

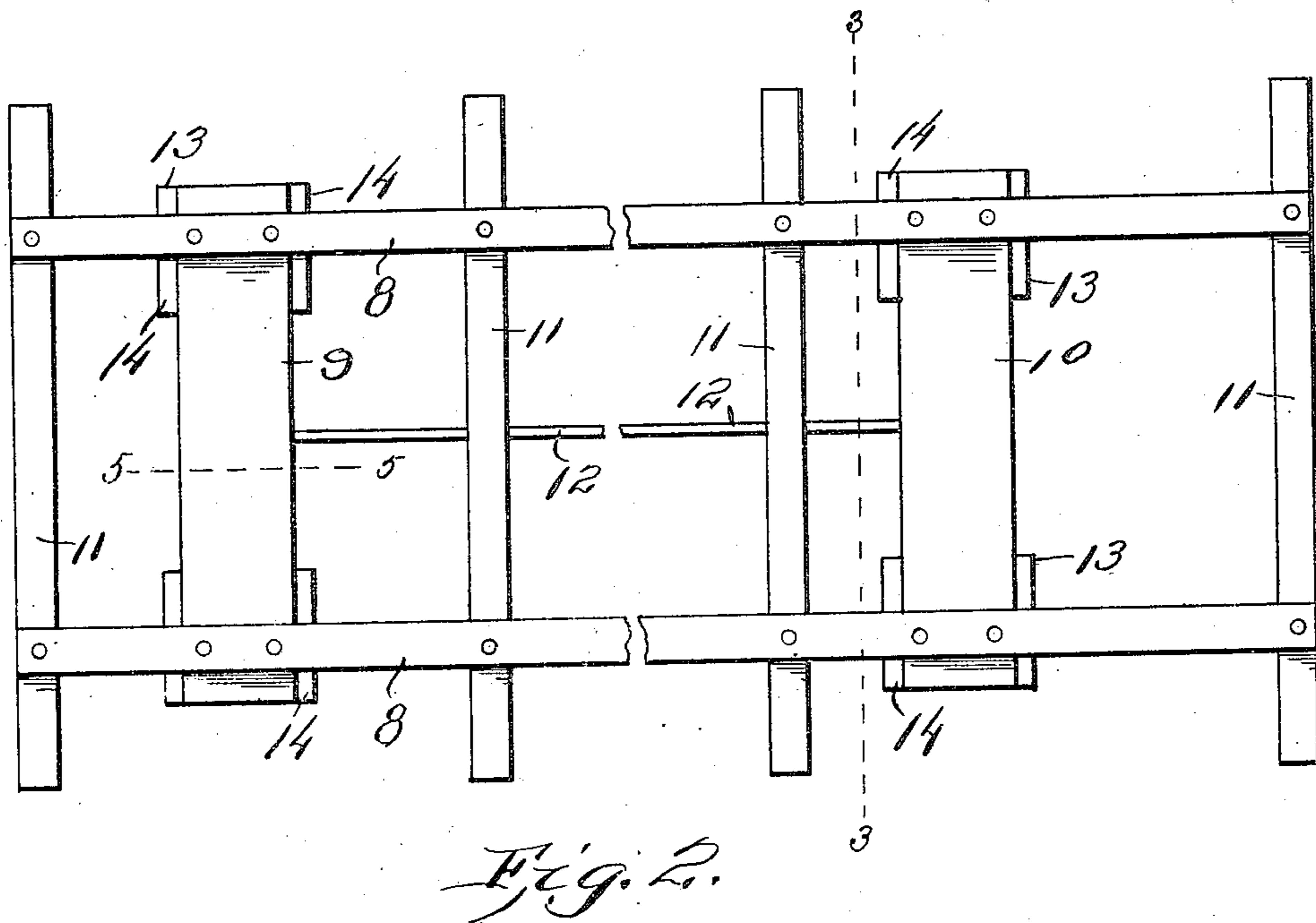
