

(No Model.)

2 Sheets—Sheet 1.

N. S. HAMPTON & C. H. RANDOLPH.
COMBINED HAY AND STOCK RACK.

No. 566,574.

Patented Aug. 25, 1896.

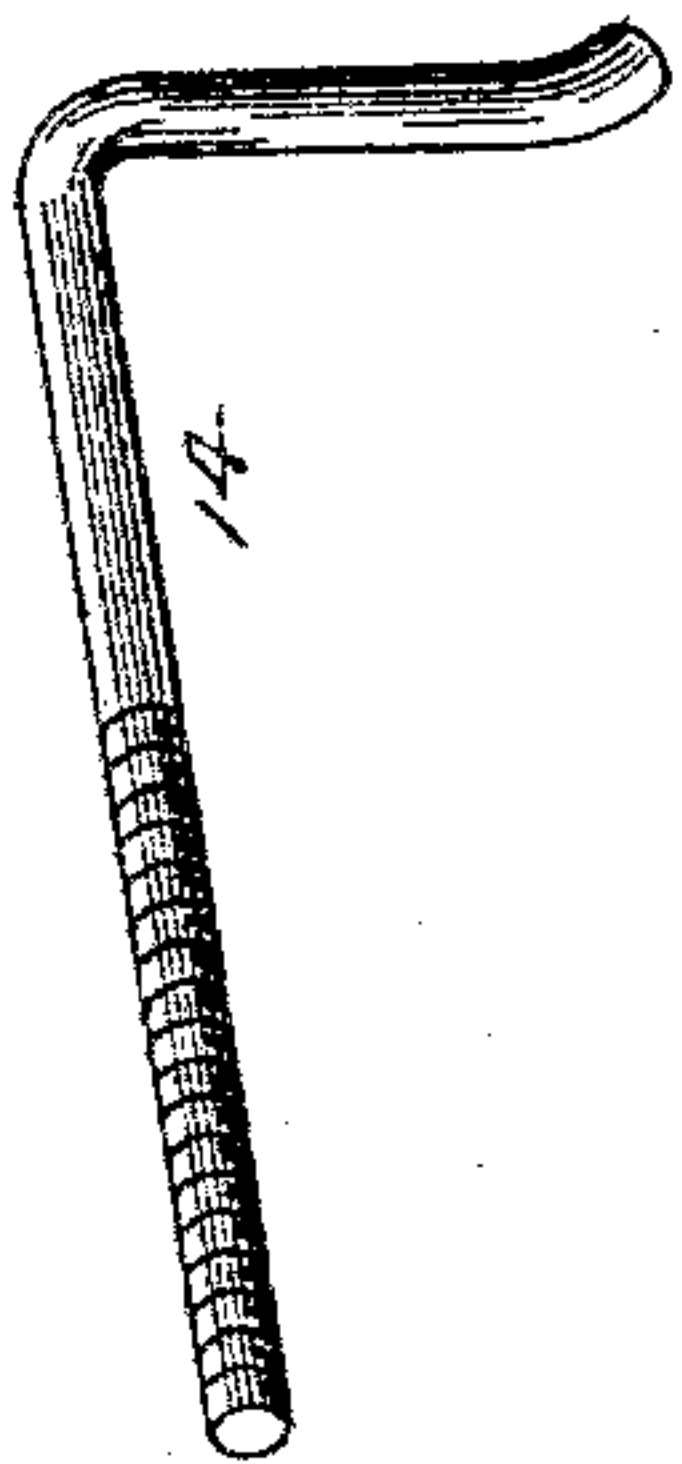


Fig. 4.

