

No. 649,181.

Patented May 8, 1900.

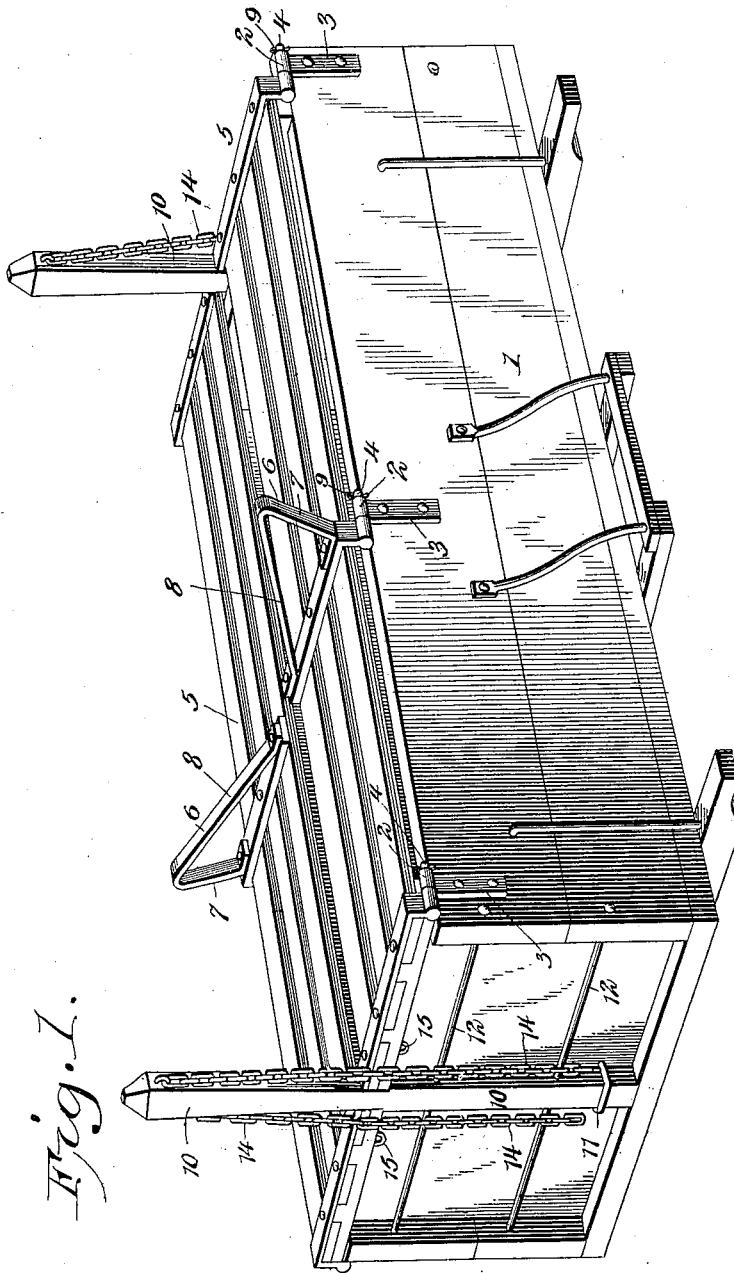
R. ROWLAND.

HAY AND STOCK RACK ATTACHMENT FOR VEHICLES.

(Application filed Feb. 21, 1900.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses