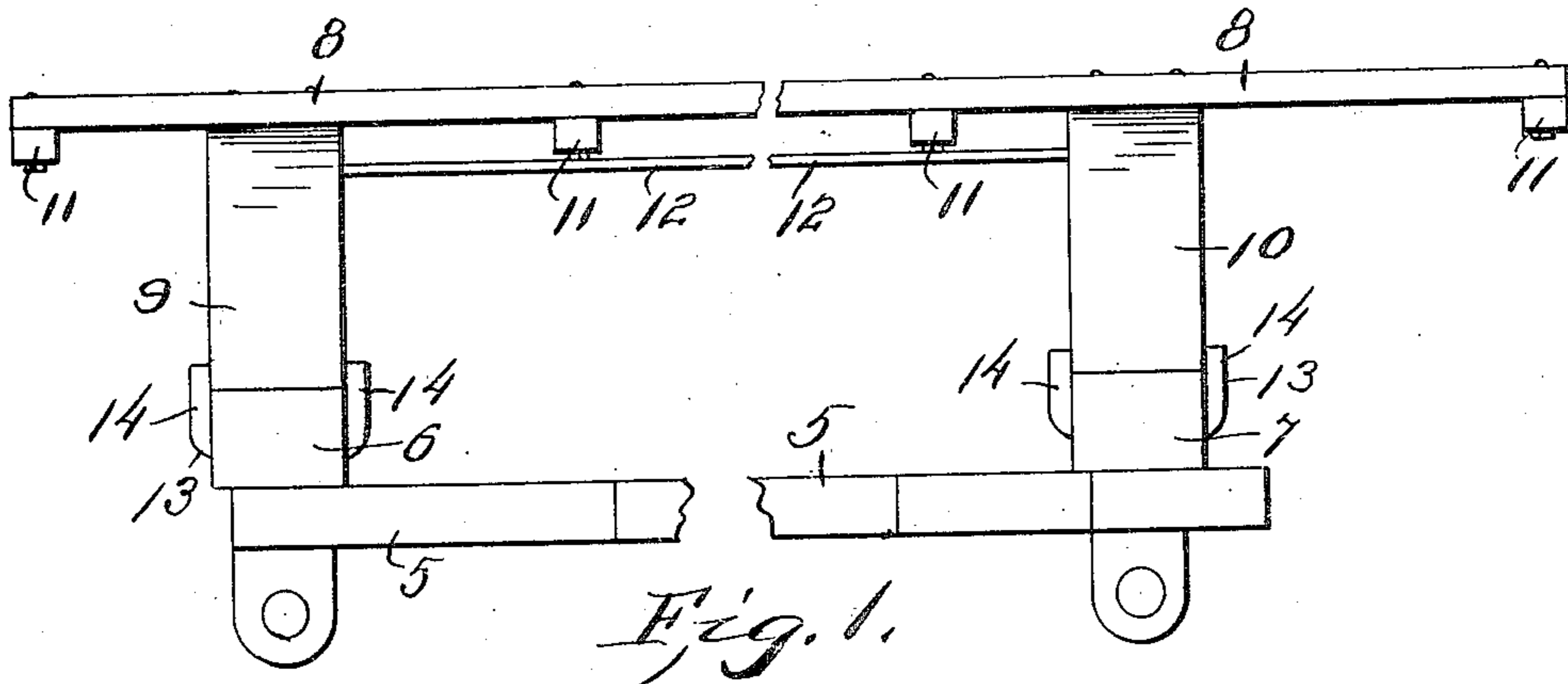
No. 877,696.

