

No. 610,395.

Patented Sept. 6, 1898.

W. GAMBLE.  
HAY RACK.

(Application filed Apr. 7, 1898.)

(No Model.)

2 Sheets—Sheet 1.

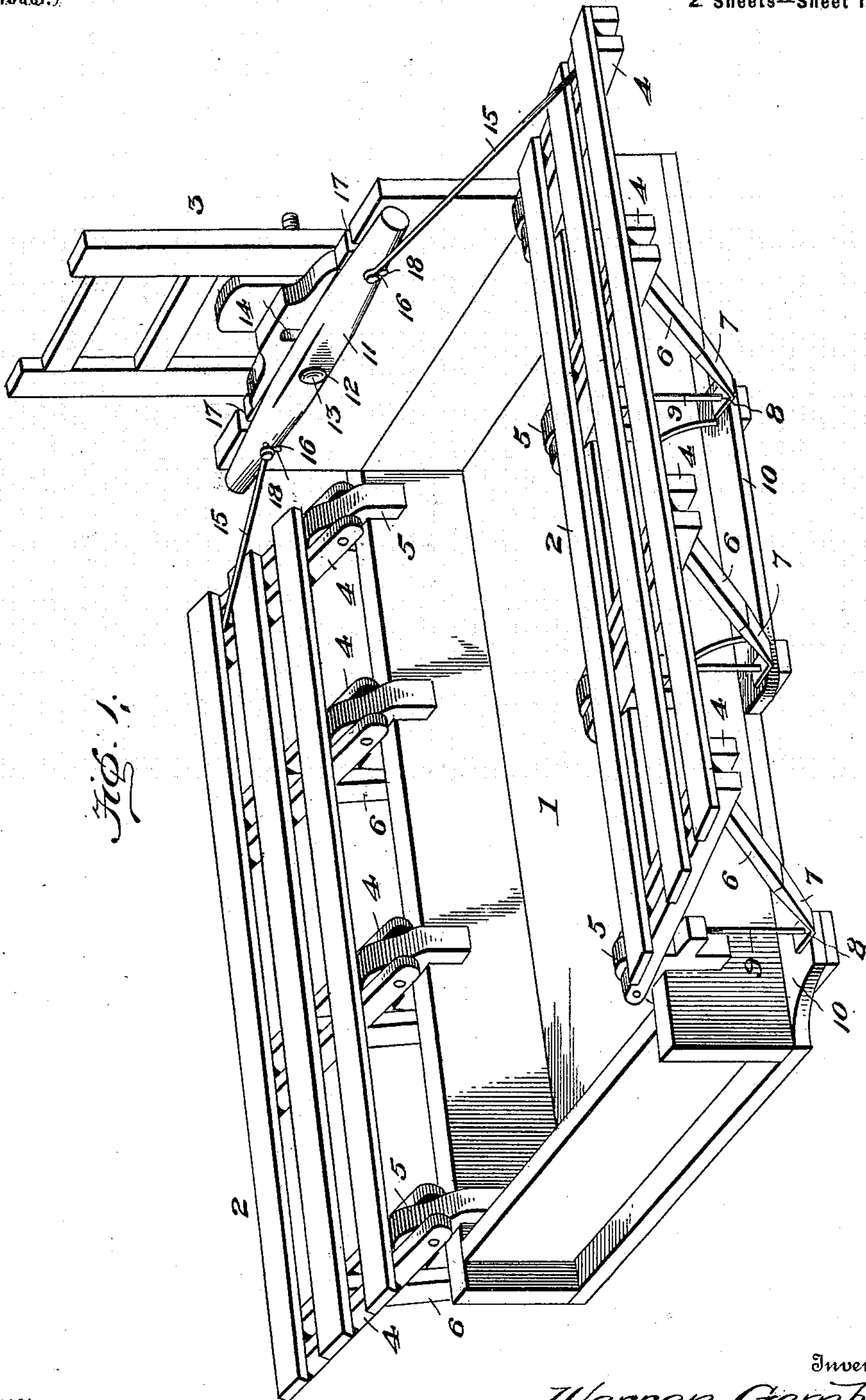


Fig. 1.