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Riley Rowland, Inventor,

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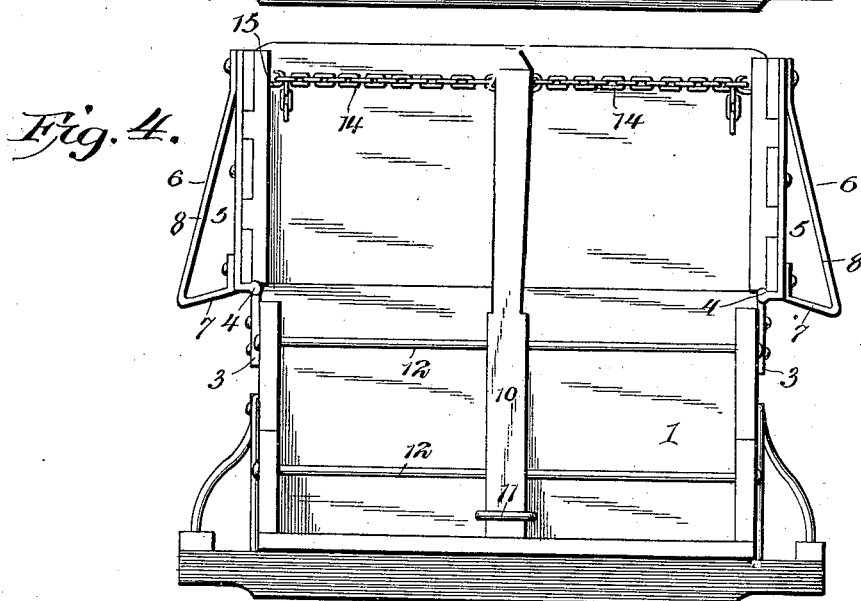
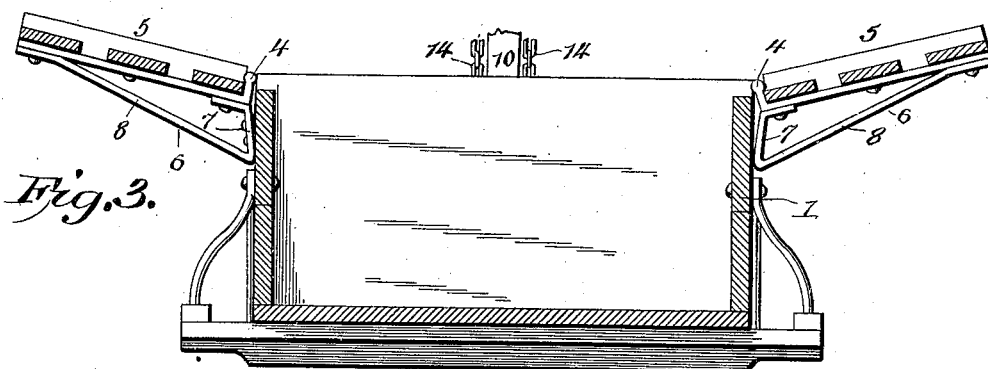
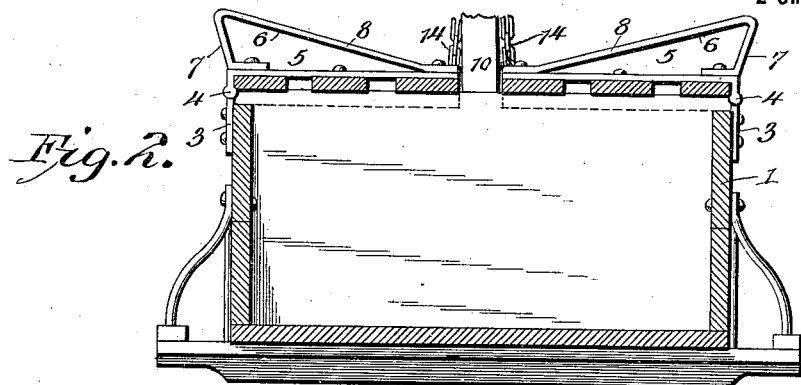
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2 Sheets—Sheet 2.



Witnesses

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UNITED STATES PATENT OFFICE.

RILEY ROWLAND, OF ENON, KENTUCKY.

HAY AND STOCK RACK ATTACHMENT FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 649,181, dated May 8, 1900.

Application filed February 21, 1900. Serial No. 6,084. (No model.)

To all whom it may concern:

Be it known that I, RILEY ROWLAND, a citizen of the United States, residing at Enon, in the county of Caldwell and State of Kentucky, have invented a new and useful Hay and Stock Rack Attachment for Vehicles, of which the following is a specification.

The invention relates to improvements in hay and stock rack attachments for vehicles.

The object of the present invention is to improve the construction of hay and stock rack attachments for wagon-bodies and to provide an exceedingly simple and inexpensive one adapted to be readily applied to and quickly removed from an ordinary wagon body or bed and adapted to be folded inward over the same to form a complete coop for fowl and animals and capable of being arranged in an upright position to increase the capacity of the wagon body or bed and of being swung outward when it is desired to convert the parts into a hay wagon or rack.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a rack constructed in accordance with this invention and shown applied to a wagon body or bed, the sides of the rack being folded inward over the body or bed to form a coop. Fig. 2 is a transverse sectional view of the same. Fig. 3 is a similar view, the parts being arranged to form a hay-rack. Fig. 4 is an end elevation, the rack sides being in a vertical position to increase the capacity of the wagon body or bed.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates a wagon body or bed provided at the upper edges of its sides with eyes 2, formed integral with leaves or plates 3 and adapted to receive pintles 4 of rack sides 5. The leaves or plates 3 are secured to the outer faces of the sides of the wagon-body, and the eyes are located above the plane of the upper edges of the sides, as clearly illustrated in Figs. 2, 3, and 4 of the accompanying drawings. The pintles, which are formed integral with suitable straps or irons, are located in

the plane or substantially the same plane as the inner faces of the end bars of the rack sides, whereby the said rack sides are adapted to swing inward to a horizontal position above the wagon body or bed, as clearly shown in Figs. 1 and 2 of the drawings.

