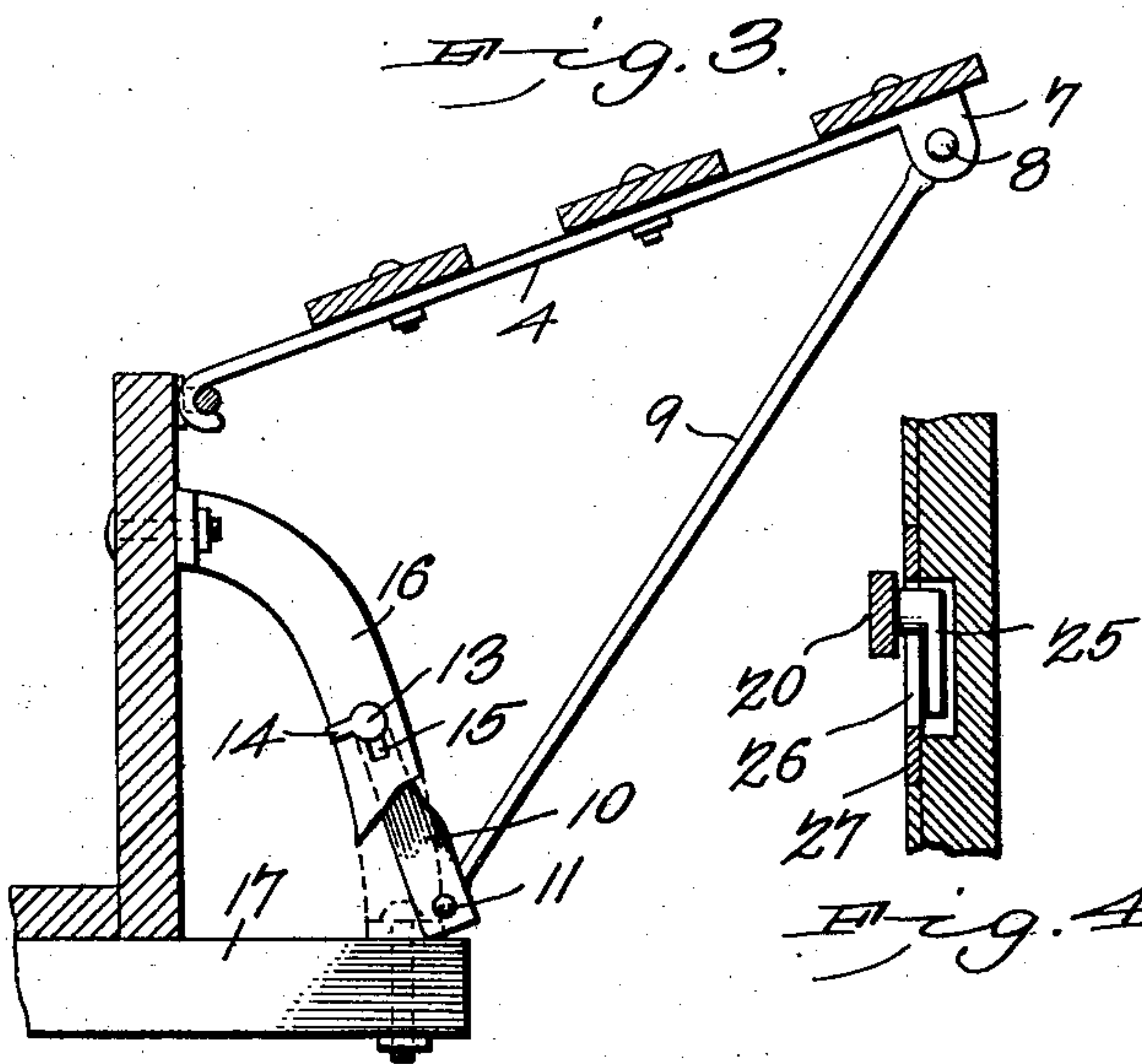
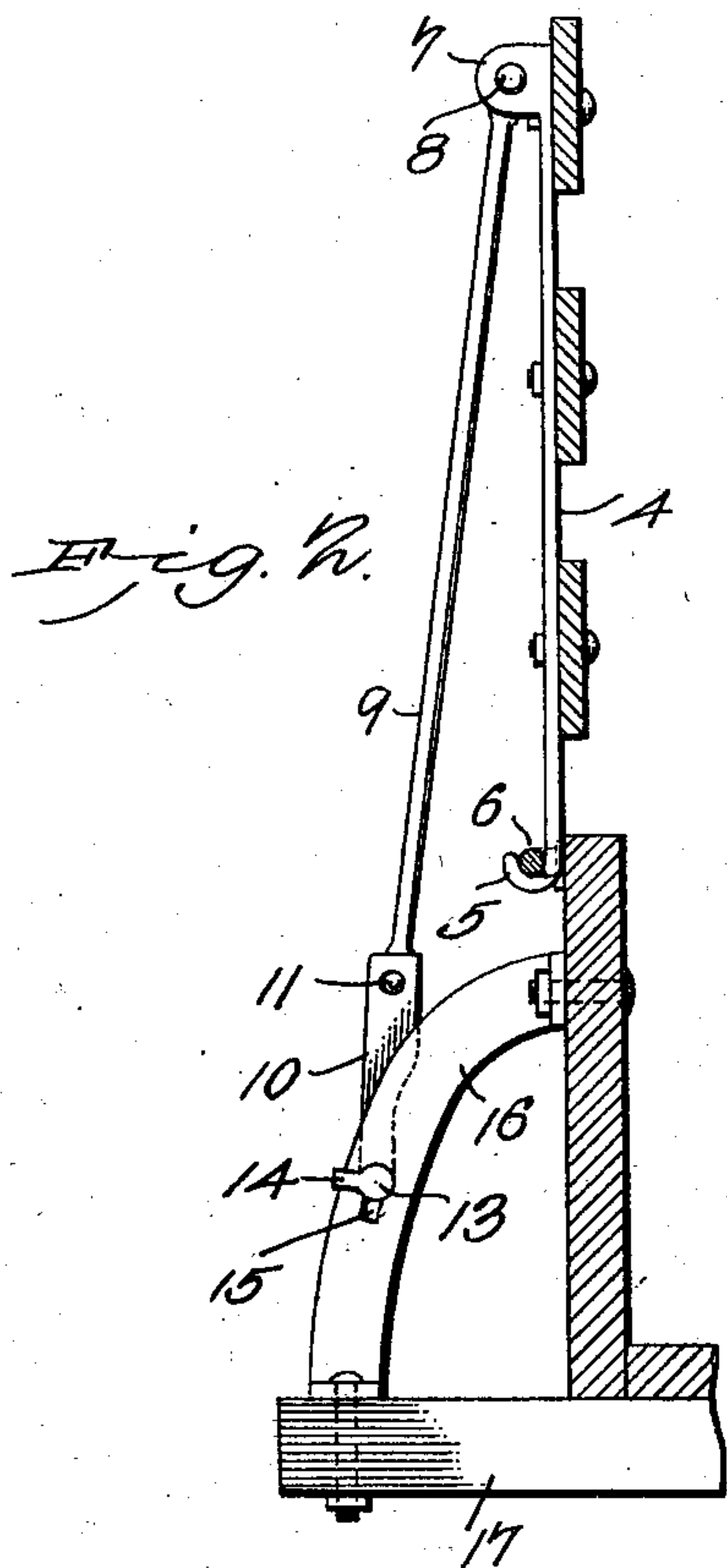