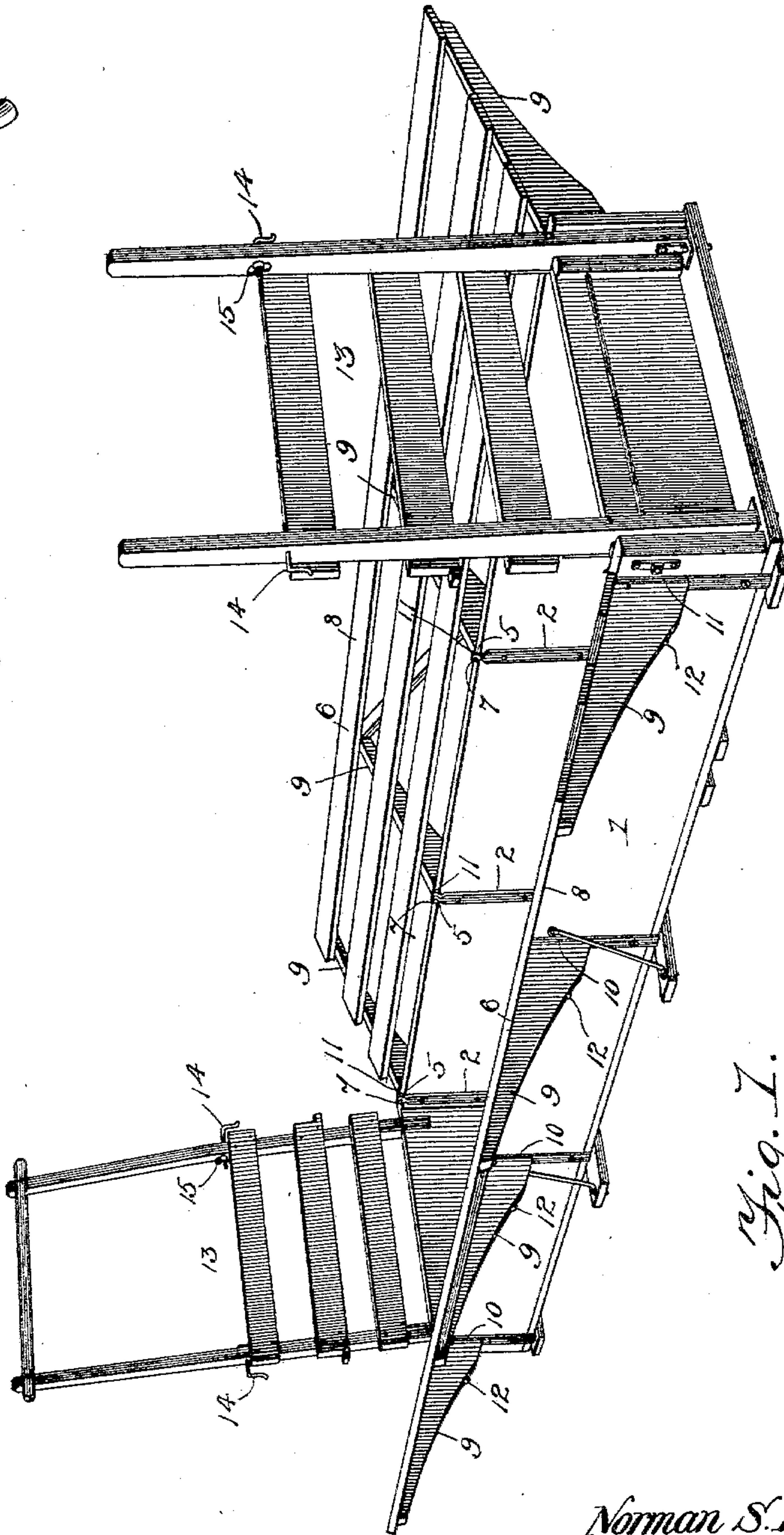


Fig. 1.

Witnesses

E. N. Monroe

J. H. Riley

By *their* Attorneys,

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*Norman S. Hampton and
Charles H. Randolph*