Witnesses

*Wm. G. Gamble*  
*J. B. Wilson*

Inventor

Warren Gamble

by

*J. B. Wilson & Co.*

Attorneys

No. 610,395.

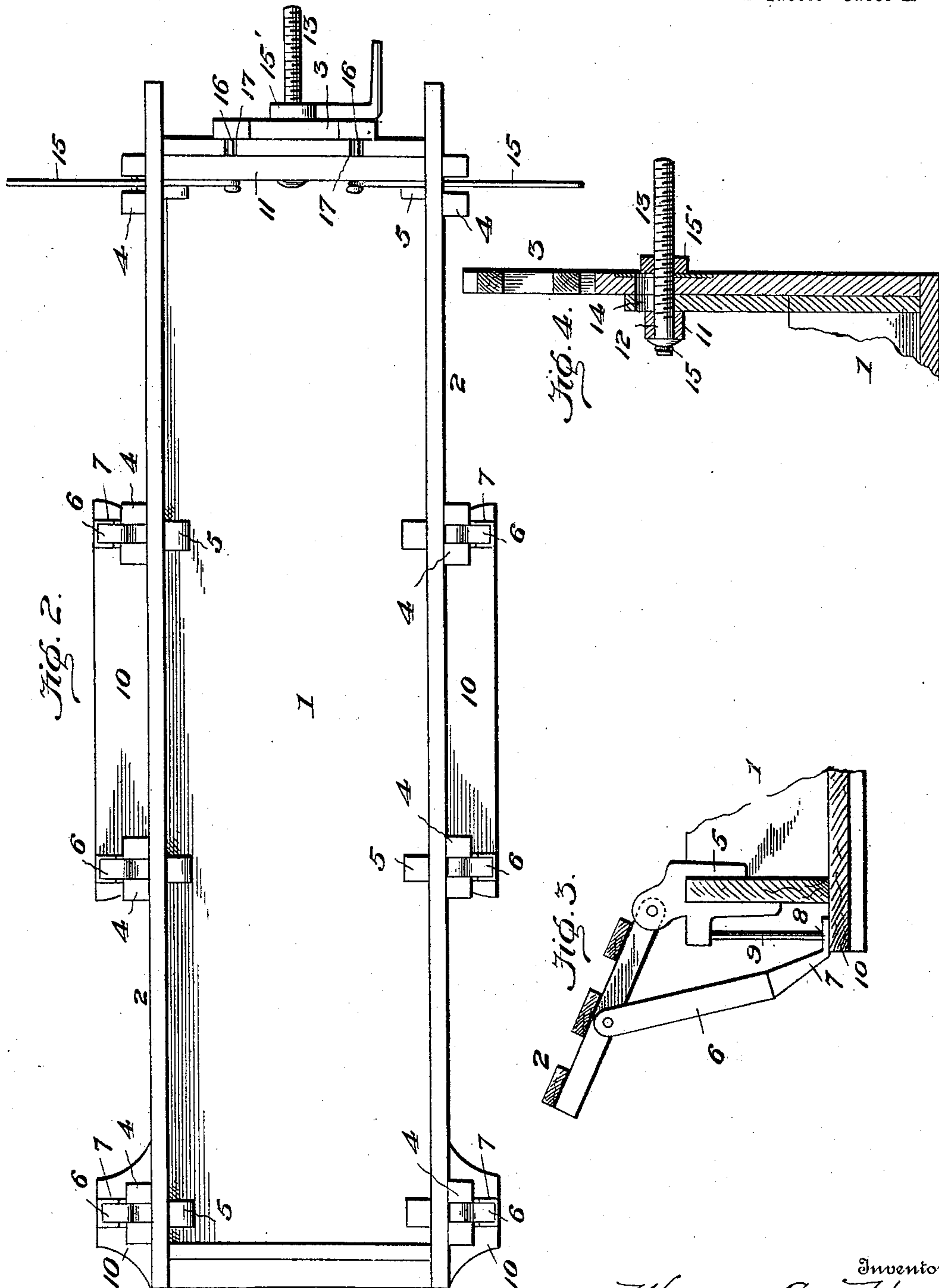
Patented Sept. 6, 1898.

W. GAMBLE.  
HAY RACK.

(Application filed Apr. 7, 1898.)

