

H. Hull.

Hay-Loader.

N^o 74226

Patented Feb. 11, 1868

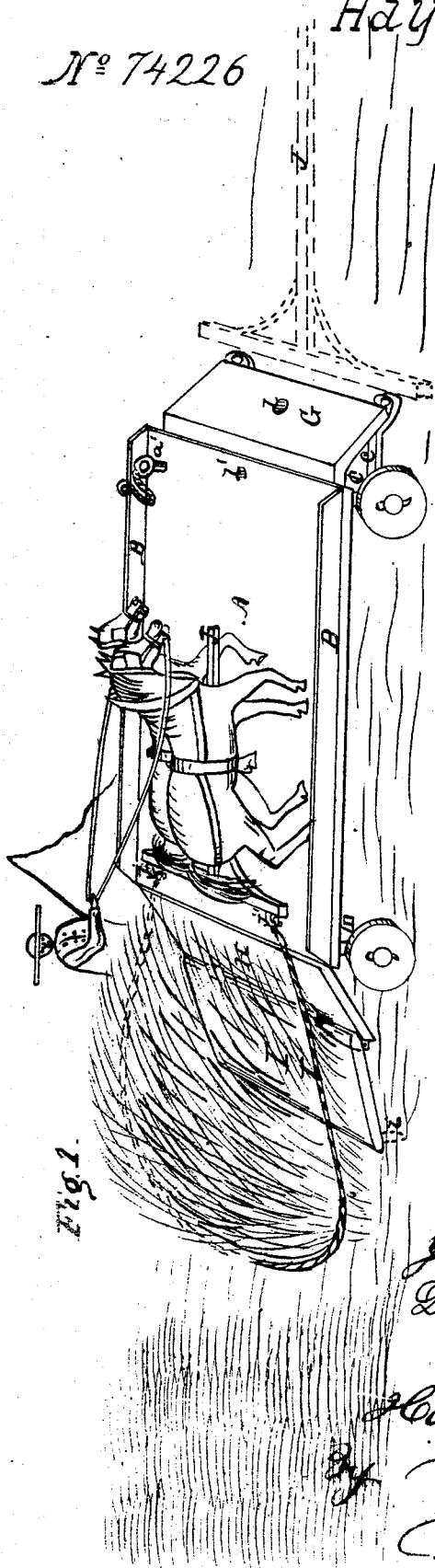
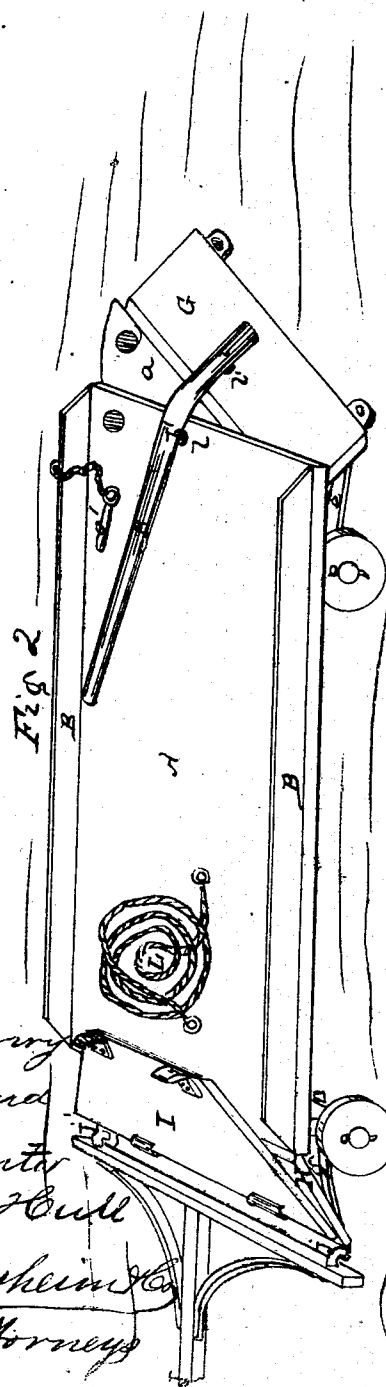


Fig. 1.



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Fig. 3.