C. A. Snow & Co.

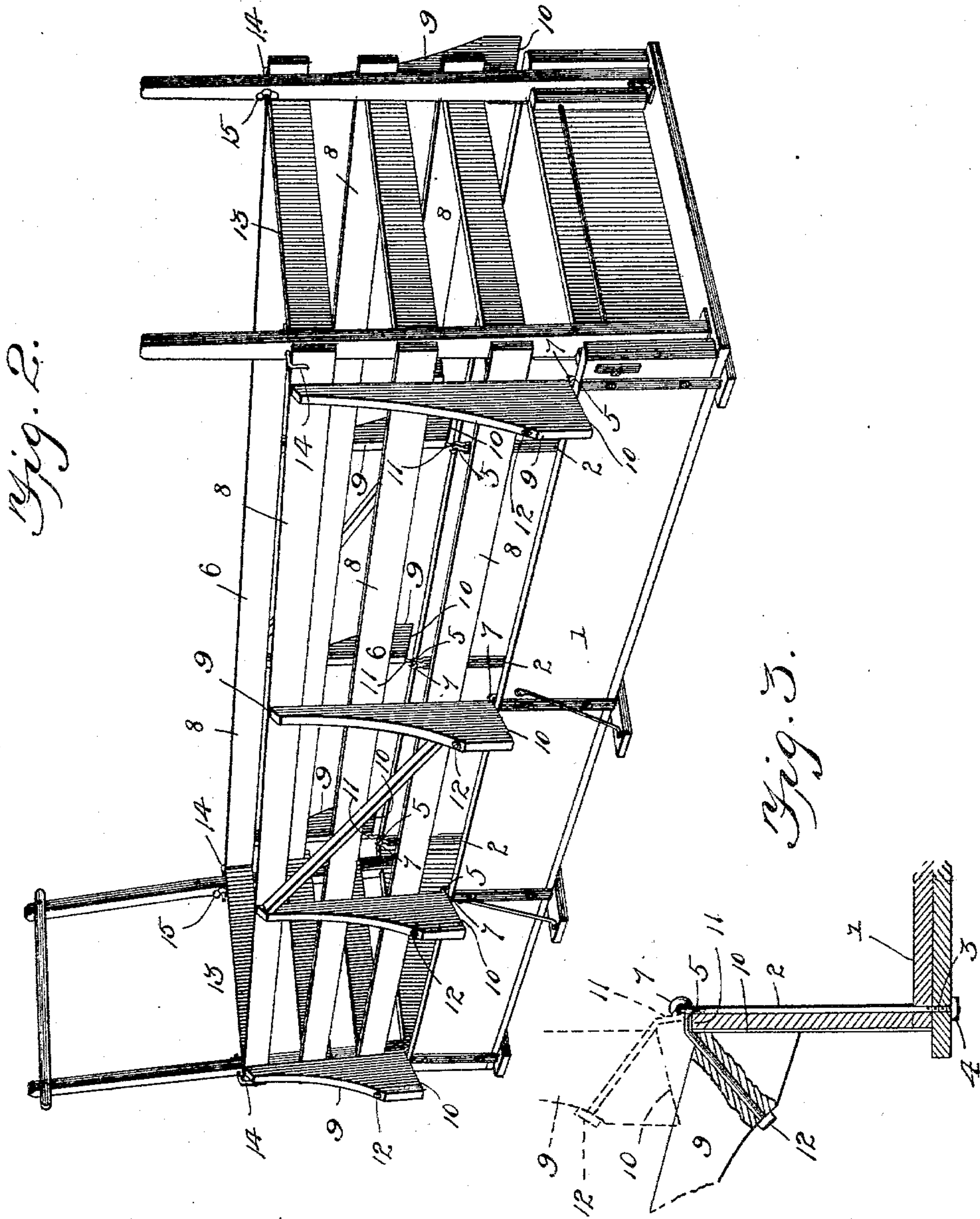
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UNITED STATES PATENT OFFICE,

NORMAN S. HAMPTON AND CHARLES HARRY RANDOLPH, OF JONESVILLE,
MICHIGAN.

COMBINED HAY AND STOCK RACK.

SPECIFICATION forming part of Letters Patent No. 566,574, dated August 25, 1896.

Application filed February 29, 1896. Serial No. 581,344. (No model.)

To all whom it may concern:

Be it known that we, NORMAN S. HAMPTON and CHARLES HARRY RANDOLPH, citizens of the United States, residing at Jonesville, in the county of Hillsdale and State of Michigan, have invented a new and useful Combined Hay and Stock Rack, of which the following is a specification.

The invention relates to improvements in combined hay and stock racks.

The object of the present invention is to provide a simple and inexpensive combined hay and stock rack adapted to be readily applied to the ordinary construction of wagon-bodies and capable of being readily arranged to form either a stock or hay rack.

