No. 705,448. Patented July 22, 1902.

C. SCAFE.

HAY AND STOCK RACK.

(Application filed Dec. 4, 1901.)

(No Model.)

Fig. 1.

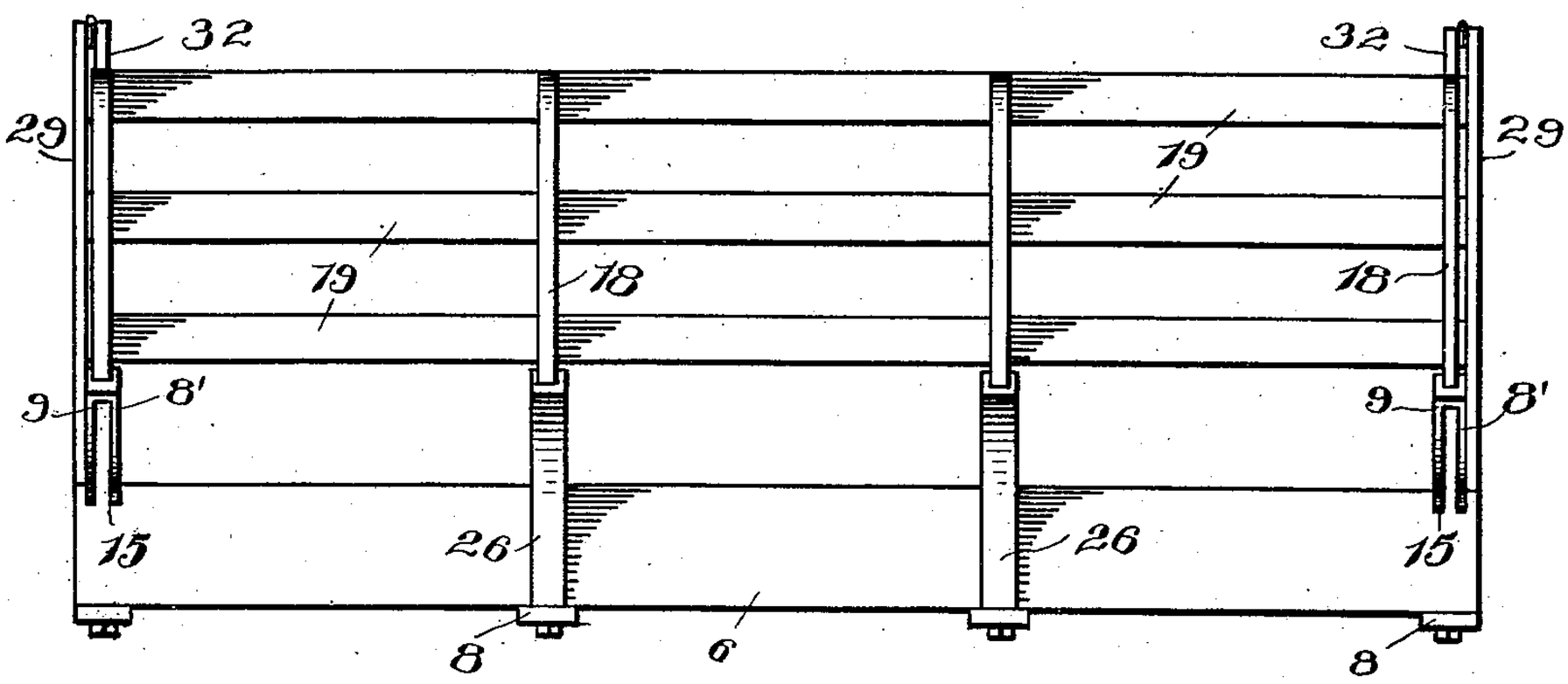


Fig. 2.