PATENTED JAN. 28, 1908.

S. A. BAUGHMAN.
HAY RACK.

APPLICATION FILED AUG. 13, 1907.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 3.

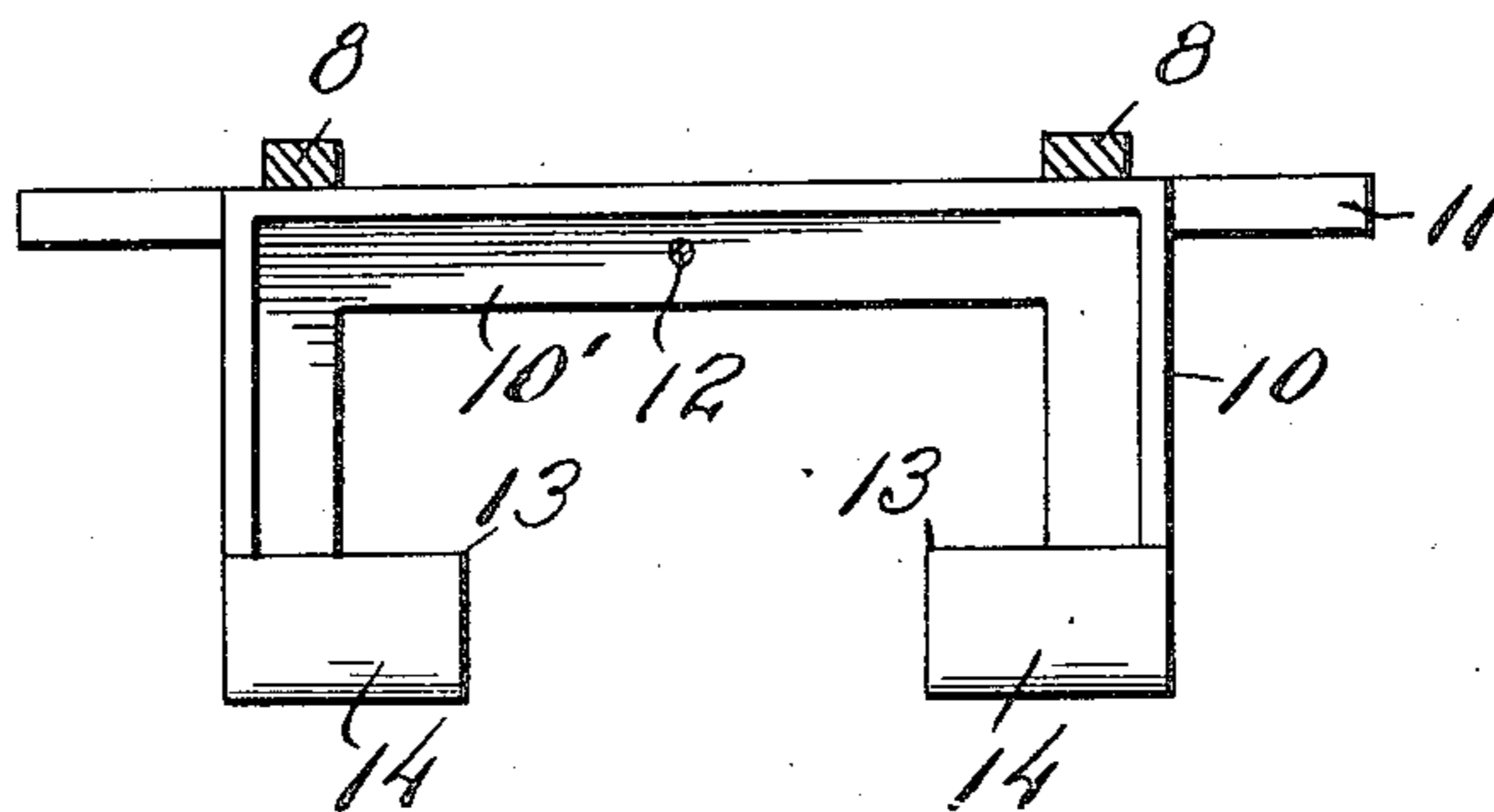


Fig. 4.

