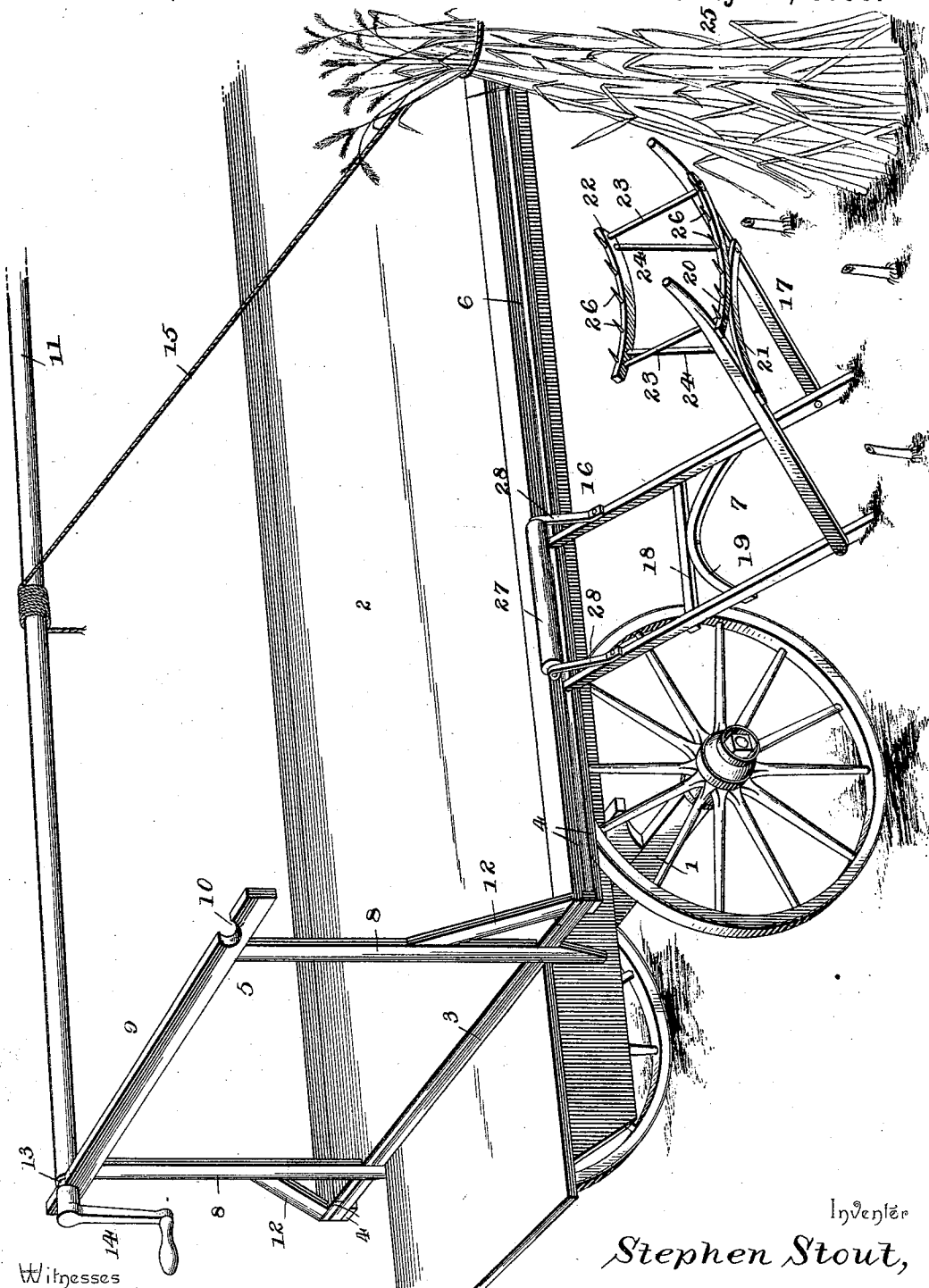


(No Model.)

