

S. HUG.
BUNDLE LOADING DEVICE.
APPLICATION FILED OCT. 26, 1911.

1,024,854.

Patented Apr. 30, 1912.

2 SHEETS—SHEET 1.

Fig. 1.

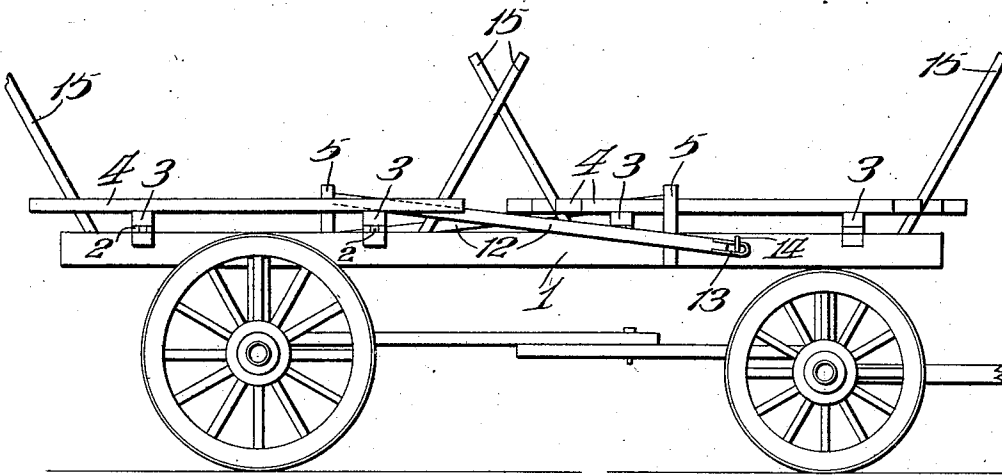
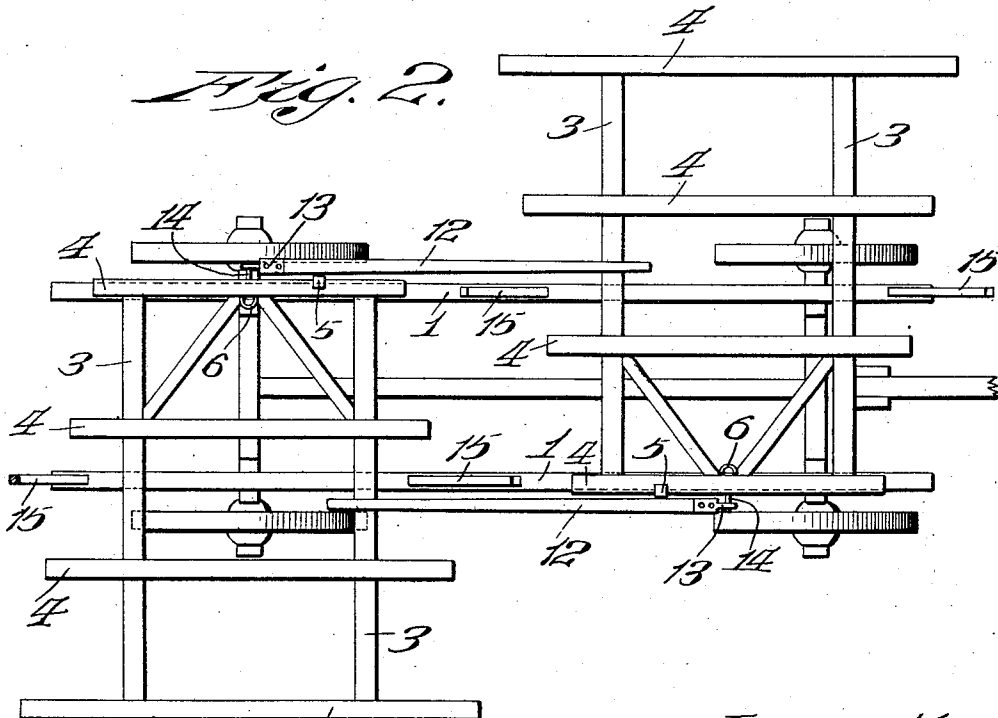


Fig. 2.



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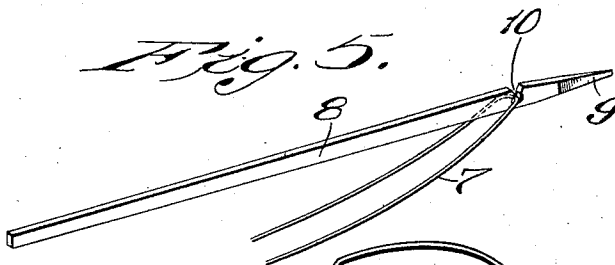
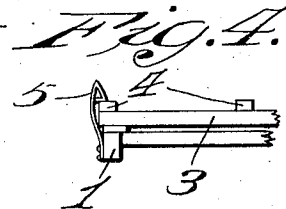
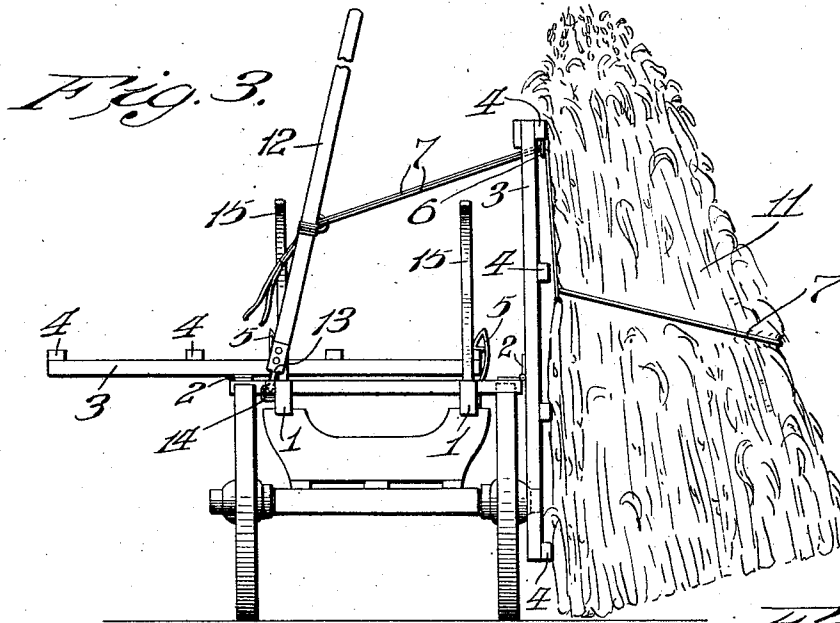
By *Smith Bros.*
attys.

