

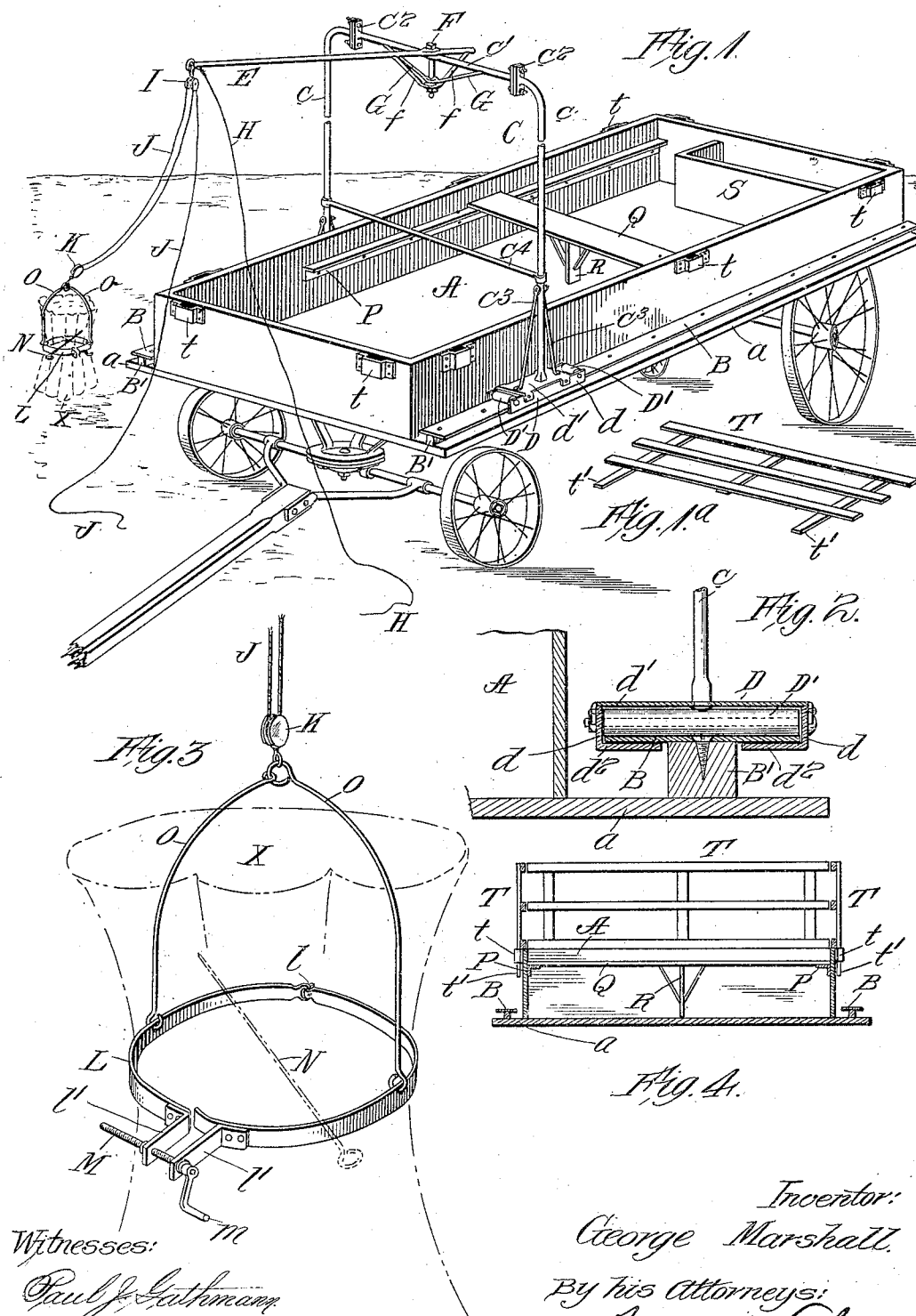
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G. MARSHALL.

MACHINE FOR LOADING SHOCKS INTO WAGONS.

APPLICATION FILED FEB. 27, 1907.



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UNITED STATES PATENT OFFICE.

GEORGE MARSHALL, OF FREMONT, NEBRASKA.

MACHINE FOR LOADING SHOCKS INTO WAGONS.

No. 890,151.

Specification of Letters Patent.

Patented June 9, 1908.

Application filed February 27, 1908. Serial No. 418,031.

To all whom it may concern:

Be it known that I, GEORGE MARSHALL, a citizen of the United States, residing at Fremont, in the county of Dodge and State of Nebraska, have invented certain new and useful Improvements in Machines for Loading Shocks into Wagons, of which the following is a specification.

Ordinarily sheaves are formed into shocks by hand and the shocks are allowed to stand until they are torn apart and loaded into a wagon sheaf by sheaf.

In my companion application No. 418,030, filed Feb. 27, 1908 I have shown mechanism whereby the sheaves may be formed securely into permanent bundles or shocks and dropped on the ground at suitable distances apart.

According to my present invention, I have provided means whereby without separating the sheaves of the shock, I may elevate the shock bodily into a wagon by which it may be carried to a suitable place for forming a stack. I provide the wagon with a large body capable of holding a large number of shocks, and on the wagon I provide tracks supporting a frame which is able to slide from one end of the wagon to the other, and to which is pivoted an arm or crane which carries at its outer end a block and tackle to which is connected a sectional band adapted to encircle a shock and which has clamping devices for securing it to the shock. The crane has a rope by means of which it may be swung about on its pivot to permit the shock to be conveniently taken up from the ground and deposited in the wagon. A platform sliding on rails in the wagon is provided for the attendant or hand to stand on while piling up the shocks.

