No. 794,491. PATENTED JULY 11, 1905.

C. L. CLARK.

HAY AND STOCK RACK.

APPLICATION FILED SEPT. 23, 1904.

Fig. 5

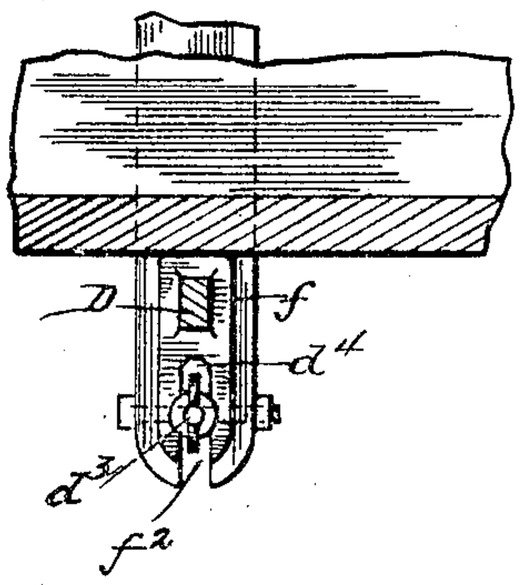


Fig. 1

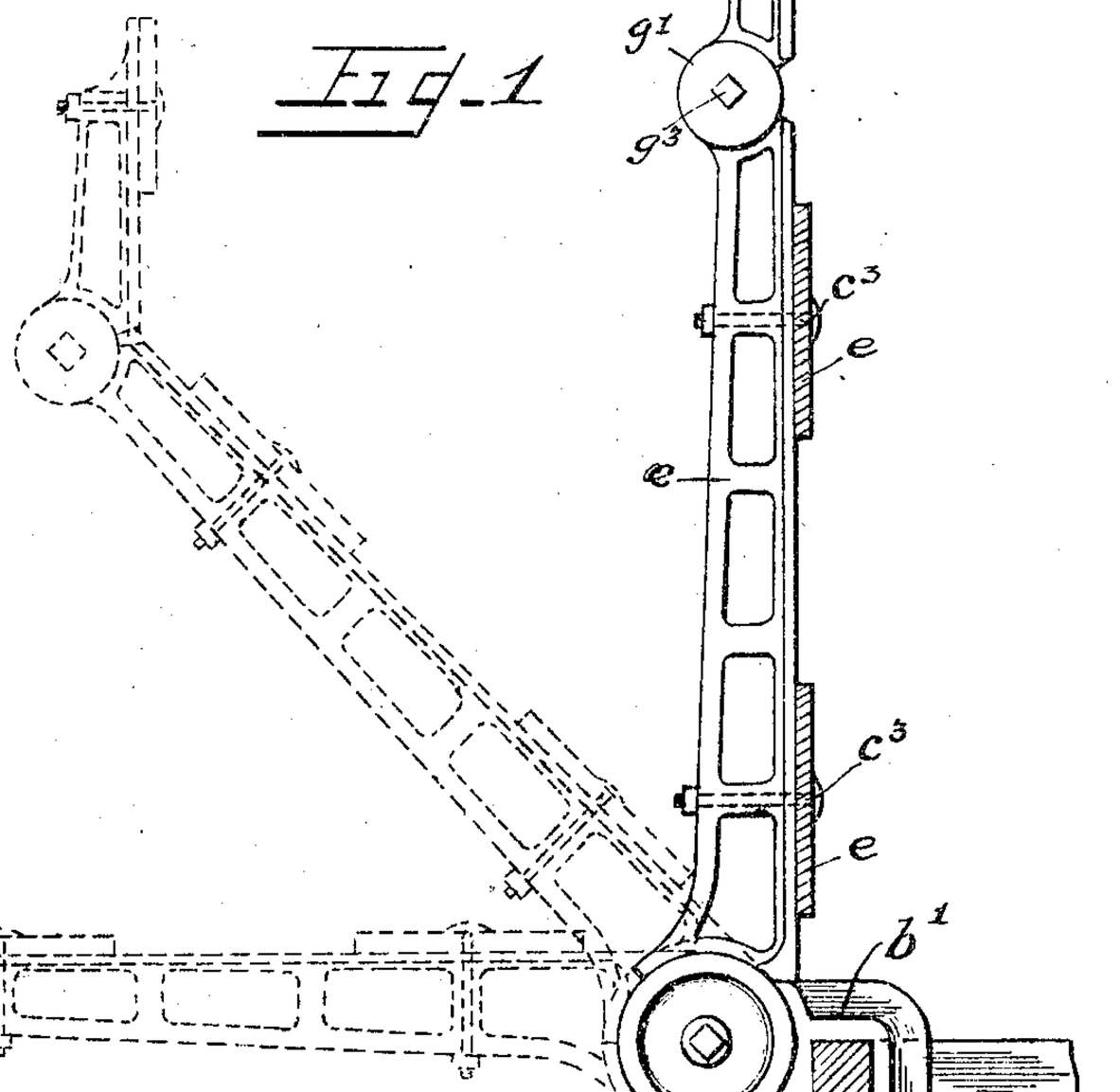


Fig. 2.

