

No. 646,409.

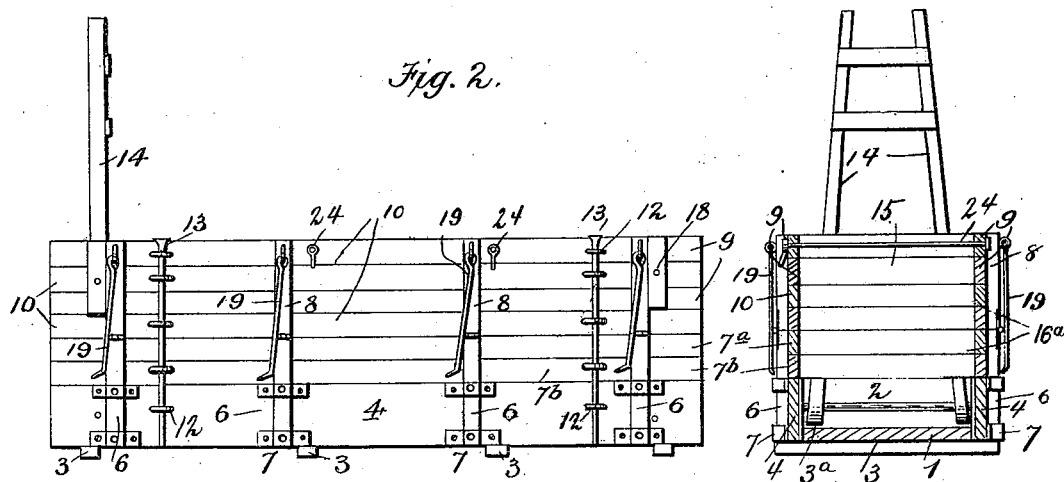
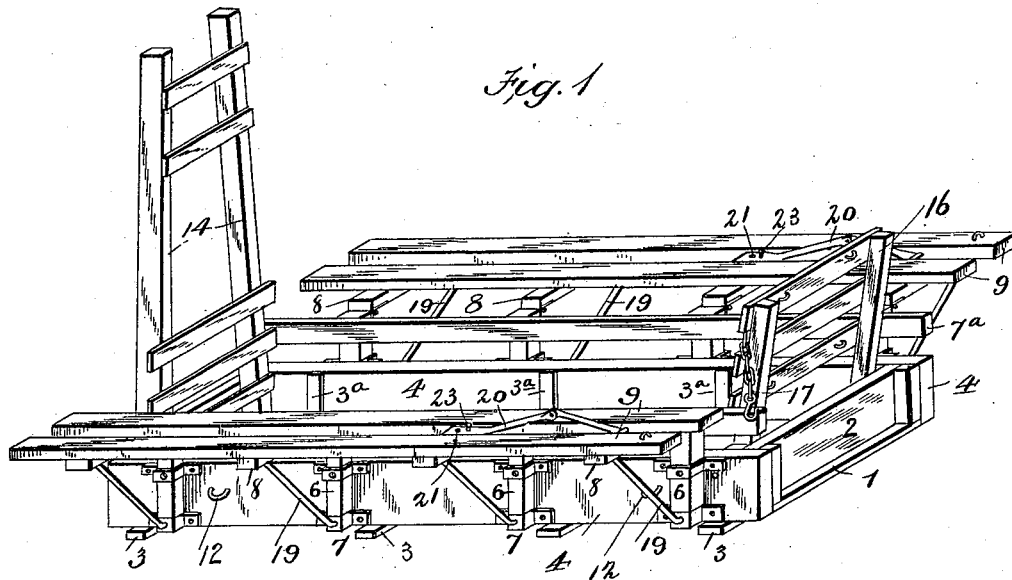
Patented Apr. 3, 1900.

J. S. CAMPBELL.

HAY RACK.

(Application filed June 17, 1899.)

(No Model.)



WITNESSES:

F. L. Ouraud.

Joseph LeCombes
E. L. Burket.

INVENTOR:

Joel S. Campbell.

BY *Louis P. Ruggie & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOEL S. CAMPBELL, OF KNOXVILLE, IOWA.

HAY-RACK.

