2 Sheets—Sheet 1.

A. NARAMOR.

Hay-Rack.

No 46,017.

Patented Jan 24, 1865.

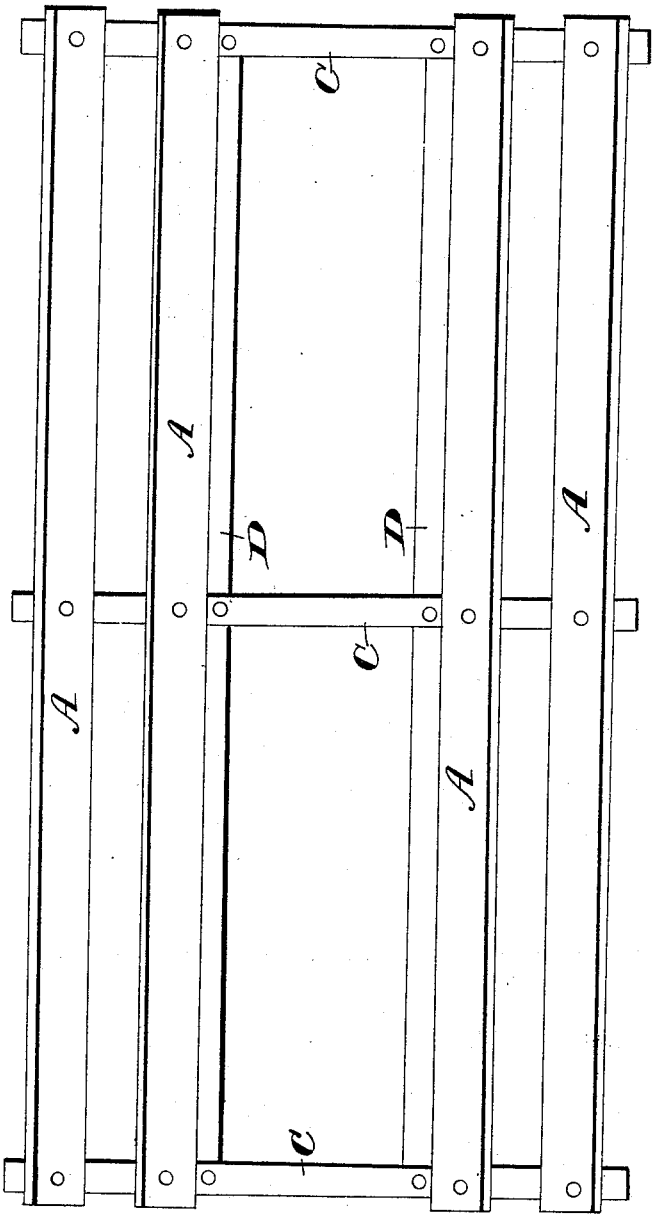

Fig: 1.

Witnesses.
W. H. Burridge
J. Holmes

Inventor.
A. Naramore

2 Sheets—Sheet 2.

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Fig: 1.

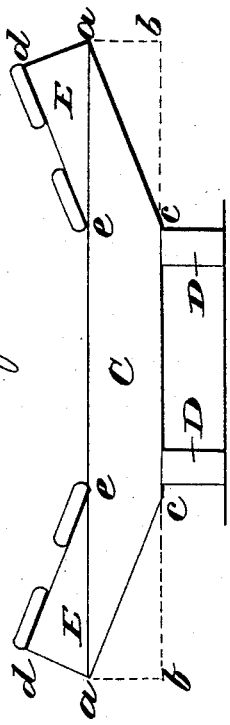
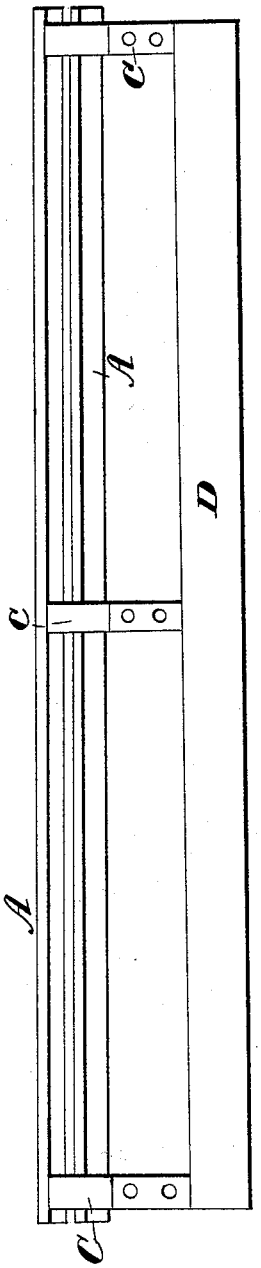


Fig: 2.



Witnesses
W. H. Burridge
J. Holmes

Inventor
A. Naramor

UNITED STATES PATENT OFFICE.

ANDREW NARAMOR, OF BERLIN HEIGHTS, OHIO.

IMPROVED HAY-RACK.

Specification forming part of Letters Patent No. **46,017**, dated January 24, 1865.

To all whom it may concern:

Be it known that I, A. NARAMOR, of Berlin Heights, in the county of Erie and State of Ohio, have invented certain new and useful Improvements in Hay-Racks; and I do hereby declare that the following is a full and complete description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a top view. Fig. 2 is a side view, and Fig. 3 is an end view.

Like letters of reference denote like parts in the several views.

My improvement relates to the construction and arrangement of a hay-rack, whereby material is economized, and the rack at the same time is lighter and stronger than in the ordinary way.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and arrangement.

The rack can be made of any desired size as the nature of the case may require. The strips A are pinned or bolted to the bolsters C, which are secured to the stringers D. The bolsters are made of a straight piece of scantling or narrow plank by cutting off the ends diagonally, as indicated by the lines *a b c* in Fig. 3. The pieces cut off are triangular or wedge-shaped, as shown at *a d e*, and which are fastened to each end of the pieces forming the bolsters in such a way that the angular pieces will be in line with the bolster, the butt-end being at the point *a*, so as to incline the bolster inward, giving a concave to the top of the rack.

The main strain or pressure from the load is upon the bolsters directly over the stringers, but this part is in no way weakened by the removal of the pieces E from the under side and placed on top of the bolsters, but is lighter and stronger than when made in the ordinary way and much cheaper.

A rack thus constructed may be mounted upon a carriage in the ordinary way.

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

The construction and arrangement of the bolsters C and pieces F, in combination with the rack, as and for the purpose set forth.

ANDREW NARAMOR.

Witnesses:

W. H. BURRIDGE,

J. HOLMES.