

M. RICE.

COMBINATION RACK FOR WAGONS.

No. 344,751.

Patented June 29, 1886.

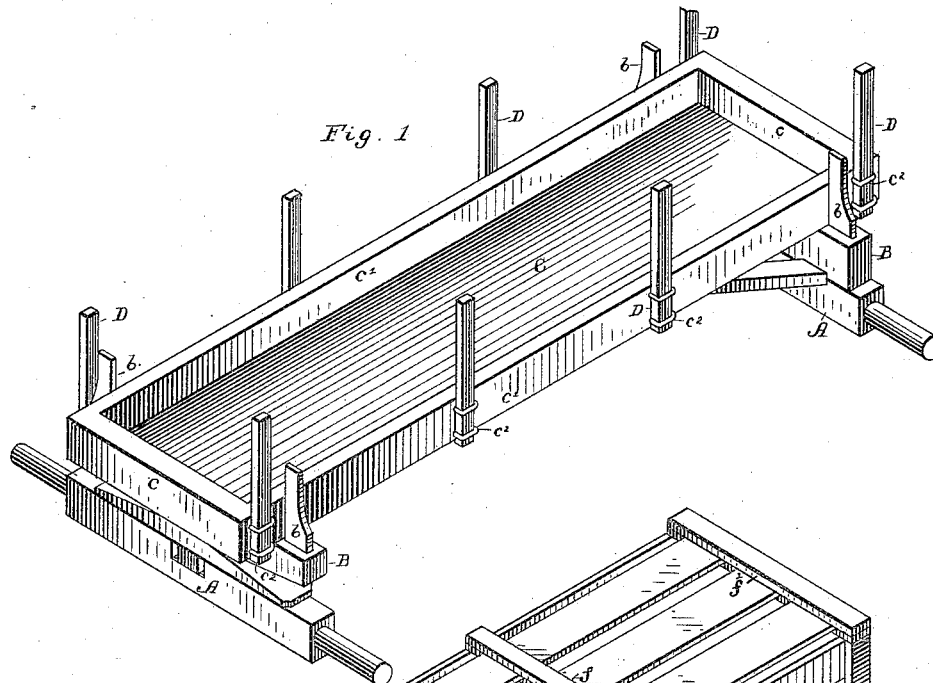


Fig. 1

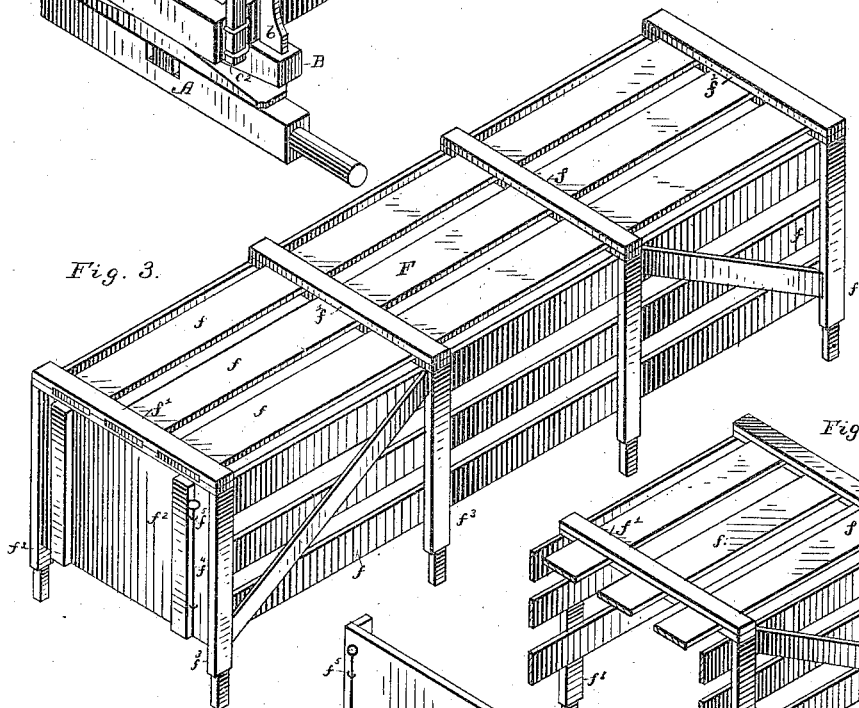


Fig. 3.

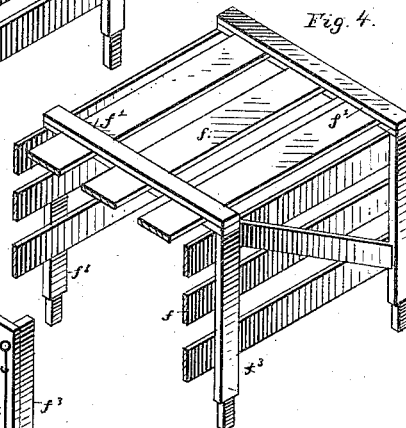


Fig. 4.