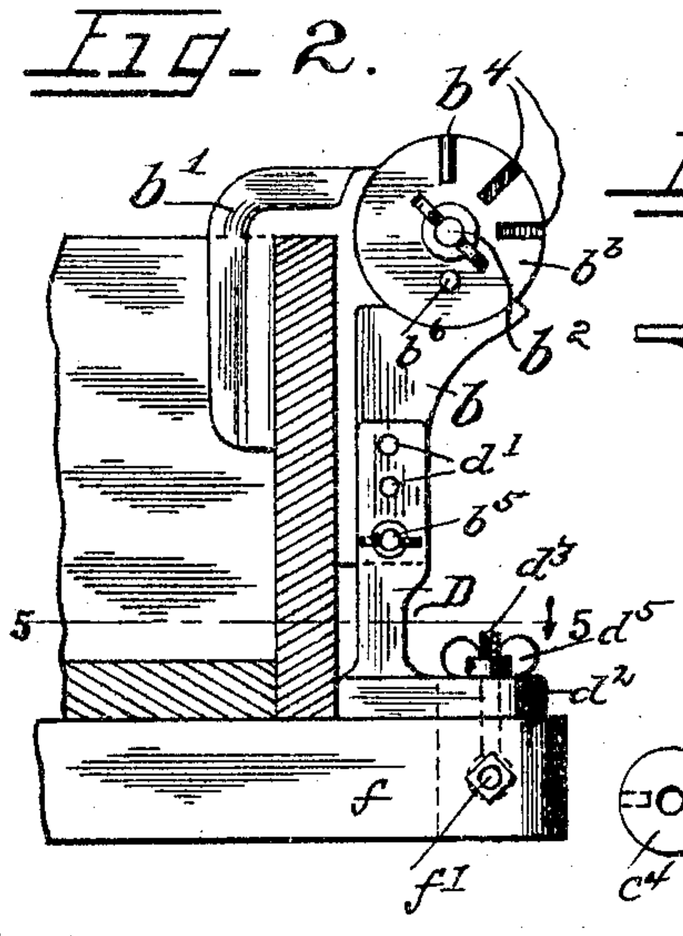


Fig. 4

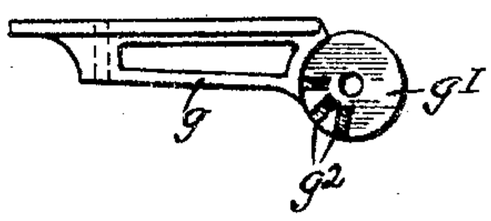
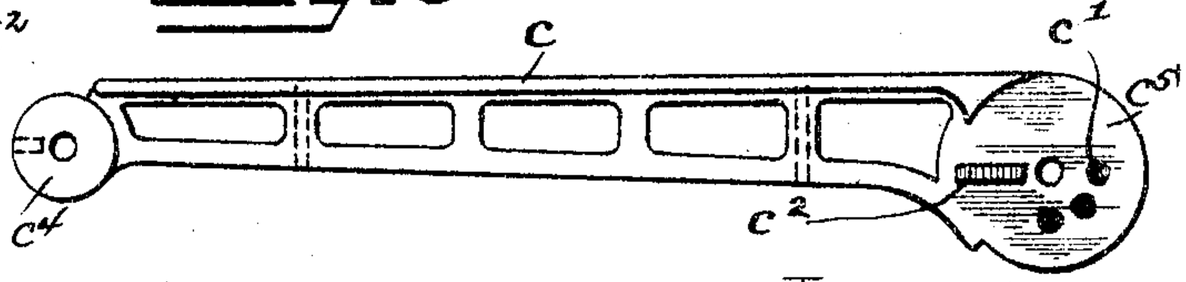


Fig. 3



Witnesses

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No. 794,491. Patented July 11, 1905.

UNITED STATES PATENT OFFICE.

CHANCY L. CLARK, OF WOODSTOCK, ILLINOIS.

HAY AND STOCK RACK.

SPECIFICATION forming part of Letters Patent No. 794,491, dated July 11, 1905.

Application filed September 23, 1904. Serial No. 225,598.

To all whom it may concern:

Be it known that I, CHANCY L. CLARK, a citizen of the United States, residing at Woodstock, in the county of McHenry and State of Illinois, have invented certain new and useful Improvements in Hay and Stock Racks, of which the following is a specification.

My invention relates to improvements in hay and stock racks for wagons, and especially to the construction and arrangement of the standards which support the rack-boards.

The especial object of my improvements is to provide a standard that may be quickly and easily attached to and detached from the wagon-box, that may be readily adjusted in a horizontal or vertical position or at an angle midway between such positions, that will be strong and afford an adequate support for the extension or rack boards which are usually employed in hay and stock racks for wagons, and that may be adjusted to wagon-boxes of different heights.

In the accompanying drawings, which form a part of this application, I have shown a preferred exemplification of my improved device in the following views:

Figure 1 is a side elevation of my improved rack-standard attached to one side of a wagon-box, a portion of the latter being shown in cross-section and dotted lines indicating the variations in adjustment possible with this rack. Fig. 2 is a detail of the lower portion of the standard with the main arm or branch detached. Fig. 3 is a detail showing the inner face of the main arm of the standard. Fig. 4 is a detail showing the inner face of an outer extension for the main arm. Fig. 5 is a cross-section on line 5 5 of Fig. 2.

Referring to the drawings in detail, a represents a portion of a wagon-box, and a' one side of the box, and f a bolster on which the body rests in the usual manner.

My improved rack-standard consists in part of a cast-iron bracket b, formed with a clamping-arm b', adapted to fit over the side of the box, and with a flat circular portion b^3, in which are provided radial recesses, as b^4, and a central opening to receive a bolt b^2, and from which projects a pin b^6. In the lower portion of the bracket is a hole to receive a bolt b^5, which secures the bracket to a leg D, the bolt also passing through one of the holes d', which are formed in the leg to permit the device to be adjusted to wagon-boxes of different heights. The leg is formed with a horizontal foot d^2, through which extends a vertical slot d^4. To detachably secure the foot to the bolster, a vertical slot f^2 is cut through the latter, a bolt f' is passed transversely through the bolster, an eyebolt d^3 is swiveled on said bolt f' with its shank adapted to be swung through the registering slots $d^4 f^2$, and a wing-nut d^5 is screwed on the eyebolt, all as clearly shown in Figs. 2 and 5.