,SPECIFICATION forming part of Letters Patent No. 646,409, dated April 3, 1900.

Application filed June 17, 1899. Serial No. 720,951. (No model.)

To all whom it may concern:

Be it known that I, JOEL S. CAMPBELL, a citizen of the United States, residing at Knoxville, in the county of Marion and State of Iowa, have invented new and useful Improvements in Hay Racks or Wagons, of which the following is a specification.

My invention relates to a convertible hay wagon or rack or wagon-body and stock-rack; and its object is to provide an improved construction of the same by which the different adjustments for converting the same into the different positions according to the purpose for which it is to be used can be quickly and readily effected.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view showing the invention when used as a hay-rack. Fig. 2 is a side elevation showing the same used as a wagon-body for carrying grain or other material and which may also be used as a stock-rack. Fig. 3 is a transverse sectional view.

In the said drawings the reference-numeral 1 designates the bottom or base of the rack, provided at each end with a cross-beam 2 and provided on the under side with cross-bars 3, which project beyond the ends thereof and are provided with upwardly-extending arms 3^a. The numeral 4 designates the base-sills, which rest upon the projecting ends of the said cross-bars, with the arms 3^a bearing against the inner sides thereof. These sills near each end are formed with grooves with which the end beams 2 engage. Said sills have secured to their outer sides vertical bars 6, which engage with stirrups 7, by which they are held in place or secured to the said sills and are provided with stationary and removable slats 7^a and 7^b and constitute the lower or stationary section. Hinged to the upper ends of these bars are similar bars 8, to which are secured a number of slats 9. These slats are permanently connected with said last-mentioned bars with a space between each.

The numeral 10 designates a series of removable slats, which are adapted to be inserted between the slats 9 when the invention is used as a wagon-body for carrying

grain or other material and constitute the upper section. Both the removable and permanent slats are provided with staples 12, through which pass rods 13, when used as a wagon-body or stock-rack, so as to hold the slats in place and also the slats which constitute the upper sills or sections in place when turned in. At one end the said base is provided with two connected uprights 14, which serve to hold the hay in place. These uprights are provided with removable slats 15, which are used when the device is employed as a wagon-body or stock-rack. At the opposite end the device is provided with a hinged gate 16, also provided with removable slats 16^a, and with chains 17 for limiting the inward movement of the gate, while a rod 18 is provided for limiting its outward movement.

Pivoted to the upper bars 8 are rods 19, the free ends of which are bent at an angle and adapted to engage with holes in the lower bars 6 when the device is used as a hay rack or wagon for holding the upper sections in place when extended. Each of these upper sections is provided with a wheel guard or fender for preventing hay from coming in contact with the hind wheels of the wagon. These fenders consist of metal bars hinged or pivoted to the rear bars 8 and at their front ends are pivotally connected with arms 20, provided with holes 21, through which are adapted to pass pins 23 for holding the same in place. When used as an ordinary wagon or stock-rack, these fenders lie flat against said upper sections.

The numeral 24 designates stay-rods passing transversely across the rack-sections.

From the above it will be seen that the device can be readily converted from a hay rack or wagon to an ordinary wagon-body or stock-rack.

Having thus fully described my invention, what I claim is—

1. A convertible hay-rack and wagon, &c., comprising a lower or body section provided with stirrups or keepers having lateral apertures therein, the vertical bars having secured thereto rails and provided with hinged extensions, and pivoted rods connected to said hinged extensions, and adapted to engage

said lateral apertures of the stirrups or keepers, said vertical bars being let into said stirrups or keepers, substantially as set forth.

2. In a convertible hay rack or wagon,
5 wagon-body and stock-rack, the combination
with the lower section, the vertical bars, the
stationary rails secured thereto and the re-
movable rails provided with staples, of the
upper section comprising the bars hinged to
10 said vertical bars, the removable rails pro-

vided with staples, the rods passing through
said staples, the hinged gate and front up-
right, substantially as described.

In testimony whereof I have hereunto set
my hand in presence of two subscribing wit- 15
nesses.

JOEL S. CAMPBELL.

Witnesses:

LAF. S. COLLINS,
S. L. COLLINS.