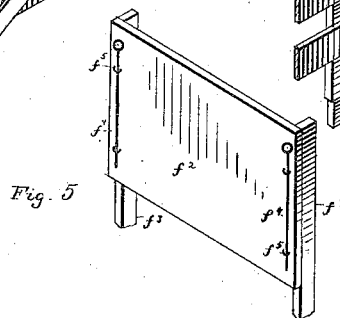


Fig. 5

Witnesses

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By his Attorney

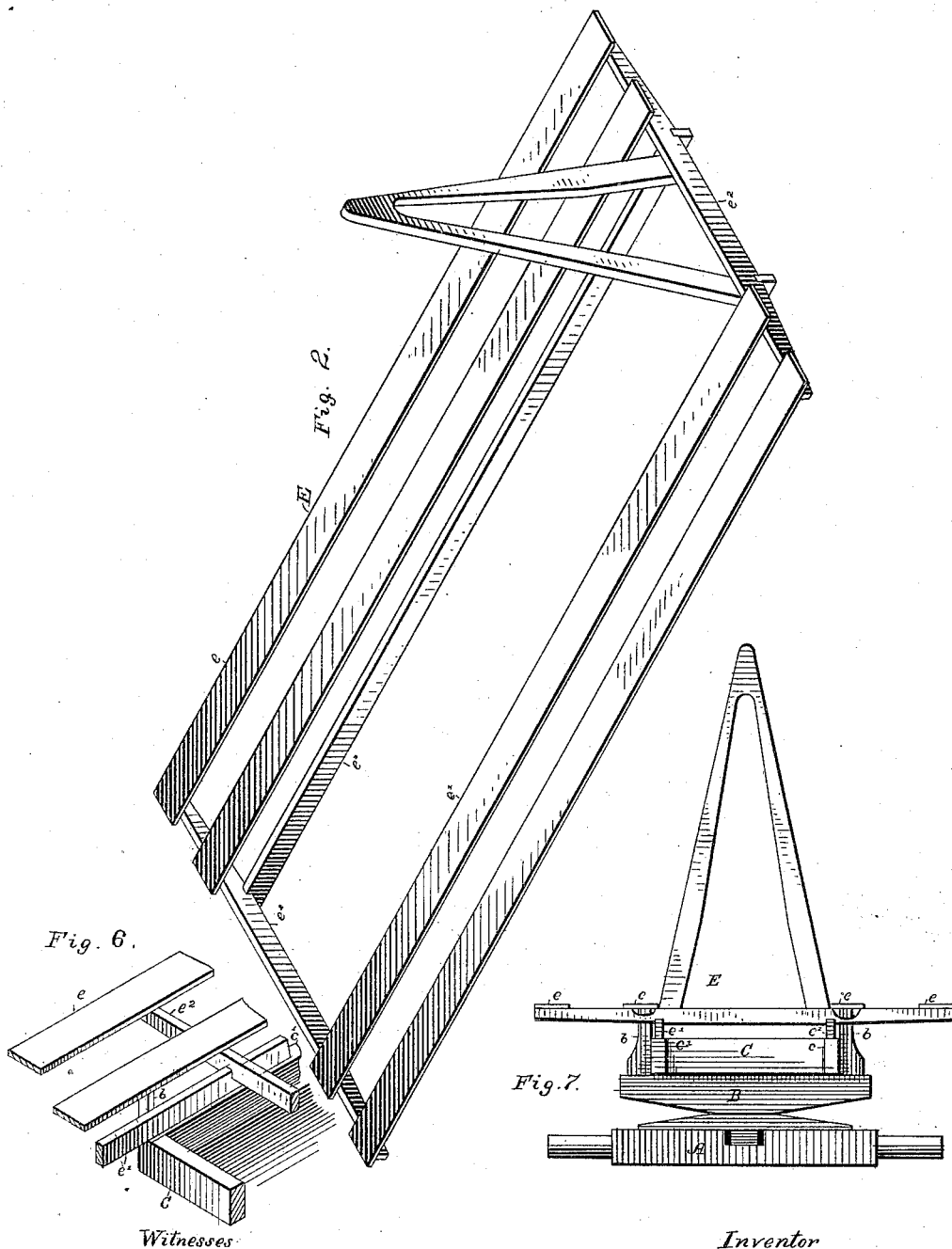
L. Deane

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UNITED STATES PATENT OFFICE.

MICHAEL RICE, OF BROOKFIELD, MISSOURI.

COMBINATION-RACK FOR WAGONS.

SPECIFICATION forming part of Letters Patent No. 344,751, dated June 29, 1886.

Application filed March 16, 1886. Serial No. 195,449. (No model.)

To all whom it may concern:

Be it known that I, MICHAEL RICE, a citizen of the United States, residing at Brookfield, in the county of Linn and State of Missouri, have invented certain new and useful Improvements in Combination Wagon-Racks, of which the following is a specification, reference being had therein to the accompanying drawings.