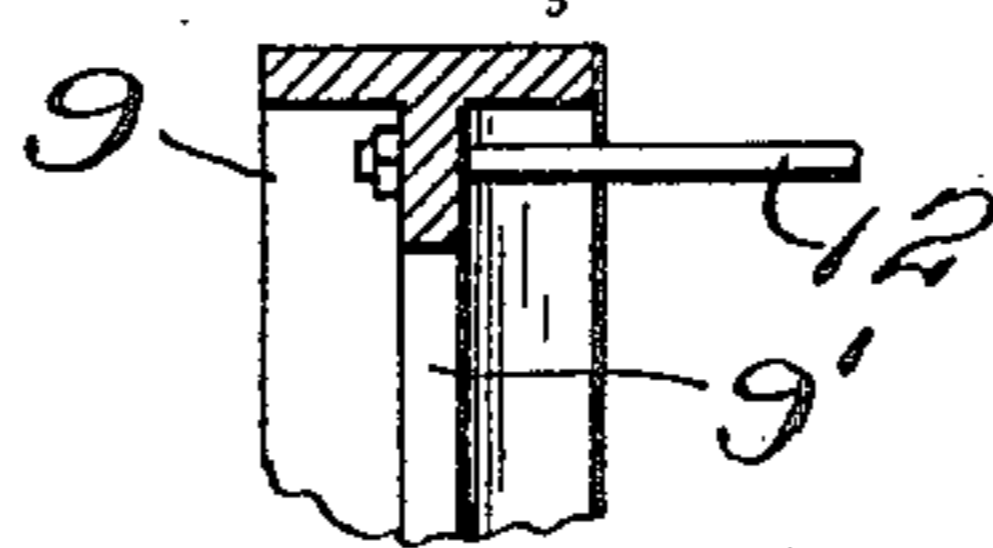
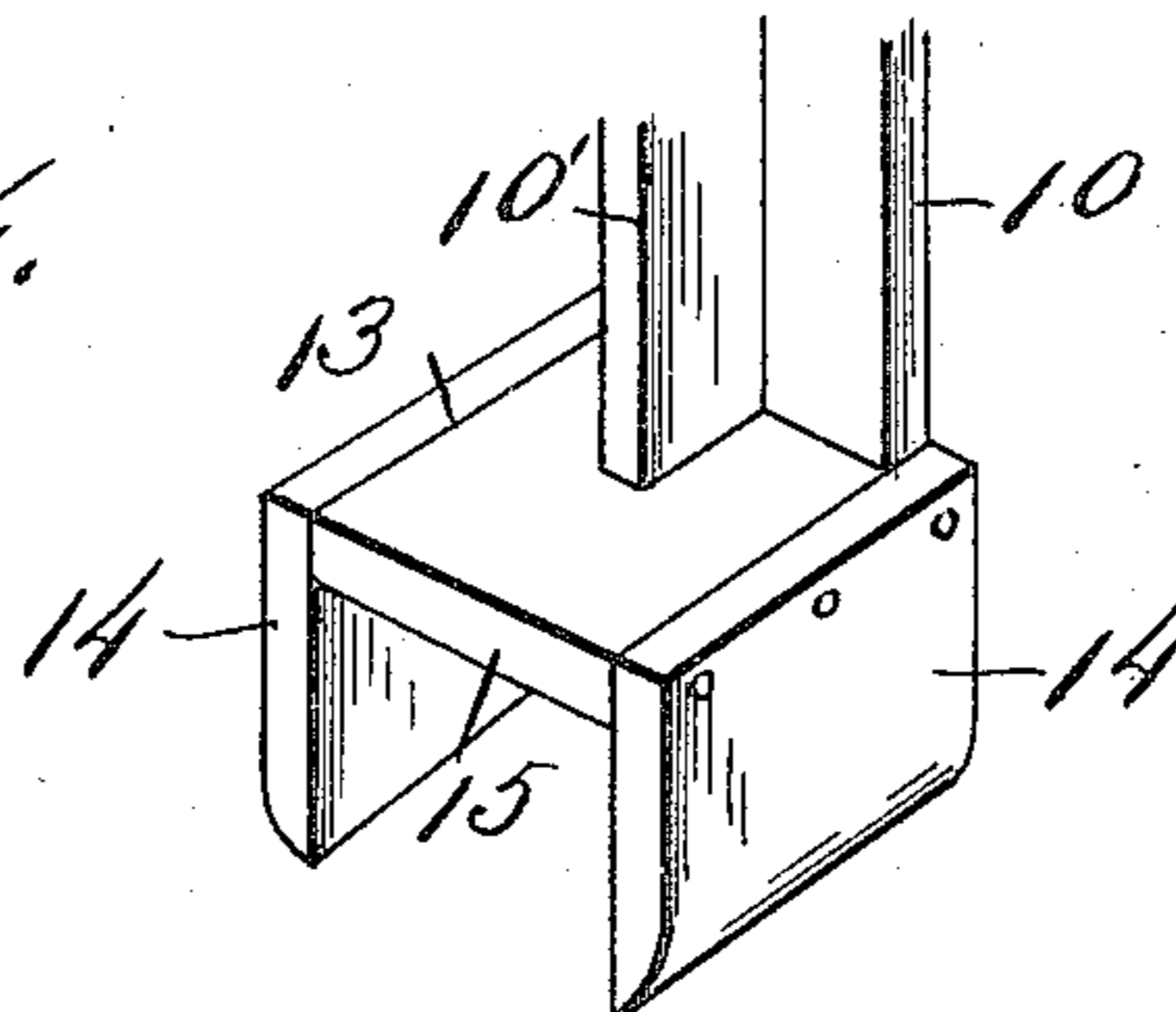


Fig. 5.

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UNITED STATES PATENT OFFICE.