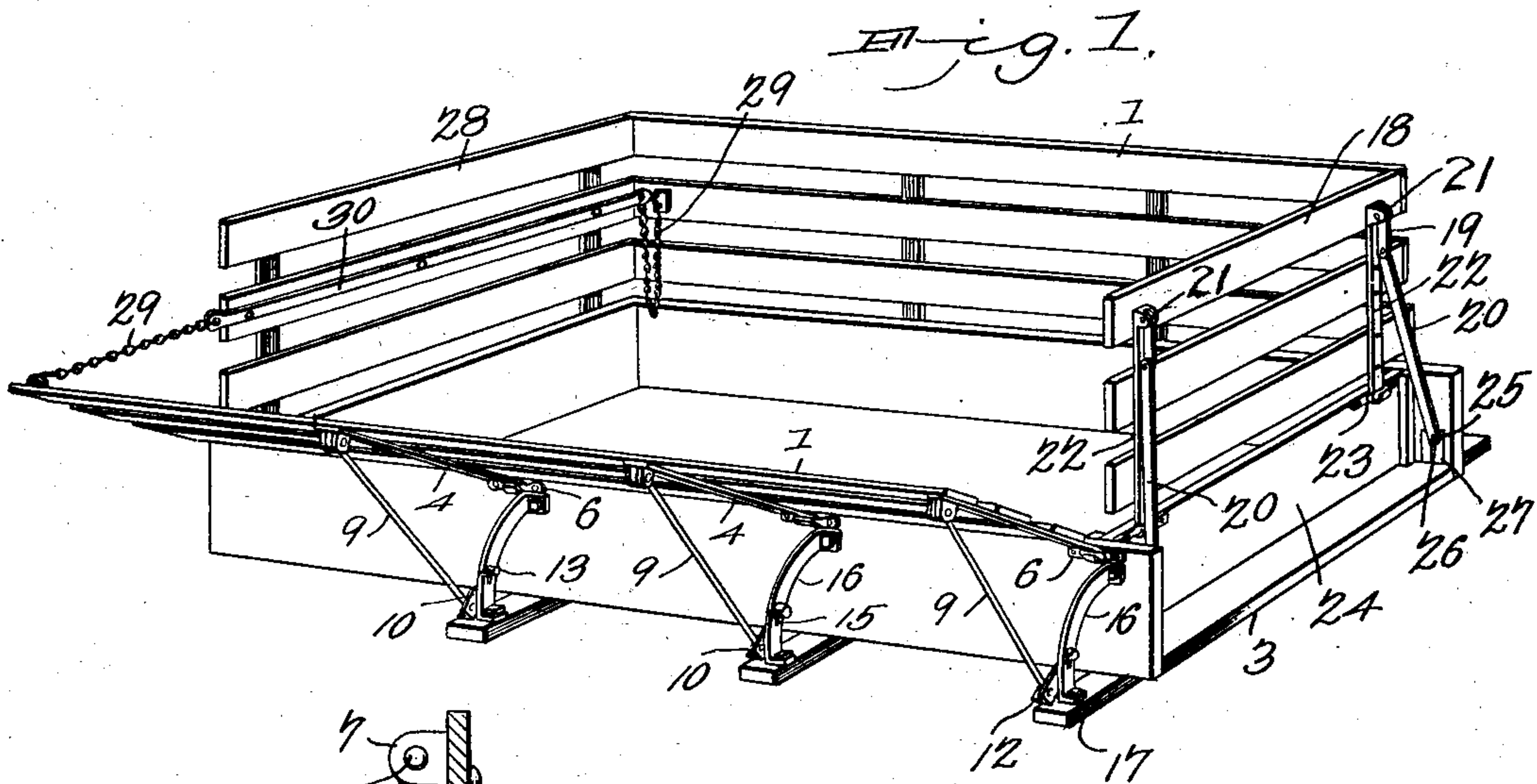


