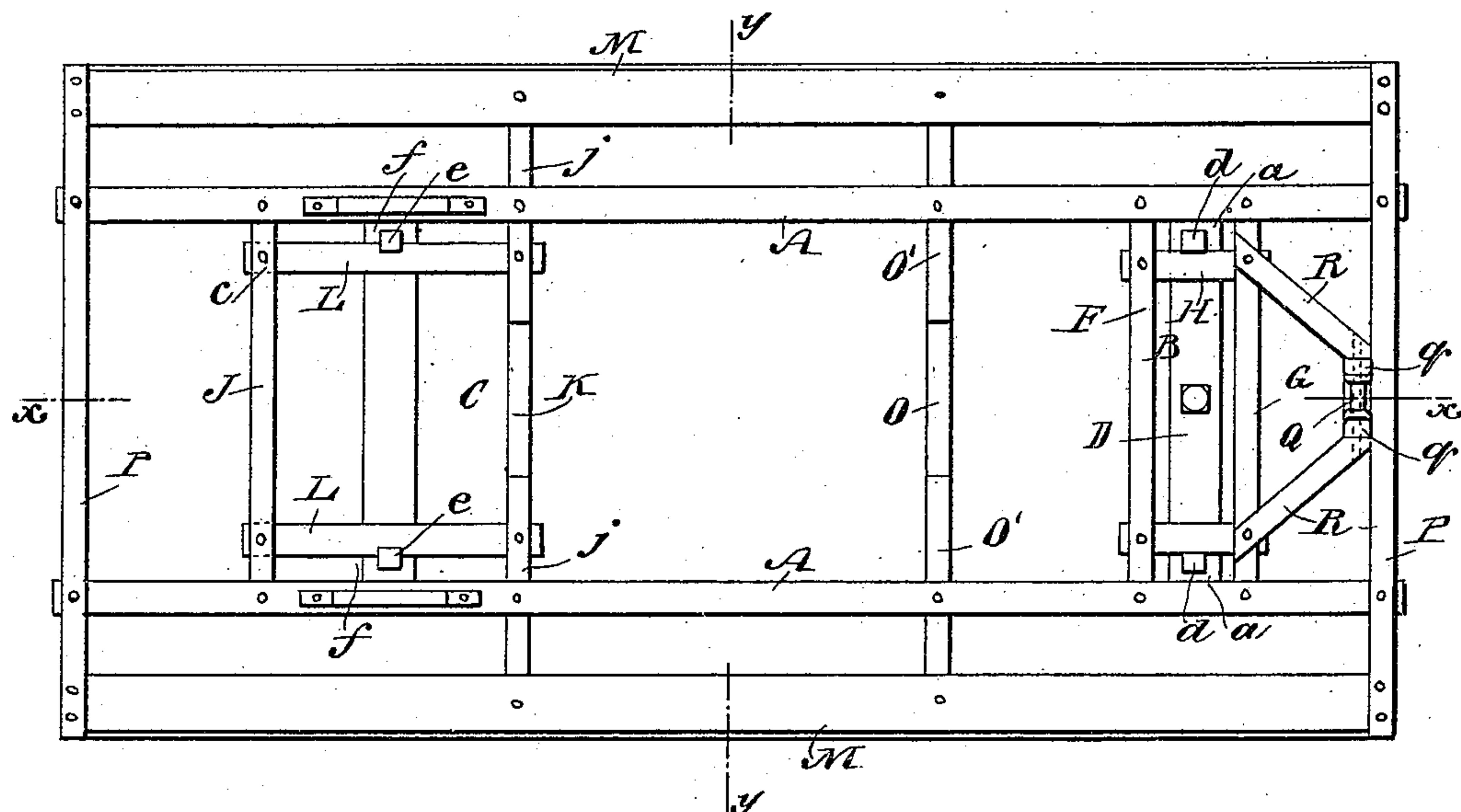


Fig. 4.