SAMUEL A. BAUGHMAN, OF MARYSVILLE, KANSAS.

HAY-RACK.

Patented Jan. 28, 1908.

No. 877,696.

Specification of Letters Patent.

Application filed August 13, 1907. Serial No. 388,361.

To all whom it may concern:

Be it known that I, SAMUEL A. BAUGHMAN, a citizen of the United States, residing at Marysville, in the county of Marshall, State of Kansas, have invented certain new and useful Improvements in Hay-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.

The present invention has reference to improvements in hay racks, and its object resides in the provision of means secured to the under face of the side-sills of the rack, adapted to fit over the bolsters of a truck to hold the rack in place thereon.

A further object includes the provision of means connecting the rack-retaining means, above referred to, for preventing any sagging of the loaded rack.

With the above and other objects in view, the invention consists in the construction, combination, and arrangement of parts, all as hereinafter fully described, specifically claimed, and illustrated in the accompanying drawings, in which like parts are referred to by corresponding reference numerals in the several views.

Of the said drawings—Figure 1 is a side elevation of the rack, showing the same in place upon the bolsters of a truck. Fig. 2 is a top plan view of Fig. 1. Fig. 3 is a vertical section taken on the line 3—3 of Fig. 2. Fig. 4 is a perspective view of one of the seats. Fig. 5 is a vertical section taken on the line 5—5 of Fig. 2.

Referring more particularly to the drawings, 5 designates a truck of any preferred construction, including the front and rear bolsters 6 and 7, respectively. The hay-rack which is mounted upon said truck, comprises the side sills 8, to the under faces of which are secured the front and rear arches 9 and 10, respectively, said arches being disposed directly above the corresponding bolsters on the truck. Each arch consists of a metal casting having an inwardly directed longitudinal flange formed on its inner face, and extending the entire length of said arch. The upper portion of the flange 9' of the arch 9 is provided with an opening formed there-through in alinement with a circular opening formed in the flange 10' of the arch 10. The sills 8 are further connected by a series of cross-beams 11, bolted to the under faces

thereof, there being a pair of cross-beams disposed at opposite ends of the sills, and a second pair disposed between the arches 9 and 10, said cross-beams connecting the sills and serving as a means for strengthening the rack.

The arches are connected by means of a tie-rod 12, whose ends are secured in the openings formed in the flanges of said arches, said tie-rod preventing any sagging of the rack when loaded.

Secured to each foot of the arches is a seat 13, adapted to fit over the adjacent end of the corresponding bolster, and comprising a pair of spaced vertical plates 14, arranged to fit against the opposite side faces of the bolster, and a plate 15 connecting said plates 14 at the upper portion thereof and arranged to fit upon the upper face of the bolsters. It will thus be apparent that when the rack is in place with the seats in engagement with the bolsters, any displacement of the rack, with respect to the truck, will be positively prevented.

It will be noted from an inspection of Fig. 1 that the front arch is disposed somewhat nearer the front end of the rack than the rear arch is with respect to the rear end.

As above stated, each arch consists of a casting of iron, or other preferred metal, and the arches are secured to the sills by means of bolts which are passed through the upper portion of the arches and through the sills. The sills and the several cross-beams which connect the same are constructed of wood and are of the usual type.

The formation of the flanges upon the arches materially strengthens the same, while the provision of the tie-rod, which connects the arches, in addition to preventing any sagging of the rack, serves further to prevent displacement of the arches.

Changes in the size, proportion, and disposition of the various parts of the rack may obviously be made, within the scope of the appended claims, as the invention is not intended to be limited to the exact details of construction shown and described.

What is claimed, is—

A hay rack comprising, in combination, a pair of longitudinal sills; a pair of transversely disposed metal arches connecting said sills and secured to the under faces thereof, said arches being located directly above the bolsters of a truck; an inwardly-directed longitudinally-disposed strengthening flange

formed on the inner face of each arch; cross-
beams connecting said sills and disposed at op-
posite ends thereof and between said arches;
a seat secured to each foot of said arches
5 adapted to fit over said bolsters to retain the
rack in place, each seat comprising a pair of
spaced vertical plates adapted to fit against
the opposite side faces of the bolsters, and
a connecting plate adapted to rest upon the

upper face thereof; and a tie-rod connecting 10
said arches and secured at opposite ends to
the flanges thereof.

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

SAMUEL A. BAUGHMAN.

Witnesses:

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