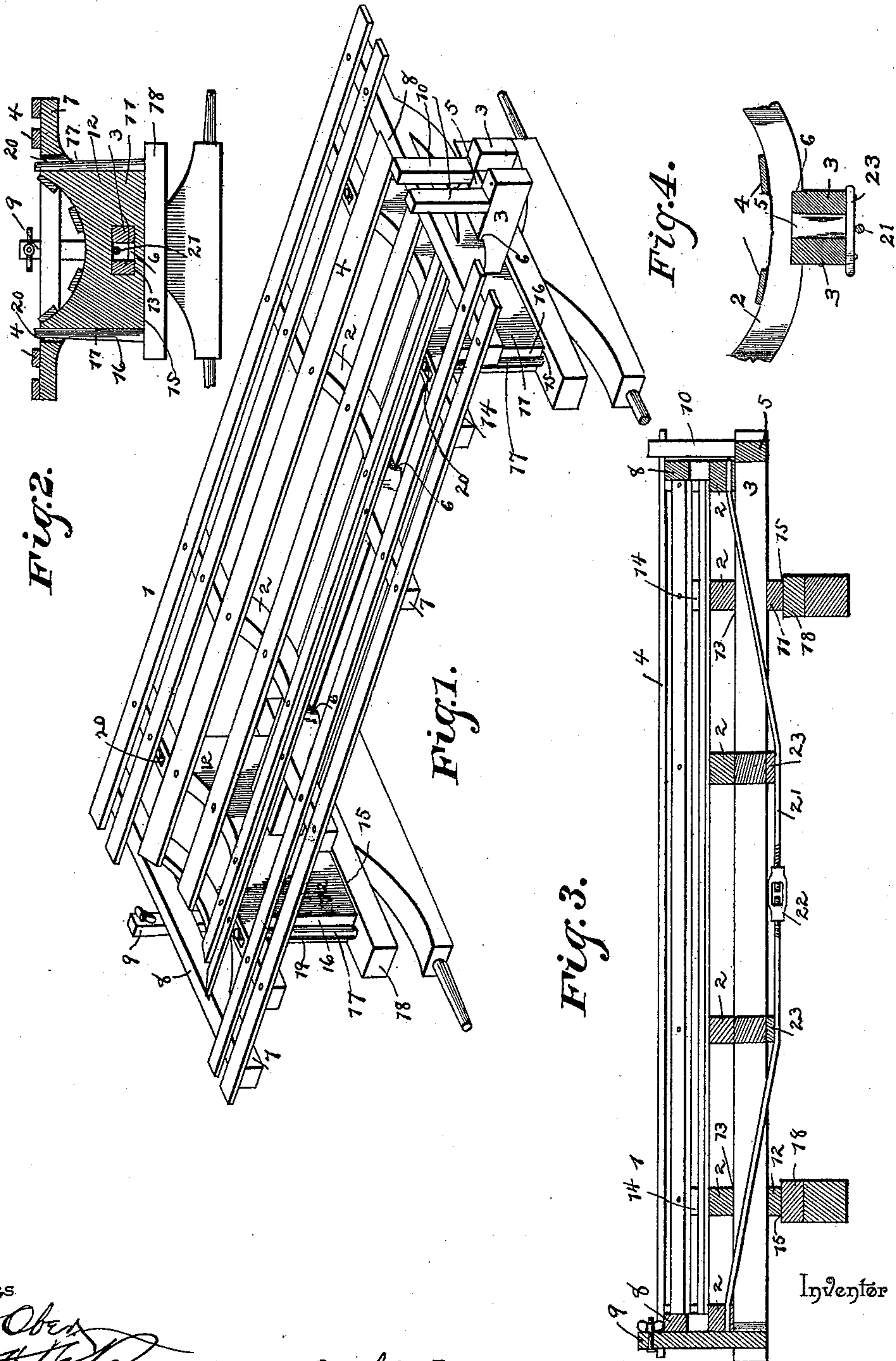


(No Model.)

E. P. DICKEN.
HAY RACK.

No. 464,632.

Patented Dec. 8, 1891.



Witnesses

B. S. Ober
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UNITED STATES PATENT OFFICE.

EGBERT P. DICKEN, OF KANSAS, OHIO.

HAY-RACK.

SPECIFICATION forming part of Letters Patent No. 464,632, dated December 8, 1891.