(No Model.)

2 Sheets—Sheet 2.



Witnesses

*Wm. D. Ashie*  
*J. B. Wilson*

Inventor  
Warren Gamble  
by  
A. B. Wilson & Co.  
Attorneys



# UNITED STATES PATENT OFFICE.

WARREN GAMBLE, OF BEEBE, MICHIGAN.

## HAY-RACK.

SPECIFICATION forming part of Letters Patent No. 610,395, dated September 6, 1898.

Application filed April 7, 1898. Serial No. 676,786. (No model.)

*To all whom it may concern:*

Be it known that I, WARREN GAMBLE, a citizen of the United States, residing at Beebe, in the county of Gratiot and State of Michigan, have invented certain new and useful Improvements in Hay-Racks; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The invention relates to a hay-rack; and the object of the invention is to provide a rack of this character which may be easily and quickly converted into a stock-rack.

A further object is to provide means for supporting the side sections of the rack when used as a hay-rack and thereby remove undue strain from the fastening and operating devices.

With these objects in view the invention consists in certain features of construction and combination of parts, which will be hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of my invention, showing it in use as a hay-rack. Fig. 2 is a top plan view showing it in use as a stock-rack. Fig. 3 is a vertical sectional view through the portions of one of the side pieces of the wagon-body and one of the side sections of the rack and its supporting-leg. Fig. 4 is a sectional view through the front end piece of the wagon-body, the actuating-lever, and clamping-screw.

In the drawings, 1 denotes the wagon-body, 2 the side sections of the rack, and 3 the end section of the rack. The side sections of the rack are provided with vertical cleats 4, the lower ends of which are pivoted to standards 5, secured to the upper edges of the side pieces of the wagon-body. 6 denotes legs the upper ends of which are pivoted between said cleats and the lower ends of which are provided with angular feet 7, formed with apertures 8, which engage guide-rods 9, projecting upwardly from lateral supports 10, secured to the sides of the wagon-body, and when lowered these feet engage said supports 10 and serve to support the weight of the hay upon said rack.

In order to lock the side pieces in vertical

position and thus convert the device into a stock-rack, I provide a lever 11, having a central aperture 12, through which projects a screw 13, that extends through a vertical slot 14 in the front end piece of the wagon. The outer ends of this lever are connected to the rack by pivoted links 15, and when said lever is rotated the side sections of the rack are arranged from a horizontal position to a vertical position, thus extending the height of the side pieces of the body of the wagon and forming a stock-rack. When adjusted to the vertical position, the side sections of the rack are firmly retained in this position by means of the crank-nut 15'.

16 denotes pins projecting inwardly from the end section of the rack and engaging vertical slots 17 in the upper ends of the front end piece of the wagon-body. These pins also engage notches 18 in the lever. When it is desired to lower the side sections of the rack, the end section 3 is raised a slight distance to remove these pins from the vertical slots of the lever and front end of the wagon-body, the crank-nut is loosened, and the lever is given a one-half-turn revolution. This will allow the side sections of the rack to drop in substantially a horizontal plane, and in this position they are firmly supported by the legs in engaging the supports projecting laterally from the body of the wagon, thus taking the strain off the links and lever and the parts immediately connected therewith.

It will be understood that changes in the form, proportion, and the minor details of construction may be made without departing from the principle or sacrificing any of the advantages of this invention.

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

1. The combination with the wagon-body, side racks hinged thereto, a lever, a screw projecting through said lever and through a vertical slot in the front end of the wagon-body, links connecting the lever with the side racks, and a crank-nut engaging said screw, substantially as described.

2. The combination with the wagon-body, side racks hinged thereto, a lever, a screw projecting through said lever and through a ver-

tical slot in the front end of the wagon-body,  
links connecting the lever with the side racks,  
and a crank-nut engaging said screw, said  
end piece and lever being provided with ver-  
5 tical slots, an end rack-section, and pins pro-  
jecting inwardly from said end rack-section  
and engaging said slots, substantially as set  
forth.

In testimony whereof I have hereunto set  
my hand in presence of two subscribing wit- 10  
nesses.

WARREN GAMBLE.

Witnesses:

ROBERT GAMBLE,  
SARAH GIDLEY.