Figure 1 is a perspective view showing the wagon-box placed between the standards and on the bolster and adapted as a wood-rack. Fig. 2 is a like view of the hay-rack adapted to be used on the wagon-box. Fig. 3 is a like view showing the hog or sheep coop adapted to be used on the wagon-box; Fig. 4, detail in perspective of the coop; Fig. 5, like view of end door of coop; Fig. 6, like view of hay-rack and box; Fig. 7, end elevation of the hay-rack on the box.

This device belongs to that class called "farm-wagons;" and the object of the invention is to provide, with the smallest detail of parts and at the least expense, a device in which shall be combined a wood-rack, a hay-rack, and a hog or sheep coop, these separate carriages being the ones most in use on a farm. With this end in view I have produced a combination wagon-rack that is adapted not only for all these above specified uses, but to a wide variety of other uses, which need not now be specially pointed out, as they will readily occur to any farmer.

Having now in a general way stated the nature and scope of my invention, I will proceed to describe it in detail, reference being had to the accompanying drawings.

In these, A A denote wagon-axles of any ordinary construction, and B B the bolsters over them, suitably provided with the standards *b*. Upon the bolster and between the standard is placed the wagon box or bottom C, where it fits in place very snugly. This floor is so constructed by end and side sills, *e* *e'*, as to constitute a sort of tray or box about twelve feet long and some four inches deep, and provided with the usual cleats at the bottom and sides, to hold it in place on the bolsters or wagon-body. On each of the side sills are placed staples *c'*, extending outwardly and secured on the inside. In order to change the device into a wood-rack, bars D are placed

along each side of this box or bottom C in the staples *c'*.

When the device is to be used as a hay-rack, 55 the bars D may be removed, and upon the bottom C is placed the rack E. This is made of longitudinal top strips, *e*, and bottom strips, *e'*, suitably secured together by cross-pieces *c''*. The longitudinal top strips are placed at each 60 side, and are laid flat and on the same horizontal level, while the bottom strips are placed edgewise between the middle and the end of the cross-pieces, and thus the under longitudinal strips, *e'*, are adapted to rest upon the 65 upper edges of the box C, and the inside top strips, *e*, will be supported on the tops of the standards *b*. The rack will thus be held in place for any ordinary use; but, if desired, any additional means for attaching the rack 70 to the box may be used.

It will be observed that this rack has no box or bottom, properly so called, the box C answering all those purposes; also, that by the construction above described the sills can be made 75 very much lighter than is usual, as the rack is so fully and adequately supported when in position on the box C that it need not be made as strong as in cases where it has very much less support. 80

In order to change the device into a coop or cage for hauling sheep, hogs, poultry, &c., the hay-rack will be removed, and a cage, F, parallelogram in shape, made of side and top longitudinal pieces, *f*, cross-pieces *f'*, and close 85 ends *f''*, and having an open bottom, and having the ends of its side standards, *f'''*, adapted to fit into the staples *c'*. When the cage is so fitted in place, it will rest on the bolsters B and between their standards *b*, and the box or 90 tray C will constitute its bottom. Access to the interior of the cage is had through the ends *f''*, by removing the vertical rods *f'''* which pass through the staples *f'''*. The device as thus made combines in the smallest compass 95 and at the least expense the conveyances needed by the farmer for doing the chief part if not all of the cartage of the farm.

The device is very cheap in structure. It saves the wear and tear on the ordinary wagon- 100 box which farmers use so much for many purposes, which they would not do if they had some cheap and substantial combination-rack of this kind, such as is now presented. It is

cheap, and can be made by any common workman. It is light, and the several parts can be easily changed from one sort of rack to the other, or taken off in whole or in sections.

- 5 When used as a hay-rack, the wagon-wheels are coupled out as far as necessary, and the back and fore ends of the hay-frame may project over as far as desired. This has the advantage of raising the fore end of the frame
10 up so that it does not interfere with front wheels of the wagon as common hay-racks do.

I am aware it is not new to make a combined hay and stock rack, and I do not broadly claim any such device.

- 15 Having now described my invention, what I consider new, and desire to secure by Letters Patent, is—

1. In a farm-wagon, the combination of the axles A and bolsters B, having standards *b*,
20 with the box C, made as described, and provided with the staples *c*², and the hay-rack E,

having side and longitudinal strips, *e*, and inner and under longitudinal strips, *e'*, set edgewise, and cross-pieces *e*², whereby the inner upper strips, *e*, will rest on the tops of the standards *b*, and the edgewise strips will rest on the upper edges of the box, all as shown and described. 25

2. The combination of the cage F, composed of the longitudinal strips *f*, cross-pieces *f'*, provided with standards *f*³, and having closed ends *f*², locked by rods *f*⁴, and the axles A, bolsters B, having standards *b*, and the box C, having staples *c*², all substantially in the manner and for the purposes described. 30

In testimony whereof I affix my signature in presence of two witnesses. 35

MICHAEL RICE.

Witnesses:

W. H. BROWNLEE,
GEO. N. ELLIOTT.