No. 721,115.

PATENTED FEB. 17, 1903.

S. J. WEST.
COMBINED HAY AND STOCK RACK.
APPLICATION FILED SEPT. 17, 1902.

NO MODEL.



Witnesses
E. J. Stewart
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UNITED STATES PATENT OFFICE.

SAMUEL J. WEST, OF BURNSIDE, MICHIGAN.

COMBINED HAY AND STOCK RACK.

SPECIFICATION forming part of Letters Patent No. 721,115, dated February 17, 1903.

Application filed September 17, 1902. Serial No. 123,803. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL J. WEST, a citizen of the United States, residing at Burnside, in the county of Lapeer 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.

10 The object of the present invention is to improve the construction of combined hay and stock racks and to provide an exceedingly simple and inexpensive device designed for connecting the sides of the rack with the body
15 of a wagon and capable of supporting the said sides in an upright or an inclined position and of being readily separated when it is desired to remove the sides from the wagon-body.

20 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 claims hereto appended.

25 In the drawings, Figure 1 is a perspective view of a combined hay and stock rack constructed in accordance with this invention, one of the sides being swung downward to an inclined position. Fig. 2 is a vertical sectional view of one side of the combined hay
30 and stock rack, the side of the rack being arranged in an upright position. Fig. 3 is a similar view, the side of the rack being in an inclined position. Fig. 4 is a detail view
35 illustrating the manner of connecting the rear braces with the sides of the wagon-body.