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

In the drawings, Figure 1 is a perspective view of a combined hay and stock rack constructed in accordance with this invention and arranged to form a hay-rack. Fig. 2 is a similar view, the parts being arranged to form a stock-rack. Fig. 3 is a detail sectional view of the hinge-joint which detachably connects the sides of the rack to the sides of the wagon-body. Fig. 4 is a detail perspective view illustrating the construction of the fastening device for securing the sides of the rack to the ends thereof when the parts are arranged to form a stock-rack.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates a wagon body or box provided at opposite sides with vertically-disposed metal straps 2, preferably arranged on the inner faces of the sides and located at intervals. The straps are provided at their lower ends with threaded bolt extensions 3, which pass through the bottom of the wagon body or box, and are provided with nuts 4, and the upper terminals of the straps project slightly above the upper edges of the sides of the wagon-body, and are provided with eyes 5, forming one member of a hinge-joint, which

connects sides 6 of the combined hay and stock rack to the sides of the wagon body or box. The eyes 5 of the metal straps are engaged by hooks 7 of the sides of the rack, and the hinge-joint formed by the eyes and the hooks permits the sides 6 of the rack to be arranged in a horizontal position, as illustrated in Fig. 1 of the accompanying drawings, and to be swung upward to a vertical position, as shown in Fig. 2.

The sides 6 may be constructed in any suitable manner, being preferably composed of longitudinal bars 8 and cross-pieces 9 connecting the longitudinal bars 8 adjacent to the eyes 5 and extending outward at their inner ends from the longitudinal bars and forming shoulders 10, adapted to abut against the outer faces of the sides of the wagon body or box, whereby the sides of the hay-rack are supported in a horizontal position.

The shanks 11 of the hooks 7 are angularly bent and extend diagonally through the lower portions of the cross-pieces of the sides of the rack, and the inner arms of the shanks of the hooks extend from the inner ends of the cross-pieces across the upper edges of the sides of the wagon-body and rest upon the same when the sides of the rack are in a horizontal position. The outer terminals of the shanks of the hooks are threaded and provided with nuts 12, arranged on the outer edges of the cross-pieces 9, which are slightly tapering a short distance from the shoulders 10 to their upper or outer terminals.

The sides of the rack, when in a vertical position, as illustrated in Fig. 2 of the accompanying drawings, are secured to ends 13 of the rack by fastening devices 14, arranged at the tops of the ends of the rack, which are composed of horizontal bars and vertical bars or standards.

Each fastening device consists of a substantially L-shaped shank or latch having one arm arranged horizontally and journaled or swiveled on an end of the rack adjacent to one side thereof, and the horizontal arm, which is swiveled to the end of the rack, passes through a perforation of the adjacent upright or standard thereof and is threaded.

The other arm, which is arranged at right angles to the horizontal arm, is adapted to be swung downward into engagement with the outer face of the top longitudinal bar of the adjacent side of the rack, and it is held in such engagement by thumb-nuts 15, arranged on the threaded inner portions of the shanks and adapted to engage the inner faces of the uprights or standards of the ends of the rack. When it is desired to lower the side racks to change the wagon from a stock-rack to a hay-rack, the engaging arms of the shanks or latches of the fastening devices swing upward out of engagement with the top bars of the side racks.

It will be seen that the combined hay and stock rack is exceedingly simple and inexpensive in construction, that it is adapted to be readily applied to the ordinary wagon body or box, and that it is capable of being quickly changed from a hay-rack to a stock-rack. It will also be apparent that the sides of the rack are detachably connected with the sides of the wagon-body and may be readily removed when desired.

Changes in the form, proportion, and minor details of construction may be resorted to

without departing from the spirit or sacrificing any of the advantages of this invention.

What we claim is—

In a combined hay and stock rack, the combination of a wagon-body, metal straps arranged vertically on the sides of the body, secured to the same and provided at the upper edges thereof with eyes, rack sides provided with curved pieces forming shoulders at their inner ends for engaging the outer faces of the sides of the wagon-body, and hooks detachably engaging the eyes and provided with shanks angularly bent, extending diagonally through the cross-pieces adjacent to the shoulders thereof and having their inner portions resting upon and arranged horizontally on the upper edges of the sides of the wagon-body, when the sides of the rack are lowered, substantially as described.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses:

NORMAN S. HAMPTON.

CHAS. HARRY RANDOLPH.

Witnesses:

CHAUNCY V. BURNETT,

WILLIAM M. RANSOM.