The rack sides consist of longitudinal slats or bars and transverse cross-pieces arranged at the inner and outer faces of the slats or bars, and the said rack sides are provided at their outer faces with centrally-arranged brackets or knees 6, adapted when the rack sides are swung outward to the position illustrated in Fig. 3 of the drawings to abut against the outer faces of the sides of the wagon body or bed, whereby the rack sides are supported in an inclined position. The brackets or knees, which are constructed of suitable metal, consist of inner arms 7 and braces 8, extending from the terminals of the arm to the free edges of the rack sides. The arms, which abut against the outer faces of the sides of the wagon-body, are located at the inner hinged edges of the rack sides. The pintles are disposed in the same general direction and are engaged with the eyes of the wagon-body by sliding them longitudinally therein, and they are retained in the eyes by keys 9 or other suitable fastening devices. This construction permits the rack sides to be readily mounted on or removed from the wagon body or bed.

The wagon body or bed is preferably provided at its ends with centrally-arranged standards 10, having their lower ends fitted in loops or keepers 11 of the end-gates and extending above the same, the extended portions being recessed to provide opposite shoulders 11. The standards taper above the shoulders, and the free edges of the rack sides are supported by the same when folded inward over the wagon-body, as shown in Figs. 1 and 2. The standards are also secured to the wagon-body by the transverse rods 12, which connect the sides of the same.

When it is desired to increase the capacity of the wagon-body, the rack sides are arranged in a vertical position, as illustrated in Fig. 4 of the accompanying drawings, supplemental end-gates 13 being interposed between them and arranged against the standards and the inner cross-bars of the rack

sides, which are connected by chains 14. The chains 14 are secured at their inner ends to opposite sides of the standards, and their outer ends are adapted to engage hooks 15, projecting from the inner faces of the rack sides, as clearly shown in Fig. 4. Instead of connecting the rack sides by means of the chains, rods or other suitable devices may be employed.

It will be seen that the rack attachment is exceedingly simple and inexpensive in construction, that it is adapted to be easily and quickly attached to any ordinary wagon-body and may be readily removed from and replaced thereon by a boy or man, as it is exceedingly light, and that it possesses great strength and durability and is easily operated to arrange it in its several positions. It will also be apparent that the rack sides, which are adapted for general use, are capable of being folded inward over the wagon body or bed in a horizontal position to form a complete coop for fowl, stock, and the like and that they may be arranged in a vertical position to increase the capacity of a wagon body or bed and in an inclined or substantially-horizontal position to form a hay-rack. Furthermore, it will be apparent that the brackets or knees form convenient means for supporting the rack sides in an inclined position and that they permit the rack sides to be readily swung inward over the wagon-body.

Changes in the form, proportion, size, and the minor details of construction within the scope of the appended claims may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What is claimed is—

1. In a device of the class described, the combination with a wagon body or bed, having sides and ends, of rack sides hinged to the sides of the body or bed at the upper edges thereof and arranged to fold inward over the body or bed to a horizontal position to cover the same and form a complete coop for fowl and stock, said rack sides being also adapted to be arranged in a vertical position or in an inclined position, substantially as and for the purpose described.

2. In a device of the class described, the combination with a wagon-body, having sides

and ends, of rack sides hinged to the wagon-body at the upper edges thereof and arranged to swing inward over the same to a horizontal position to cover the body and form a complete coop, said sides being also adapted to be arranged in a vertical or an inclined position, and brackets or knees carried by the rack sides and arranged to abut against the exterior of the wagon body or bed, whereby the rack sides are supported to form a hay-rack, substantially as described.

3. In a device of the class described, the combination with a wagon-body having sides and ends, of rack sides hinged to the sides of the wagon-body at the upper edges thereof and arranged to swing inward over the same to a horizontal position, and adapted to rest upon the upper edges thereof to form a complete coop, centrally-arranged standards located at the ends of the wagon-body and provided at opposite sides with shoulders receiving the free edges of the rack sides when the latter are arranged to form a coop, and means for supporting the rack sides when the same are swung outward to form a hay-rack, substantially as described.

4. In a device of the class described, the combination with a wagon-body provided with end-gates having exterior loops or keepers, said wagon-body being also provided with transverse rods connecting the sides thereof, of centrally-arranged standards stepped in the loops or keepers and having the rods passing through them and provided with opposite shoulders, rack sides hinged to the upper edges of the sides of the wagon-body and arranged to swing inward over the same, and adapted to engage the shoulders of the standards, means for supporting the rack sides when arranged to form a hay-rack, and connections carried by the standards for engaging the rack sides when the latter are in a vertical position, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

RILEY ROWLAND.

Witnesses:

R. D. GARRETT,
JOHN R. WYLIE.