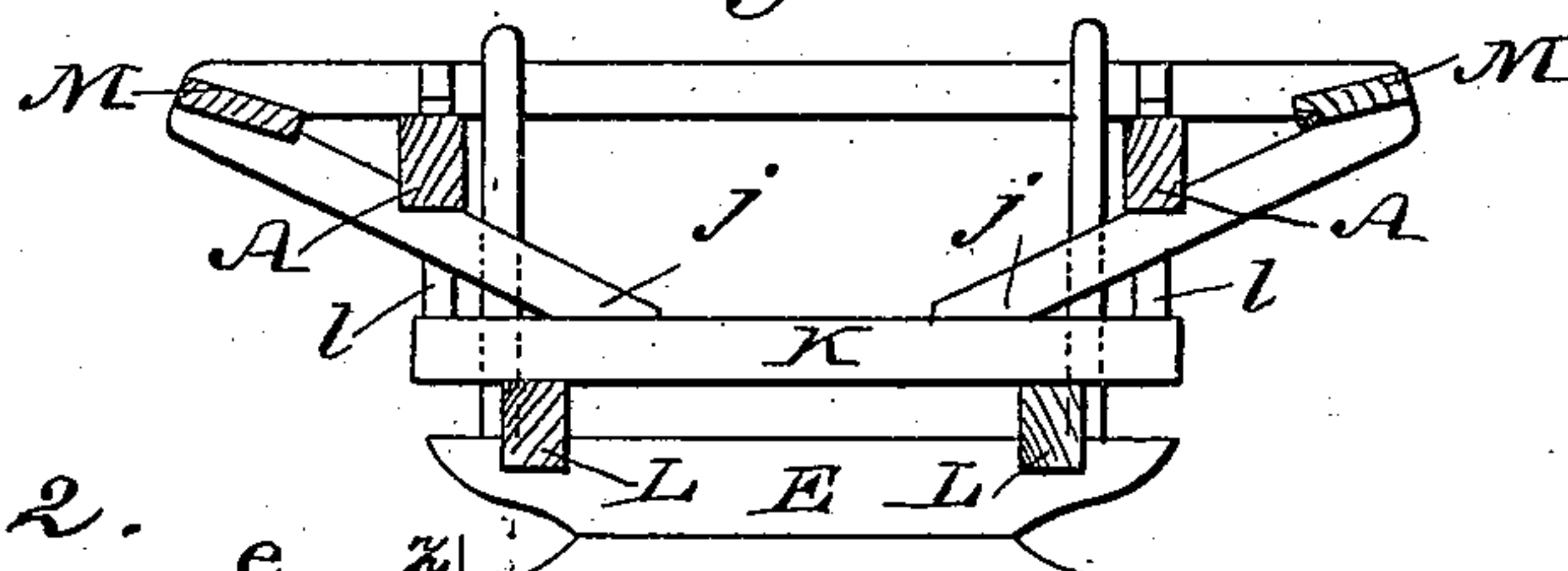


Fig. 2.