In the accompanying drawings, Figure 1 is a perspective view of my improved mechanism for loading shocks. Fig. 1^a is a perspective view of one of the detachable frame sections for holding the shocks in place. Fig. 2 is a detail view on an enlarged scale showing particularly the means for supporting the crane-carrying frame on the rails of the wagon. Fig. 3 is a perspective view illustrating the manner of attaching the sectional band to a shock. Fig. 4 shows a transverse section of the wagon and illustrates particularly the arrangement of the rails on which the crane-carrying frame slides and the platform which slides on rails within the wagon.

The wagon body A may be of any suitable

construction and may at times be used for hauling various things about a farm. It is provided with laterally projecting flanges *a* on each side to which are attached wooden strips *B'*, carrying metallic plates or rails *B*. The crane-carrying frame *C* is mounted to slide on these rails. This frame comprises upright portions *c*, and a top transverse part *c'*. Preferably the part *c'* is made separately and joined to the upright parts *c* by clamping plates *c''*, of any approved construction. The lower ends of the upright frame parts *c* are attached to the top plates *d'* of the slides *D*, and braces *c''* attached to the top plates *d'* and to the frame part *c* strengthen the structure. A cross bar *c'* connects the upright parts *c* on opposite sides of the frame and serves to strengthen the structure and also as a handle for moving the frame back and forth on the wagon. Each slide *D*, as illustrated in Fig. 2, consists of a top plate *d'* and side plates *d* having horizontally arranged inwardly projecting flanges *d''* which extend under the rails *B*. At each end of each slide there is an anti-friction roller *D'*. The arrangement is such that the crane-carrying frame can be easily moved back and forth from one end of the wagon to the other.

Midway between the opposite ends of the top bar *c'* is pivoted a crane arm *E* by means of a vertical bolt *F*, which bolt extends through the arm *E*, the top bar *c'* and through the lower ends of the bracing arms *f* of the arm *E* and the bracing arms *G* of the bar *c'*. To the outer end of the crane arm *E* is attached a rope *H*, by means of which the arm may be swung about its pivot in any desired way. A pulley block *I* is attached to the outer end of the crank arm and carries a hoisting rope *J* which also carries at the lower ends of its loop a pulley *K* attached to the bale *O* of the clamping band *L*. This band is made in two sections hinged together at *l* and is provided with laterally projecting arms *l'* engaged by a screw *M* carrying a crank handle *m*. The sectional band may be opened out wide and placed on the shock, then brought together and compressed around the shock so as to take firm hold thereon. As additional security I may pass a rod *N* transversely through the shock above the band to avoid any liability of the band slipping on the shock. When the band is securely fastened to the shock, in the manner indicated in Fig. 1, by hauling on the rope

J it may be lifted clear of the ground and above the level of the wagon and then by means of the rope H the crane arm may be swung into proper position over the wagon, the crane-carrying frame C being also adjusted so that the shock may be elevated over the place where it is to be deposited. When it reaches the proper place, the rod N may be removed and the band loosened or withdrawn to allow the shock to be deposited in the wagon. The loading preferably is commenced at the front end of the wagon, and preferably two tiers of shocks are placed therein.

In order to provide a platform for the attendant to stand on while placing the second tiers of sheaves, I have arranged rails P on the inside of the sides of the wagon, and which support a board Q at its opposite ends, and preferably this board is provided with a central support R. The platform may be moved back and forth and placed in the proper position as the work progresses.

Where cap sheaves are attached to the shock, in the manner described in my application No. 418,030, above referred to, the rods used for securing the cap sheaves are preferably removed and placed in the box S while loading the wagon A, and the cap sheaves are placed on top of the shocks in the manner shown in my application No. 418,030, last mentioned. After the wagon is filled, the load may be carried to a suitable place for forming a stack in the manner described in my application No. 418,032, filed Feb. 27, 1908.

In order that the shocks may be held in the wagon properly or that two layers of shocks may be formed and properly held in place I provide frame sections T, the parts *t*, of which are adapted to fit in sockets *t* on the wagon. There are preferably four such sections for the opposite ends and opposite sides of the wagon.

By my improvements much time is saved in loading since the shocks are not separated into sheaves, and there is also great economy

owing to the fact that very little grain will be wasted, which is not the case where the shocks are torn apart and the sheaves separately handled.

I claim as my invention:—

1. Mechanism for loading shocks, comprising a wagon having longitudinal tracks arranged on opposite sides of the wagon below the top, the crane-carrying frame bridging the wagon supported on said tracks and movable thereon longitudinally of the wagon, a horizontally arranged crane-arm pivotally connected with said frame, block and tackle mechanism carried by the arm, and means for connecting the block and tackle mechanism with a shock.

2. The combination with a wagon body of longitudinal tracks on opposite sides thereof below the top of the body, a crane-carrying frame comprising uprights and a cross-piece connecting them, means for connecting said uprights with the tracks to enable them to move back and forth thereon, a swinging crane-arm pivotally connected with the cross-piece of the frame, hoisting devices carried by said swinging arm, and means for detachably connecting the hoisting devices with a shock.

3. The combination with a wagon body, of longitudinal tracks on opposite sides thereof, a crane-carrying frame bridging the wagon body supported on and adapted to slide back and forth on said tracks, a swinging crane-arm pivotally connected with the crane-carrying frame, hoisting devices carried by said crane arm, means for detachably connecting the hoisting devices with a shock, rails within the wagon body on opposite sides thereof, and a platform adapted to slide back and forth on these rails.

In testimony whereof, I have hereunto subscribed my name.

GEORGE MARSHALL.

Witnesses:

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