S. STOUT.
FODDER LOADER.

No. 542,814.

Patented July 16, 1895.



Witnesses

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STEPHEN STOUT, OF AXTELL, KANSAS.

FODDER-LOADER.

SPECIFICATION forming part of Letters Patent No. 542,814, dated July 16, 1895.

Application filed May 22, 1895. Serial No. 550,224. (No model.)

To all whom it may concern:

Be it known that I, STEPHEN STOUT, a citizen of the United States, residing at Axtell, in the county of Marshall and State of Kansas, have invented a new and useful Fodder-Loader, of which the following is a specification.

The purpose of the present invention is to provide an improved means for loading fodder and like growths upon an ordinary farm-wagon; to provide a structure which can be applied to either side of the wagon and which when not in use can be stored in a compact form and carried upon the wagon without in the least interfering with the load, thereby making provision for ready transportation upon the field from one shock or load to the other; to provide a device by means of which the loading of the wagon can be effected in a comparatively short time and without requiring an extra effort on the part of the driver or attendant, and, lastly, to provide a structure which will be exceedingly simple and compact in the arrangement of its parts and by means of which the desired results can be attained in a satisfactory manner.

With these and other objects in view the invention consists of certain new and useful improvements which hereinafter will be more fully set forth and claimed, and which are illustrated in the accompanying drawing, which is a perspective view showing the application of the invention.

The numeral 1 indicates a farm-wagon of any approved pattern, and 2 is the fodder-rack placed thereon, the same consisting of transverse beams 3, parallel longitudinal sills 4, and stanchions 5. The longitudinal sills 4 are secured, respectively, to the upper and lower sides of the transverse beams 3 and are spaced apart a distance equal to the thickness of the said beams 3, and this space 6 makes provision for the storing of the loading device 7 when moving from one shock to another. The stanchions 5 comprise uprights 8, which are made fast near their lower ends to the transverse beams 3 and which have their lower ends extending below the beams 3, so as to engage with the sides of the wagon-body and secure the fodder-rack against lateral displacement. The uprights 8 are connected at their upper ends by cross-beams 9, which have

notches 10 in their upper edges in proximate relation to their extremities to provide seats or bearings for the windlass 11, by means of which the loading is accomplished, and these uprights 8 are strengthened by braces 12 extending inward from the extremities of the transverse beams 3 and secured at their inner upper ends to the uprights 8 about midway of their ends.

The windlass 11 is a long roller having notches or annular depressions 13 near its extremities to be fitted in the seats 10, and one end of this roller is provided with a crank 14, by means of which the said roller is turned upon its longitudinal axis so as to wind up the hoisting-rope 15 in the operation of loading. This windlass is adapted to be moved from one side of the wagon to the other, according to the relative position of the load or shock to be placed upon the rack. Inasmuch as the strain upon the hoisting-rope 15 is in a downward direction, it will be readily seen that the windlass 11 will be held in the seats 10, and it will be observed further that the said windlass can be shifted from one side of the rack to the other at a moment's notice by simply lifting it from the seats 10 on one side and placing it in the corresponding seats on the opposite side of the rack, as will be readily understood.

The loading device 7 comprises two frames 16 and 17, which are hinged or pivoted together at their lower ends, the frame 16 being adapted to lean against the side of the wagon or rack and occur at an angle inclining outwardly and downwardly from the said wagon, as clearly indicated, and the frame 17 normally occurs at an outward and upward inclination and in reverse position to the frame 16. These frames are of similar construction and comprise side bars bracingly connected by intermediate or transverse stays. The side bars of the frame 16 are bracingly connected by means of a transverse bar 18 and a curved truss-brace 19, the latter touching the bar 18 at its middle point. The side bars of the frame 17 are connected by oppositely-disposed curved bars 20 and 21, which touch at their middle points and have their extremities made fast to the side bars of the said frame. The bar 20 has its concaved side uppermost, and a similar curved bar 22 is con-

nected therewith by end rods 23 and braces 24, the latter extending upwardly from the bar 21 and being secured at their lower ends thereto. The curved bars 22 and 20, with
 5 their connecting end rods 23, form a carrier to receive the shock 25 when it is required to load the latter upon the wagon or rack. In order to fix the position of the shock 25 upon its carrier the said curved bars 20 and 22 have
 10 spikes or teeth 26, extending upwardly from their upper sides and which are adapted to enter the side of the shock and hold the latter in place during the loading operation.