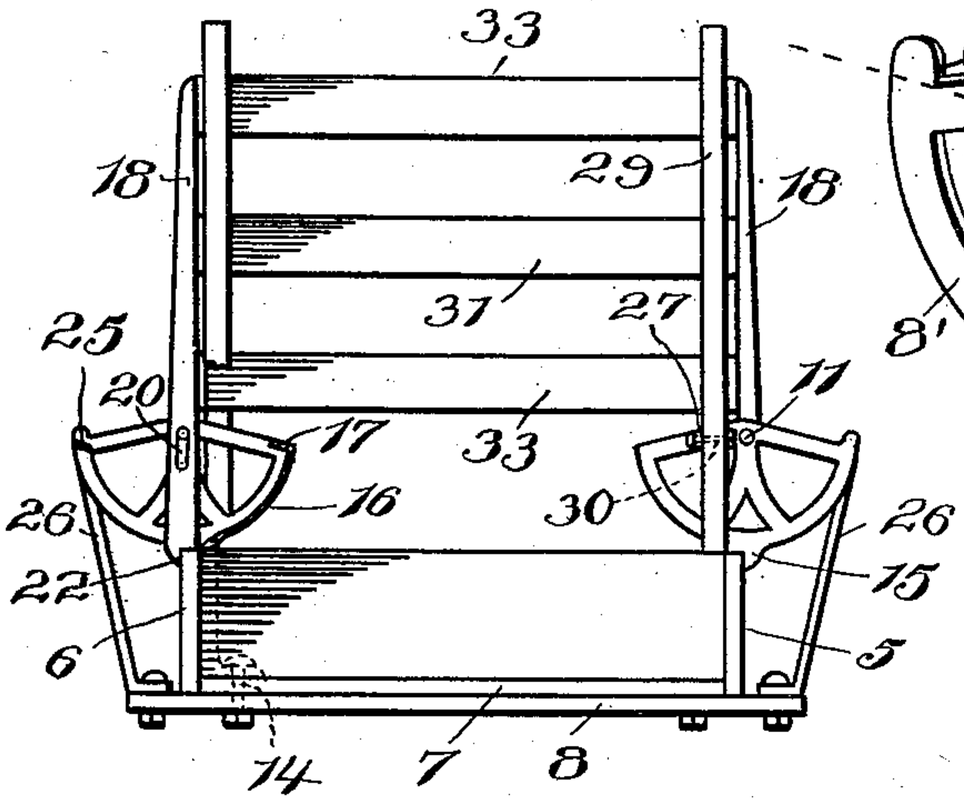
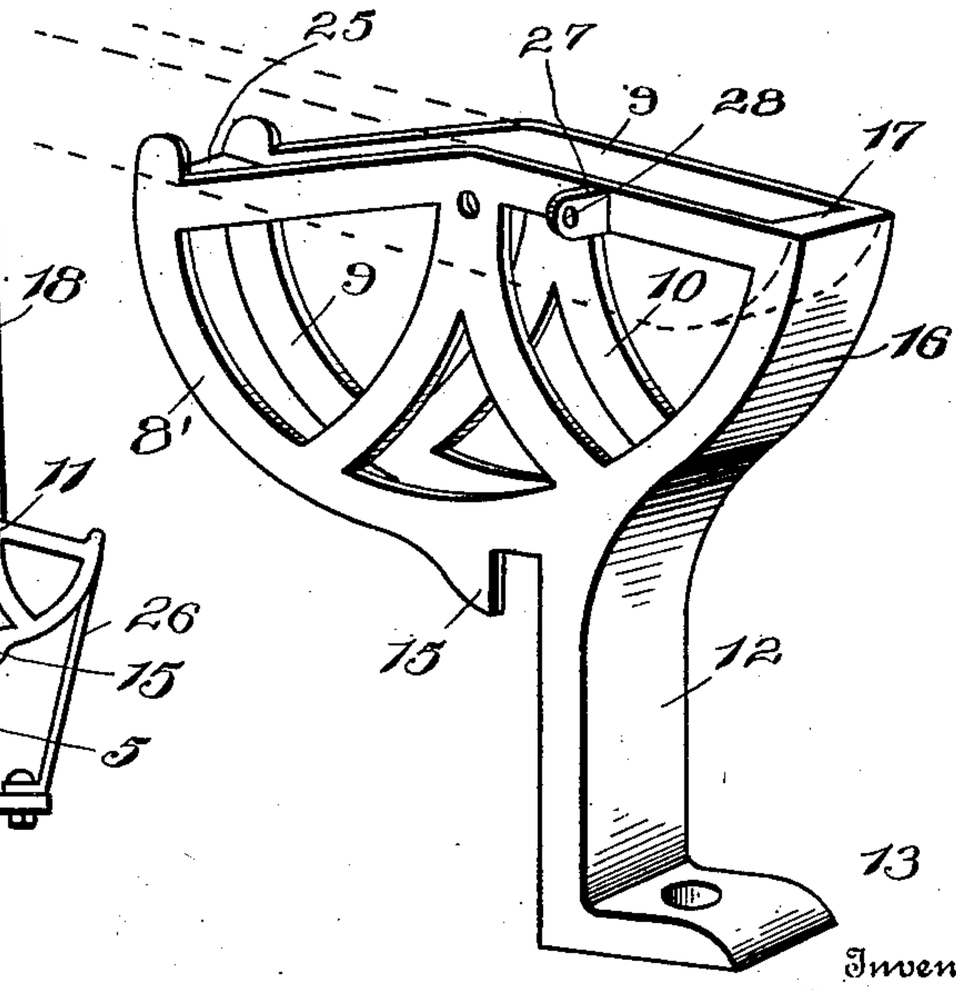


Fig. 3.



Witnesses

T. P. Britt

Harry Ellis Chandlee

Inventor

C. Scafe,

By Chandlee & Chandlee.

Attorneys

UNITED STATES PATENT OFFICE.

CHARLES SCAFE, OF BURNS, WISCONSIN.

HAY AND STOCK RACK.

SPECIFICATION forming part of Letters Patent No. 705,448, dated July 22, 1902.

Application filed December 4, 1901. Serial No. 84,690. (No model.)