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

40 1 1 designate the sides of the combined hay and stock rack, and the said sides 1, which are hinged at their lower edges to the sides 2 of a wagon-body 3, preferably consist of longitudinal slats or bars and connecting-bars 4,
45 arranged at the ends of the sides of the rack and at intermediate points and preferably constructed of metal. The bars 4 are preferably provided at their lower ends with open eyes or hooks 5, which are linked into eyes 6
50 of the sides of the wagon-body and which are arranged adjacent to the upper edges of the same. The bars 4 are provided at their up-

per ends with perforated ears 7 for the reception of pivots 8 for connecting the upper edge of the rack side with the upper end of a brace, 55 and the latter is composed of a long upper section 9 and a short lower section 10 and is adapted to provide an inclined brace or support for holding the rack side in either of its positions. The upper section 9 consists of a 60 rod having its ends flattened and perforated to receive the pivot 8 and the pivot 11 for connecting the lower end of the rod with the lower section. The lower section is detachably pivoted at its lower end to the wagon- 65 body by the means hereinafter described. The upper and lower sections of the brace may be constructed of any desired material, the lower section being preferably constructed of flanged metal to provide an outer stop 70 12 for limiting the movement of the sections when the side of the rack is raised, as shown in Fig. 2, whereby the brace is adapted to lock the sides of the rack in such position. The lower section of the brace is provided at 75 its lower end with a pivot 13, having a lug 14 and arranged in a keyhole-slot 15 of a curved bracket 16, secured to the side of the wagon-body and to the adjacent end of the bottom bar 17. The pivot is arranged in the 80 upper portion of the keyhole-slot 15, which has its constricted portion extending downward at a slight inclination to permit the lug to register with it when the side of the rack is partially swung downward, thereby per- 85 mitting the removal of the pivot from the bracket. The eye of the side of the wagon-body is of sufficient length to permit the necessary longitudinal movement of the rack side to disengage the pivot from the bracket. 90 After the pivot has been disengaged from the bracket the open eye or hook may be readily disengaged from the eye of the side of the wagon-body.

The rack end 18 is supported by braces 95 composed of upper and lower sections 19 and 20, the upper section 19 being pivoted to perforated ears 21 of a bar 22 of the end of the rack. The bar 22 is provided at its lower end with an open eye or hook 23, which is de- 100 tachably interlocked with an eye of the end gate 24. The lower brace is pivoted at its upper end to the upper section and is provided at its lower end with a pivot 25, having

a lug and arranged in a heyhole-slot 26 of a plate 27, mounted on the adjacent side of the wagon-body. The narrow portion of the slot extends downward to permit the pivot of the lower section of the brace to be disengaged when the end of the rack is at an intermediate point.

The front end 28 of the rack is provided with suitable standards designed to be secured to the wagon bed or body by suitable sockets or loops, and the said front end 28 is connected with the sides of the rack by chains 29, linked into eyes of a bar 30, which extends across the front end 28, as clearly shown in Fig. 1.

It will be seen that the sides and rear end of the rack are adapted to be readily arranged in either an upright or an inclined position, and that the brace forms an inclined support for the rack in either position, and that it is adapted to lock the sides and rear end in an upright position to form a stock-rack. It will also be clear that the sides and ends of the rack may be readily removed from the wagon-body when desired.

What I claim is—

1. In a device of the class described, the combination with a wagon-body, and a hinged rack member adapted to be arranged in an upright and an inclined position to form either a stock or hay rack, and a brace composed of

a long upper section pivoted at its upper end directly to the hinged rack member, and a short lower section pivoted to the lower end of the upper section and to the wagon-body and arranged to swing to a position above and below its point of connection with the latter, said sections being arranged in alinement and forming a continuous brace to support the hinged rack member in an upright position, substantially as described.

2. In a device of the class described, the combination with a wagon-body, and a hinged rack member, of a brace composed of upper and lower sections of unequal length pivotally connected at their adjacent ends and similarly connected with the rack member and with the body, the lower section being detachably interlocked with the latter and the sections being arranged approximately in alinement and forming a continuous brace for supporting the rack member in an upright position, substantially as described.

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

SAMUEL J. WEST.

Witnesses:

DANIEL WEBSTER,
W. S. TAYLOR.