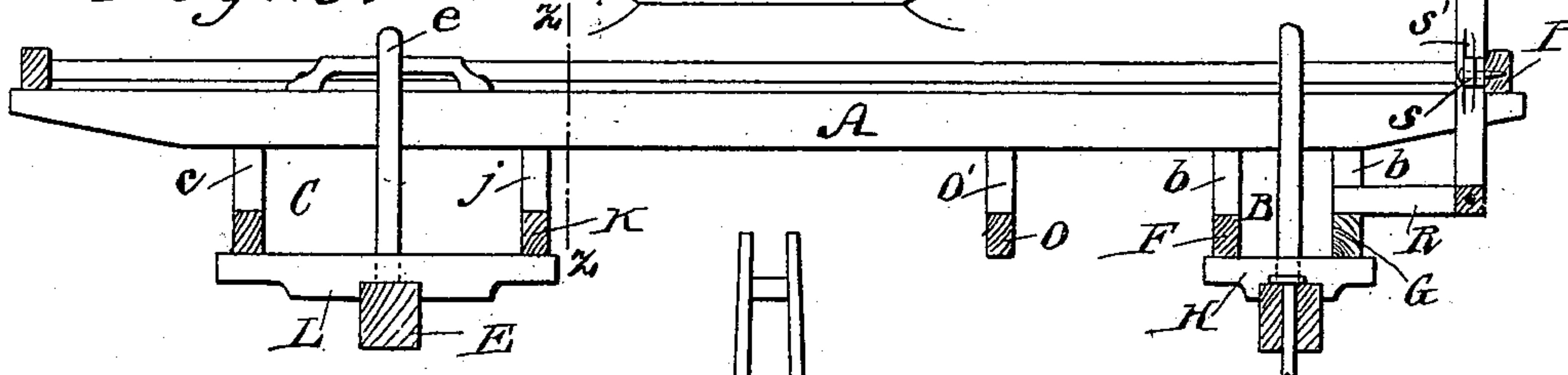
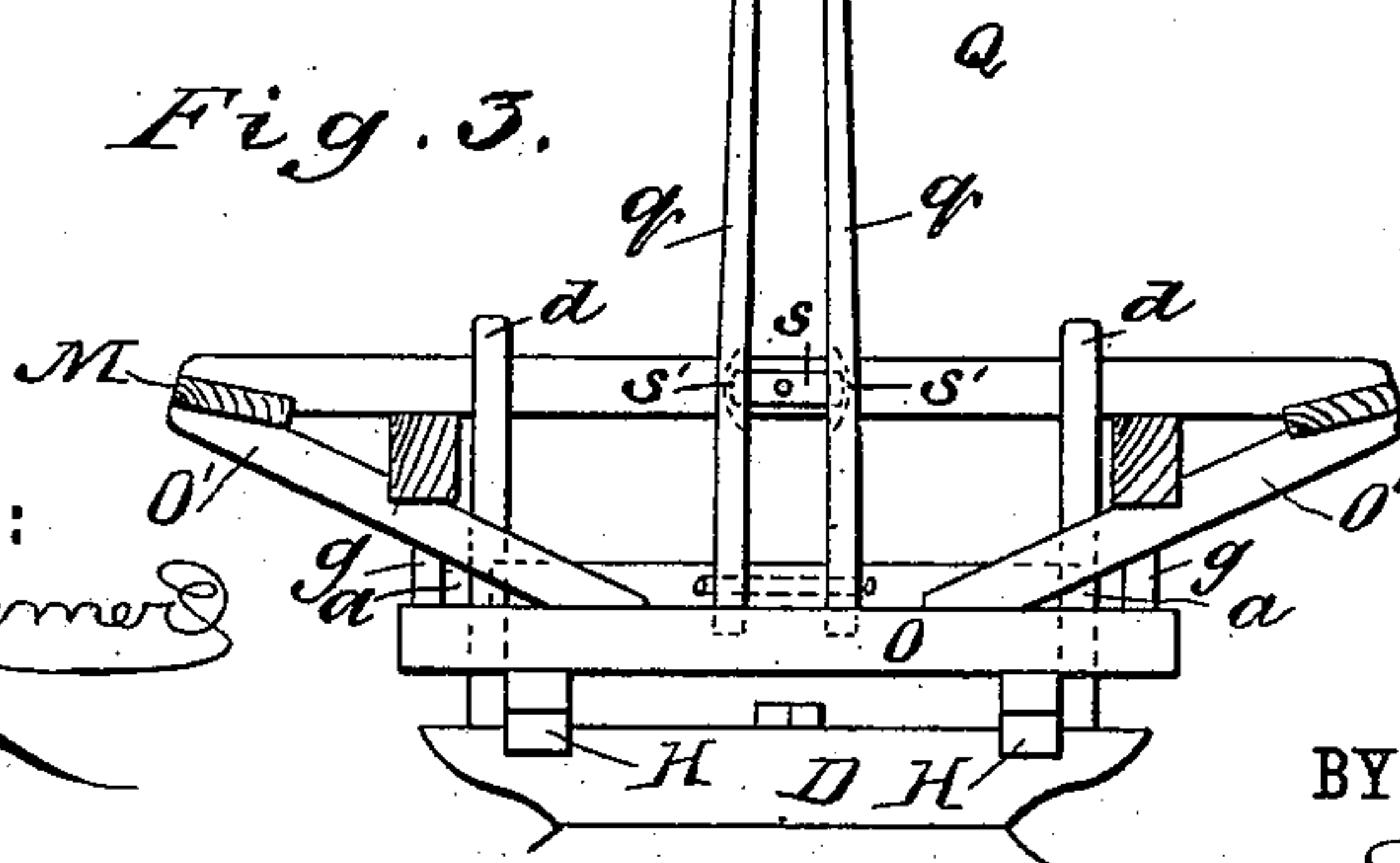


Fig. 3.



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HAY-RACK.

SPECIFICATION forming part of Letters Patent No. 330,565, dated November 17, 1885.

Application filed August 12, 1885. Serial No. 174,201. (No model.)

To all whom it may concern:

Be it known that I, HUGH CONNELLY, of Colton, in the county of St. Lawrence and State of New York, have invented a new and Improved Hay-Rack, of which the following is a full, clear, and exact description.

