J. W. FOUST.

HAY-RACK.

No. 182,429. Patented Sept. 19, 1876.

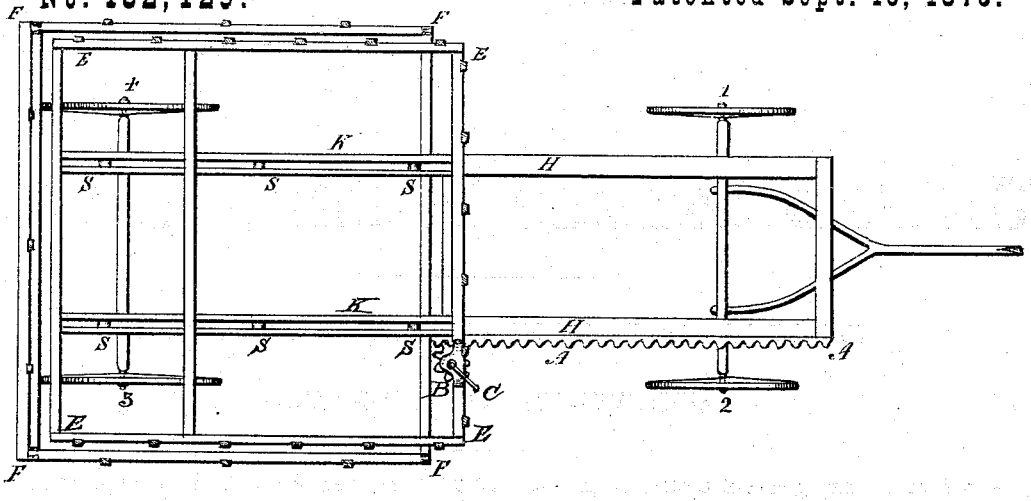

Fig. 1.

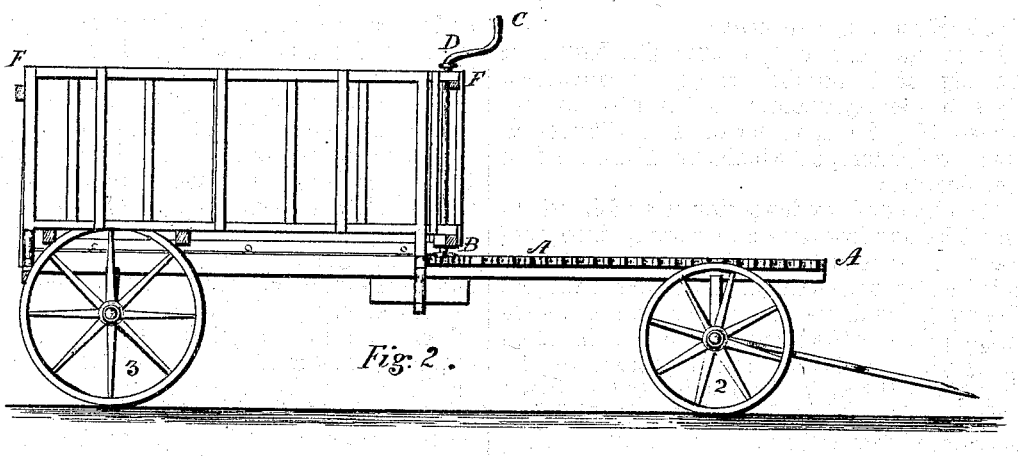

Fig. 2.

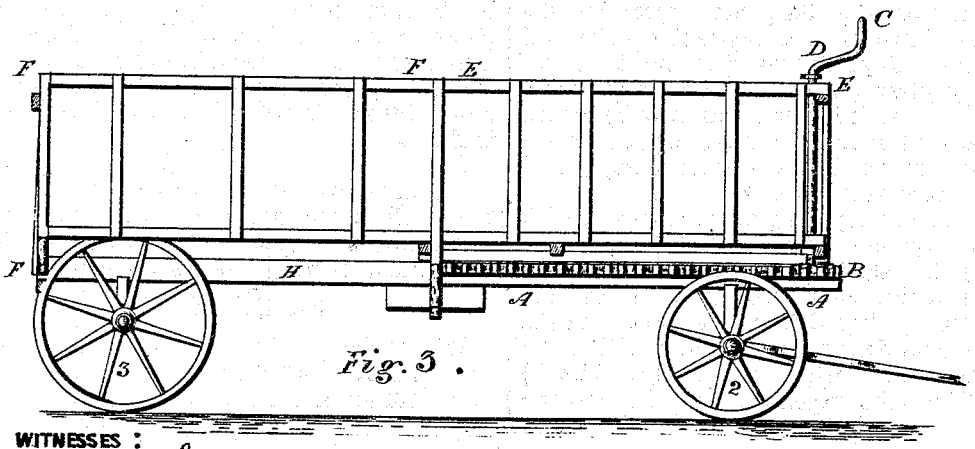

Fig. 3.

WITNESSES :

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JAMES W. FOUST, OF MEADVILLE, PENNSYLVANIA.

IMPROVEMENT IN HAY-RACKS.

Specification forming part of Letters Patent No. **182,429**, dated September 19, 1876; application filed February 2, 1876.

To all whom it may concern:

Be it known that I, JAMES W. FOUST, of the city of Meadville, county of Crawford, State of Pennsylvania, have invented an Improved Hay-Rack, to be used in connection with hay-loaders, of which the following is a specification:

The object of my invention is as follows, to wit: The hay-loader is now coming into general use. It is most generally constructed so as to be attached to the back end of the wagon. The wagon is driven over the hay, the wheels on each side of the same, and the hay is taken up by the hay-loader and deposited in the back end of the rack. It then has to be pitched forward by hand, that the load may be equally distributed fore and aft.

My invention, in its general form and description, consists of a hay-rack constructed in two sections or halves, that the front section may telescope or slide into the back section, and when it is filled with hay by means of a rack, pinion, and crank, may be drawn forward, leaving the back section empty and ready to receive its load.

Figure 1 is a top view of my hay-rack with the front section thrown or telescoped back into the back section, ready to receive its load. Fig. 2 is a side view with the parts adjusted as in Fig. 1. Fig. 3 is a side view with the two sections drawn out in the position the rack would be in when loaded. (See Fig. 1.)

1 2 3 4 are the wagon-wheels. H H are two bed-pieces or stringers, that reach from the front to the hind axletree. F F F F is the hind section of the rack. It is securely attached to the bed-pieces or stringers H H. E E E E is the front section, telescoped back into the back section. It is a little narrower than the inside of the back section, that it may pass readily therein. K K are two bed-pieces or stringers of the front section, with anti-friction rollers S S S S therein. These rollers run on the stringers H H. On the side of one of the stringers H H is a rack, A A, into which the pinion B gears. This pinion is operated by the crank C. This crank C is on a shaft, D, (see Fig. 2,) which rises higher than the top of the hay-rack, and the pinion B is on the lower end. By turning this crank C the front section of the hay-rack, to which the pinion B is attached, is thrown back into the hind section, and when it has received its load it may be, by reversing the revolution of the crank, thrown forward in the position shown in Fig. 3.

I claim—

The hay-rack constructed in two sections, as described, the same to be operated by a crank-pinion and rack, C B and A A, or their equivalent, for the purposes set forth.

JAMES WILSON FOUST.

Witnesses:

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