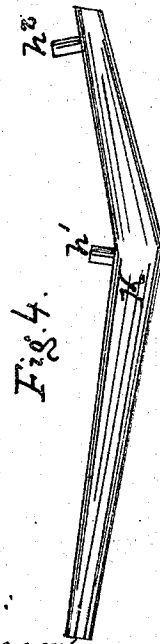
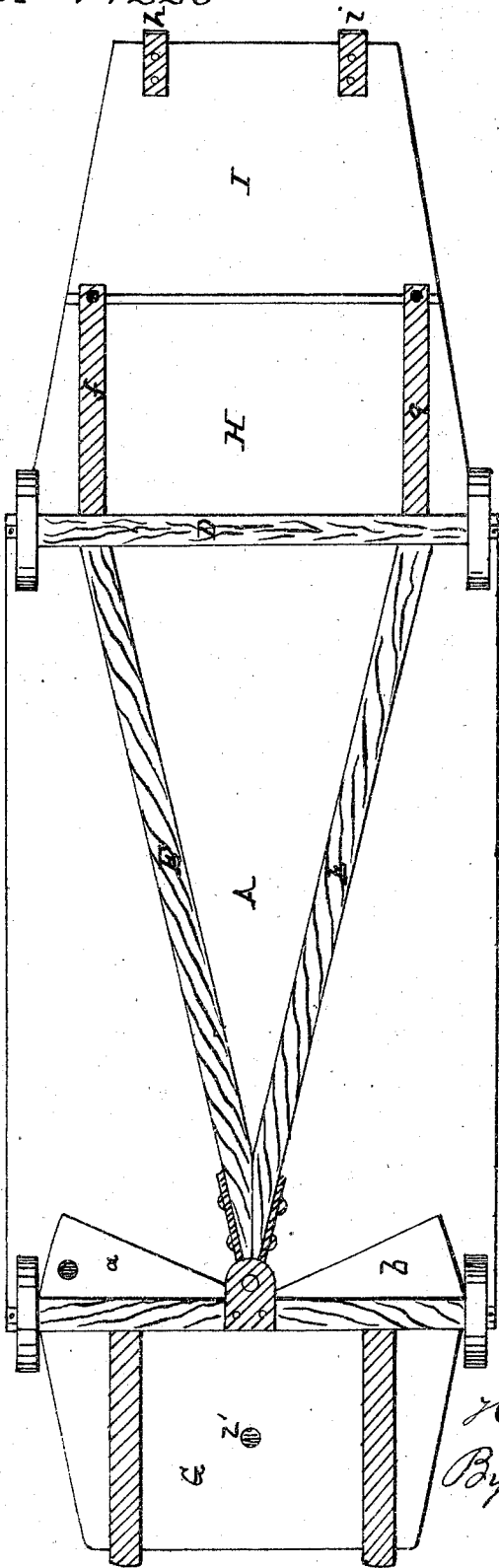


Fig. 4.

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UNITED STATES PATENT OFFICE.

HARVEY HULL, OF WEST EXETER, NEW YORK.

IMPROVEMENT IN HAY-LOADERS.

Specification forming part of Letters Patent No. 74,226, dated February 11, 1868.

To all whom it may concern:

Be it known that I, HARVEY HULL, of West Exeter, in the county of Otsego and State of New York, have invented a new and useful Improvement in Hay-Loading Wagons; and I do hereby declare the following to be a full and correct description of the same, sufficient to enable others skilled in the devices to which my invention appertains to fully understand and use the same, reference being had to the accompanying drawings, which make part of this specification, and in which—

Figures 1 and 2, Sheet 1, are perspective views of my device. Fig. 3, Sheet 2, is a bottom view of the same, and Fig. 4 a detached view of the steering-rod.

Like letters indicate like parts in the several figures.

The nature of my invention consists in the peculiar device for a hay-loading wagon, by means of which hay may be roped at a great saving of labor and time.

A in the drawings may represent the body of the wagon, provided with side-boards B. This body rests upon the front and rear trucks, C D, which are connected to each other by reaches E and F. The front truck, C, is pivoted on a shaft, c, held where the reaches E and F meet, and is provided with wings a b. Securely attached to the truck C is the end-board G, either by bolts or hooks, being firmly held by metal braces d e. The rear truck is not movable, and has an end-board, H, attached similarly as the end-board G, by braces f g. The end-board H has hinged to it in any convenient manner another board, I, serving as a foot-board, which is provided with two projections or spurs, h i. The outer ends of the braces d e f g are provided with holes, and serve for means of attaching the tongue J, which is provided with two hooks, j j'. The wing a is provided with a hole, through which and a corresponding hole in the body A of the wagon a pin, a', passes when it is desired to render the front truck rigid.

K is a bent handle, provided with pins h' h² near the bend and at the end of the shorter arm. These pins fit into holes l l' in the body of the wagon and end-board G, as shown in Fig. 2.

A rope, L, provided at each end with a loop,

and of sufficient or suitable length, completes the device.

Its operation is as follows: The wagon may leave the the barn in the position shown in Fig. 2. The loops of the rope L may be placed over the hooks j j' of the tongue J, which are then slipped into the braces f g, the foot-board I being turned up and inward, as shown, the pin a' drawn out of its holes, and the handle K inserted into the holes l l'. The driver stands upon the wagon and steers the same by means of the handle K, the truck D now being in front and immovable laterally. Arrived at the hay-field, the wagon is driven close up to the hay, the tongue j detached, the rope L unhooked from the hook j, the board I turned down so that the spurs h i are driven into the ground, by means of which the wagon is securely anchored, the pin a' inserted in its place to prevent the truck C from moving laterally, and the handle K unshipped. The horses are now driven on one side of the hay, the rope L dragging along. The horses are then started across the hay and back toward the wagon, the rope L reattached to the hook j, when a sufficient load of hay is in position to be roped. The horses are then driven over the boards I H onto the body of the wagon, the tongue, with the rope still attached to it, inserted into the braces d e, and the pin a' withdrawn, when the load can be hauled right into the barn, and either at once elevated into the loft or dropped onto the floor by detaching the tongue and driving the horses toward the other end of the barn. By unhooking one end of the rope L the latter is then withdrawn, the horses driven around the barn, and the tongue again attached to the truck D, as already described, when the operation can be repeated.

The great advantage of my improvement is that one man with a team of horses can do as much work in bringing in hay than by loading it with forks and common wagon can be done by four men and a driver in the same time.

The body A and the foot and end boards may be so constructed that they may be attached to any pair of trucks now in use by farmers.

The wings a b serve to prevent any hay from

falling off the wagon when the truck C is turned either way.

Having thus described my invention, what I claim as new therein, and desire to secure by Letters Patent, is—

A hay-loading wagon so constructed that the draft-horses may travel over the same and draw it from either end, substantially as described.

The above specification of my improvement in hay-loaders signed this 6th day of November, 1867.

HARVEY HULL.

Witnesses:

W. A. HULL,
ALEX. A. C. KLAUCKE.