A roller 27 is located at the upper end of
 15 the frame 16, contiguous to the side of the rack, and is intended to facilitate the loading of the shock upon the rack to relieve the friction incident to dragging the shock from the loader over the edge of the rack and on to
 20 the latter. This roller 27 is journaled at its ends in brackets 28, extending upwardly and inwardly from the frame 16, and which brackets are made fast at their lower ends to the side bars of the said frame.

The operation of the invention is as follows: The loader being placed in substantially the position shown in the drawing, the shock 25 is secured to the end of the hoisting-rope 15 in the usual manner, and the windlass 11 is
 30 rotated so as to draw the shock 25 toward the wagon, and being arrested in its forward movement by the said carrier of the hinged frame 17, a continued movement of the shock toward the wagon will cause the frame 17 to
 35 turn upon its pivotal connections with the frame 16 and lift the shock from the ground and raise it to the plane of the fodder-rack, upon which it is deposited, as will be readily understood. The relative position of the load-
 40 ing device can be changed by shifting it along the side of the fodder-rack, thereby enabling the loading to be accomplished at any required point in the length of the wagon or rack. The long windlass 11 also admits of the position
 45 of the hoisting-rope being changed to suit the position of the loading device. When the loader is not required for use it can be placed between the sills 4, as previously intimated.

It is contemplated to adapt the invention
 50 for different uses. Therefore various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

55 Having thus described the invention, what is claimed as new is—

1. The herein-described device for loading fodder and similar growths upon a wagon, consisting of a frame adapted to be leaned
 60 against the side of the wagon and inclining outwardly and downwardly therefrom, a sec-

ond frame pivotally connected at its lower end to the lower portion of the first-mentioned frame and normally inclining upwardly and outwardly, and provided at its upper end with
 65 a carrier consisting of similarly curved bars located at a distance apart and having spikes or teeth extending upwardly from their concaved sides for the purpose described, and
 70 hoisting mechanism consisting of a windlass and hoisting rope, substantially as set forth.

2. The herein-described loader for the purposes set forth, comprising a frame adapted to be leaned against the side of the wagon to be loaded and provided at its upper end with
 75 a roller, and a second frame having pivotal connection with the lower portion of the leaning frame and provided at its upper end with a carrier consisting of similarly curved bars
 80 located a distance apart and provided on their upper concaved sides with spikes or teeth, substantially as and for the purposes specified.

3. In combination, a fodder rack having side longitudinal sills spaced apart and provided with end stanchions comprising up-
 85 rights which have their lower ends engaging with the sides of the wagon bed, and upper cross beams provided in their upper edges with notches in proximate relation to their
 90 extremities, a long windlass extending the entire length of the rack and having annular depressions near its ends which are fitted in corresponding notches in the cross beams, a
 95 hoisting rope adapted to wind upon the windlass, and a loading device comprising two frames pivotally connected together at their
 100 lower ends, one frame adapted to lean against and be supported by the wagon and the opposite frame having a carrier at its upper end, substantially as set forth.

4. The herein-specified loading device, comprising a frame adapted to be supported in a leaning position and having a roller at its upper end journaled in side brackets, a second
 105 frame hinged or pivoted to the lower portion of the first frame and adapted to incline in an opposite direction thereto and provided at its upper end with a carrier, the latter consisting of similarly curved bars located a distance
 110 apart and connected by end rods, braces supporting the inner curved bar, and teeth or spikes extending upwardly from the concaved sides of the said curved bars, substantially as described for the purpose set forth.

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

STEPHEN STOUT.

Witnesses:

M. W. TERRY,

A. L. GILLILAND.