Application filed May 9, 1891. Serial No. 392,141. (No model.)

To all whom it may concern:

Be it known that I, EGBERT P. DICKEN, a citizen of the United States, residing at Kansas, in the county of Seneca and State of Ohio, have invented a new and useful Hay-Rack, of which the following is a specification.

The invention relates to improvements in hay-racks.

The object of the present invention is to simplify and improve the construction of hay-racks and provide one adapted to be readily adjusted to any running-gear.

The invention consists of the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a hay-rack constructed in accordance with this invention and shown applied to a portion of a running-gear. Fig. 2 is a vertical sectional view taken transversely of the rack. Fig. 3 is a vertical longitudinal sectional view of the same. Fig. 4 is a detail sectional view.

Referring to the accompanying drawings, 1 designates a hay-rack provided with curved cross-bars 2, which are centrally mounted upon longitudinal sills 3 and which have secured to their upper faces slats 4. The sills 3 are arranged parallel with each other, and are spaced by blocks 5 and extend the entire length of the rack, and are arranged in centrally-disposed recesses 6 in the lower faces of the cross-bars 2. The cross-bars 2 are curved intermediate their ends 7, which are straight and are horizontally disposed and support the slats at the sides of the rack in a horizontal position, and the intermediate slats are secured to the curved portions of the cross-bars. The end cross-bars have formed integral with them connecting-bars 8, which form extensions of the straight ends 7, and are secured to the outer faces of the end cross-bars are vertically-disposed posts 9 and 10, the former being arranged at the front of the rack and the latter being arranged parallel at the rear of the rack.

The hay-rack is designed to be adjusted to any vehicle running-gear, and is provided near its front end with a stationary bolster-block 11 and at its rear end with an adjust-

able bolster-block 12, adapted to be moved longitudinally of the sills to enable the hay-rack to fit on running-gears of different lengths. The bolster-blocks are provided with central openings 13 to receive the sills 3, and they have their tops curved and provided with extensions 14 and conform to the configuration of the rack, and their tops are similar in shape to the curved cross-bars, and the said blocks have straight bottoms 15 and sides 16 and fit between the standards 17 of a running-gear and are supported upon the bolsters 18. The standards 17 are arranged in grooves 19 in the side edges of the blocks, and the upper ends of the standards are received in vertical openings 20 of the extensions 14 to enable the blocks to fit on bolsters having long or short standards. The adjustable block 12 is loosely mounted on the sills and may be moved along the same to make the distance between the bolster-blocks the same as the distance between the bolsters of the running-gear, and the stationary bolster-block is nailed, bolted, or similarly secured to the sills.

The rack is braced by a tie-rod 21, consisting of two portions, the outer ends of which are secured to the end cross-bars and the inner ends of them are connected by a coupling 22, adapted to tighten the tie-rod. The tie-rod is arranged in the space between the sills and the central portion, and a turn-buckle 22 is arranged beneath the sills and span the distance between plates 23, which connect the sills. The rack is also braced at its ends by rods 24, extending from the end cross-pieces to the sills.

It will be seen that the hay-rack is simple, strong, and durable, and adapted to be readily adjusted to any running-gear.

What is claimed as new is—

1. A hay-rack comprising the sills, the curved cross-bars centrally secured to the sills and provided with horizontally-arranged ends 7, the slats secured to the upper faces of the cross-bars, and the bolster-blocks having their upper faces curved and provided with extensions similar to the cross-bars and adapted to fit upon bolsters between the standards thereof, substantially as described.

2. The combination of the sills, the cross-bars centrally secured to the sills, the slats secured to the upper faces of the cross-bars,

the stationary bolster-block arranged at one end of the rack and provided with a central opening to receive the sills and having its top conforming to the bottom of the rack, and
5 the adjustable bolster-block constructed similarly to the stationary one and being free to move along the sills, substantially as described.

3. The combination of the sills, the cross-
10 bars centrally secured thereto, the slats secured to the upper faces of the cross-bars, the stationary bolster-block arranged at one end of the rack and provided with a central opening and having its top conforming to the con-

figuration of the bottom of the rack and provided in its side edges with grooves and having openings forming continuations of the grooves, and the adjustable bolster-block constructed similarly to the stationary one, substantially as described. 15 20

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

EGBERT P. DICKEN.

Witnesses:

G. W. SPROUT,
AMON FREESE.