To all whom it may concern:

Be it known that I, CHARLES SCAFE, a citizen of the United States, residing at Burns, in the county of Lacrosse, State of Wisconsin, have invented certain new and useful Improvements in Hay and Stock Racks; and I do hereby 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.

This invention relates to combined hay and stock racks for wagons; and it has for its object to provide a cheap, simple, and efficient structure of this nature, so formed as to permit easy and quick adjustment from one to the other of its operative positions and which will be held firmly against accidental displacement from its operative positions.

Other objects and advantages of the invention will be understood from the following description.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a side elevation showing the complete wagon-body with the rack sides in vertical positions to keep in or hold stock. Fig. 2 is a rear elevation of the body with the parts in the positions shown in Fig. 1, a portion of one of the brackets being broken away. Fig. 3 is a detail perspective view of one of the brackets, the position of an upright of the rack being indicated in dotted lines in reclining position.

Referring now to the drawings, there is shown a wagon-body comprising the sides 5 and 6 and the bottom 7, against the under side of which latter are disposed the cross-pieces 8, which strengthen the structure.

The rack compries two adjustable side members and an end member, and as the two side members are duplicates a description of one will suffice for them both. Each rack side, as shown, includes in the present instance four brackets, which are duplicates, each bracket comprising two spaced arcuate members 8′ and 9, each having a plurality of spokes 10, which connect at the center of curvature of the arc, and through the spokes at these points is passed a pivot-bolt 11 for a purpose to be presently explained.

The arcuate brackets in practice are disposed with their chords horizontal, and at one side of the vertical radius of each bracket is formed a depending leg 12, which in practice is fitted against the inner face of the side of the wagon-body and has at its lower end a foot 13, which is perforated to receive a bolt 14, passed through the bottom of the body and through the cross-piece therebelow. The brackets proper rest with their under sides upon the upper edges of the sides of the body, and they have depending fingers 15, which engage over the outer faces of the sides, as shown, to prevent inward displacement of the brackets.

From the leg 12 of each bracket to the adjacent end of the curved face of the bracket the arcuate members 8′ and 9 are connected by a continuous web 16, this web being continued slightly inwardly along the upper edges of the adjacent upper spokes to form a stop 17.

Each adjustable member of the rack comprises, in the present instance, four posts 18, which are connected by the cross-slats 19, and the lower ends of these posts are disposed between the members 8′ and 9 of their respective brackets, each post having a slot 20 therethrough, which receives the corresponding pivot-bolt above referred to, so that the adjustable side member may be swung into and out of vertical position. When the side members are in vertical positions, they rest with their lower ends against the outer faces of the sides of the body, and these lower ends of the posts are recessed, as shown at 22, so that the posts may stand with their inner faces flush with the inner faces of the sides of the wagon-body. When the adjustable members are to be moved to their reclining positions to receive a load of hay or grain, the lower ends of the posts must be swung inwardly, and to permit this movement the members must be first raised bodily to permit the lower ends of the posts to clear the upper edges of the sides of the body. They may be then swung to their reclining positions, at which time they will rest with the under sides of the posts against the stops 25, which in the form of webs connect the members 8′ and 9 of the brackets.

The middle brackets at each side of the

body are provided with braces 26, which are connected thereto near to the upper ends of their outer curved faces and are attached to the cross-pieces, which are secured against the under side of the body.

The front and rear brackets are provided with lugs 27 on their front and rear faces, respectively, which lugs are provided with each a perforation 28, and against each lug is disposed an upright 29, held in place by a bolt 30 passed therethrough and through the perforation of the lug. These uprights are connected by transverse slats 31, and to their upper ends, which project above the sides of the rack, are hinged the side members 32 of front and rear extensions, having connecting cross-slats 33. These extensions are adapted to lie between the sides of the rack when the latter are vertical and the extensions are folded down.

It will be understood that in practice modifications of the specific construction shown may be made and that any suitable materials and proportions may be used for the various parts without departing from the spirit of the invention.

What is claimed is—

1. A rack of the class described comprising brackets each including spaced members and a connecting attaching-leg, posts pivotally and slidably mounted between the members, for movement into and out of engagement with the sides, and connections between the posts.

2. A rack of the class described comprising brackets and adjustable side members, each bracket comprising spaced members having a connecting attaching-leg and adapted to rest against the side of a wagon-body, and having stops connecting the members, each adjustable side member of the rack including posts pivotally mounted between the members of the brackets for movement into and out of engagement with the stops, and slidably mounted for movement into and out of engagement with the sides of the body.

3. A rack of the class described comprising brackets each including spaced arcuate members, an attaching-leg connecting the members and stops connecting the members, posts pivotally and slidably mounted between the members of the brackets, and connections between the posts at each side of the rack.

In testimony whereof I affix my signature in presence of witnesses.

CHARLES SCAFE.

Witnesses:

HOWARD TEASDALE,

I. H. ADY,

MAYME PALMS.