The object of my invention is to provide a practical hay-rack constructed to permit the front wheels of the wagon on which it may be placed to turn under the rack to the wagon-reach, so the wagon and rack may be turned in a small space.

The invention consists, principally, in constructing the rack with bolster supports or frames with the main timbers of the rack elevated and arranged to come outside of the bolster-stakes, so as to stand between the bolster-stakes and the wheels of the wagon.

The invention also consists of the special construction of the rack, as hereinafter described and claimed.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of my new and improved hay-rack placed upon the bolsters of a wagon. Fig. 2 is a longitudinal sectional elevation of the same, taken on the line $x x$ of Fig. 1. Fig. 3 is a transverse sectional elevation taken on the line $y y$ of Fig. 1, and Fig. 4 is a sectional elevation on line $z z$ of Fig. 2.

A A represent the main timbers of my new hay-rack. These are supported by the front bolster-frame, B, and rear bolster-frame, C, and are placed such distance apart relative to the stakes $d d$ and $e e$ of the front and back bolsters, D E, that they stand outside of the said stakes when the rack is placed upon a wagon, as shown clearly in Figs. 1 and 3. The front bolster-frame, B, is composed of the parallel cross-pieces F G, bolted at their ends to the short sill-blocks H H and the four posts b —one at each end of the cross-pieces F G. These posts b support the front ends of the main timbers A A. The sill-blocks H, when the rack is placed upon a wagon, rest upon the front bolster, D, inside of the stakes d , and for this purpose the sill-blocks are placed a sufficient distance inside of the posts b and

main timbers A to form spaces $a a$, for receiving the stakes d , as will be understood from Figs. 1 and 3. The rear bolster-frame, C, is composed of the parallel cross-pieces J K, bolted at their ends to the two sill-blocks L, the two upright posts c , secured one at each end of the cross-piece J, the inclined arms or braces $j j$, and the two short upright posts l —one at each end of the cross-piece K. The posts c support the timbers A at their rear ends. The inclined arms j are secured at their lower inner ends to the cross-piece K, and rest upon the short posts l , and these inclined arms extend out and assist in supporting the main timbers A and the outer side-boards, M, of the rack. The sill-blocks L, when the rack is placed upon a wagon, rest upon the rear bolster, E, of the wagon, and they are placed such distance apart as to come inside of the main timber A, to form spaces $f f$, Figs. 1 and 4, for the rear bolster-stakes, e , to pass between the sill-blocks and the inner edges of the main timbers A, as shown clearly in Fig. 1.

Between the front bolster-frame, B, and rear bolster-frame, C, the rack is strengthened and braced by the cross-piece O and inclined arms or braces $O' O'$, which are secured at their lower inner ends to the cross-piece O, and are supported by the short posts $g g$, as shown in Fig. 3; and the main timbers A A and side-boards M M rest upon and are secured to the arms O' , as shown. The ends of the main timbers A A and side-boards M M are stayed or tied together by the end cross-bars, P P, to which said timbers and boards are bolted. The line-support Q is hinged at its lower end to a V-frame composed of the diagonally-arranged pieces R R, bolted to the front cross-piece, G, of the front bolster-frame, B, as shown in Fig. 1. By hinging the line-support in this manner it may be folded down flat upon bottom of the rack when the rack is stowed away. When the line-support is raised to vertical position, it may be locked in such position by various means; but for locking it I prefer to use the button s , pivoted to the center of the front cross-bar P, the ends of which button are adjusted to be turned into slots $s' s'$, made in the inner edges of the bars $q q$, that compose the line-support, as shown clearly in Fig. 3.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A hay-rack having bolster-frames supporting the main timbers A above the bolsters and outside of the sill-blocks L H, so the main timbers come outside of the bolster-stakes, substantially as and for the purposes described.

2. The hay-rack formed with the front and rear bolster frames or supports, B C, main timbers A A, inclined arms or braces, side-boards M, and the bars P P, the main timbers A being elevated and supported outside of the

blocks H L to form spaces *a f* for the bolster-stakes, substantially as described.

3. The cross-piece G, having the diagonal timbers R R secured to it, in combination with the line-holder Q, pivoted in the timbers R and adapted to be secured in vertical position by the button s, attached to the front tie-bar P, as and for the purposes set forth.

HUGH CONNELLY.

Witnesses:

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