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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

SAMUEL HUG, OF HIGHLAND, ILLINOIS.

BUNDLE-LOADING DEVICE.

1,024,854.

Specification of Letters Patent.

Patented Apr. 30, 1912.

Application filed October 26, 1911. Serial No. 656,863.

To all whom it may concern:

Be it known that I, SAMUEL HUG, a citizen of the United States, residing at Highland, in the county of Madison and State of Illinois, have invented certain new and useful Improvements in Bundle-Loading Devices, of which the following is a specification.

This invention relates more especially to means for loading bundles of fodder, being exemplified in the present instance in its adaptation to a farm wagon for conveying corn fodder from the field to the barn.

A primary object of this device is to provide an improved construction, combination and arrangement of parts in a device of this character by means of which shocks of corn stalks and the like of great size can be loaded onto a vehicle and unloaded therefrom in an improved manner.

One of the objects of the present invention is to provide an improved tilting loading frame, and improved means for operating the same.

Another object is to provide an improved tie for securing the bundle to the frame in such a manner that it can be quickly released therefrom.

Other and further objects will appear in the specification and be specifically pointed out in the appended claims, reference being had to the accompanying drawings exemplifying the invention, and in which,

Figure 1 is a side elevation of a farm wagon provided with my improved loading device. Fig. 2 is a top plan view of the same. Fig. 3 is an end elevation of the same, illustrating the loading operation. Fig. 4 is an enlarged fragmentary detail of the latch for releasably retaining the frame in loaded position. Fig. 5 is a perspective view of the tie inserting needle. Fig. 6 is a side elevation of a shock of corn fodder, illustrating the method of applying the tie thereto. Fig. 7 is a transverse section of the same, showing the tie in taut position.

Referring more particularly to the drawings, and to the embodiment shown therein, upon the side rails 1 of a farm wagon are mounted, at opposite ends, a pair of loading frames, said frames being pivotally mounted on said side rails by means of hinges 2. Each of said frames comprises a pair of longitudinal bars 3 rigidly connected by a plurality of transverse bars 4 increasing in length from the upper to the lower ends

of said frames, in loading position. Suitable means for retaining the frames in horizontal position to adapt them to support the bundles while they are being conveyed to storage is provided by a latch 5 secured to each of the side rails 1 of the wagon body, said latches being adapted to releasably engage the upper end of the loading frame, as shown in Figs. 2 and 4. The upper cross bar 4 of each loading frame is provided, preferably at its center, with a staple or eyelet 6 through which the ends of a loading tie or cable 7 can be passed during the loading operation. To provide means for securing this tie to the shock in a simple and efficient manner, the needle bar 8, with a pointed end 9, is provided with a notch 10 within which the bight of the tie 7 is placed, after which the pointed end of the needle 8 is forced through the shock 11, as shown in Fig. 6, and the latch end thereof drawn over the crown of the shock down onto the adjacent strands, in the position shown in Fig. 7. The loading frame of the wagon being then brought into the position shown in Fig. 3, the ends of the tie 7 are passed through a staple 6 and secured to the loading lever 12 intermediately of its ends, the lower end of said lever being provided with an eye 13 which is linked to the staple 14 projecting from the side rail 1 of the wagon. When this has been done, the lever 12 may be drawn down to connect the horse power transversely of the wagon to bring the loading frames, with their burdens, into horizontal positions where they are retained by the latches 5. It will be seen that in this position, the greater portion of the weight of each shock overhangs on the outside of the pivotal axis of the loading frames so that as soon as the latches 5 are withdrawn to release the loading frames, the loads automatically dump themselves.

Adjacent to the pivotal axis of each loading frame, and on either side thereof, is disposed a guard or retaining bar 15, said bar serving to prevent displacement of the bundles longitudinally of the wagon. The loading levers 12, when not in use, may be disposed in positions shown in Fig. 2, being supported by the respective loading frames.

What I claim is:

1. The combination with a wagon having spaced side rails, of a loading frame pivotally connected to one of said rails with one end of said frame resting upon the other

side rail when in loaded position, and a snap latch projecting upwardly from said other side rail, said latch being adapted to automatically engage the loading frame and to
5 be released by pressure.

2. The combination with a wagon having spaced side rails, of a pair of loading frames swingingly mounted on said rails to overhang on opposite sides of said wagon, said
10 frames being adapted to normally assume

upright positions and each, when in horizontal position, having its upper end adjacent the other side rail, and a resilient latch carried by said other side rail for releasably engaging the upper end of the frame.

SAMUEL HUG.

In the presence of—

CHRISTIAN P. BANMANN,
FRED. J. FRICKER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."