The standard also consists in part of a cast-iron arm c, which is formed at one end with a circular flat portion c^5, which is adapted to fit snugly against the corresponding portion b^3 of the bracket, and at the opposite end with a smaller circular flat portion c^4. In the inner face of the portion c^5 is a series of recesses c', which are adapted to receive the pin b^6 of the bracket, and from such face extends a lug c^2, which is adapted to engage the recesses b^4 in the bracket, said coöperating lug, pin, and recesses forming means for interlocking the arm on the bracket and preventing accidental displacement axially when the parts are drawn together by tightening the nut on the bolt b^2, which passes through the central openings in the parts c^5 and b^3. From the part c^4 projects a radial lug (shown in dotted lines, Fig. 3) which is adapted to fit the recesses g^2 in the face of the round portion g' of the arm extension-piece g, thus holding said extension from axial displacement when the parts are drawn together by the bolt g^3. The construction of the coöperating interlocked parts of the arm c and bracket b and the arm c and extension g described effect joints which permit of the adjustments indicated in Fig. 1, and it will be apparent that the scope of adjustment depends merely upon the number of lugs and recesses. It will also be plain that the interlocking features may be varied without affecting the functions or results within the scope of my invention.

To complete the rack, boards e are bolted to a plurality of standards, bolts c^3 passing

through the boards and through suitable bolt-holes cast in the arm and extension, as shown in Fig. 1.

I do not wish to be limited to the manner of clamping or securing the standard to the wagon-box nor to the exact manner shown of adjusting the standard to boxes of different heights, as these details may be changed without departure from the essential features of my invention.

What I claim, and desire to secure by Letters Patent, is—

1. In a wagon-standard, a supporting-bracket consisting of a leg and foot portion adapted to be secured to a wagon-bolster, and an upper portion adapted to overhang and clamp the sides of the wagon-body said portions being adjustable relative to each other, an arm pivotally and adjustably mounted on said bracket and means for locking the arm in its adjusted positions.

2. In a wagon-standard, a supporting-bracket consisting of two portions, the lower portion adapted to be secured to the wagon-bed and the upper portion to overhang and clamp the sides of the wagon-body and said portions being detachably and adjustably connected together, an arm pivotally and adjustably mounted on said upper portion, and means for locking said arm in its adjusted positions.

3. In a wagon-standard, a supporting-bracket, consisting of a lower portion adapted to be secured to a wagon-bed and an upper portion adapted to overhang and clamp the sides of the wagon-box, said elements having perforated overlapping portions, bolts engaging the holes in said portions for locking them together, an arm mounted on said upper portion of the bracket, said arm and bracket having interlocking faces whereby the arm may be adjusted and means for locking the arm in its adjusted positions.

4. In a wagon-standard, a supporting-bracket adapted to be adjustably and detachably secured to a wagon-box, an arm mounted on said bracket and adapted to be adjusted at different angles thereto, and means for locking the arm in its adjusted position.

5. In a wagon-standard, a supporting-bracket adapted to be secured to a wagon-box, an arm pivotally mounted on said bracket and adapted to be adjusted at different angles thereto, means for locking the arm in its adjusted position, an extension adjustably mounted on the outer end of said arm, and means for locking said extension in its adjusted position.

6. In a wagon-standard, a supporting-bracket adapted to be secured to a wagon-box, an arm, said bracket and arm having interlocking portions whereby the arm may be held at different angles relative to the bracket, means for securing the arm in its adjusted position on the bracket, an extension for the outer end of said arm, said extension and arm having interlocking portions whereby the extension may be held at different angles relative to the arm, and means for securing the extension in its adjusted position.

7. In a wagon-standard, an adjustable supporting-bracket adapted to be secured to a wagon-box, an arm adjustably and detachably mounted on said bracket, and an extension adjustably and detachably mounted on said arm.

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

CHANCY L. CLARK.

Witnesses:
WM. H. COWLIN,
LUTHER D. FILLMORE.