

(No Model.)

O. E. ADOLPH.
HAY TRUCK.

No. 582,970.

Patented May 18, 1897.

Fig. 1.

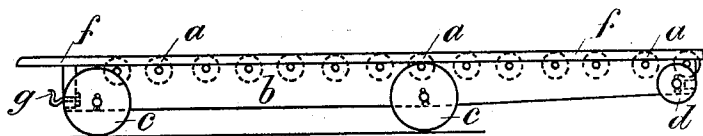


Fig. 2.

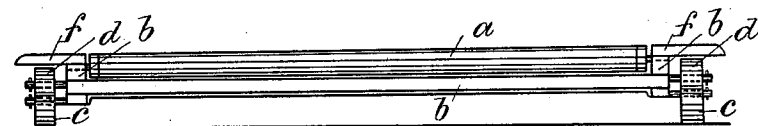
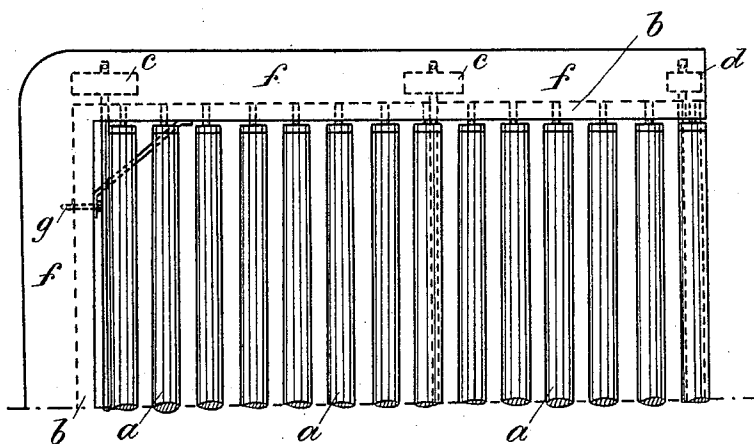


Fig. 3.



WITNESSES

Julius L. ...
Wm. H. Hadaway

INVENTOR

O. E. Adolph

BY

Munich

ATTORNEYS

UNITED STATES PATENT OFFICE.

OCTAVUS EMIL ADOLPH, OF BODAL, DENMARK.

HAY-TRUCK.

SPECIFICATION forming part of Letters Patent No. 582,970, dated May 18, 1897.

Application filed June 18, 1896. Serial No. 596,014. (No model.)

To all whom it may concern:

Be it known that I, OCTAVUS EMIL ADOLPH, of Bodal, near Sorø, Denmark, have invented certain new and useful Improvements in Hay-Trucks, of which the following is a specification.

It has heretofore been customary when making hay-stacks to carry the hay, after it has been raked together by hand or with a horse-rake, to where it has been desired to build the stack. This has necessitated considerable running backward and forward, involving much loss of time.

The object of the present invention is to obviate this disadvantage, and according to it the hay is stacked upon a truck as the latter is driven along the rows of hay lying on the field, the truck (whose bottom is itself made inclined or is so arranged that it can be readily inclined at will) being afterward withdrawn from underneath the stack, which will thus be deposited on the field without in any way changing its form.

In the accompanying drawings, Figure 1 shows a side elevation of a hay-truck according to my invention, and Fig. 2 is a rear view thereof. Fig. 3 is a plan of one-half of the truck.

Referring to Figs. 1 to 3, the bottom of the truck consists of a number of parallel rollers *a*, having their bearings in a frame *b*. The frame and rollers are supported by two pairs of ordinary wheels *c*. On the back part of the truck, as shown in Figs. 1 and 2, are fixed a pair of wheels *d*, so arranged that they do not touch the ground when the truck is driven along upon the field. When, however, the truck is allowed to tilt for the purpose of depositing the stack, the truck is supported by the said wheels *d* and one pair of the ordinary wheels *c*.

The front and the sides of the truck are

provided with frame-plates *f*, which protect the wheels and increase the carrying-surface of the truck-bottom. The truck is adapted to be pulled along by a horse by means of a chain attached to two hooks *g*, fixed upon the front part of the frame, and while this is being done the hay is stacked upon it. When the stack is completed and it is wished to deposit the same upon the ground, it is kept in position, for instance, by means of pitchforks, while at the same time the truck is pulled forward. The stack will then slide over the rollers and be deposited upon the field without in any way changing its shape.

It will be seen that the top surfaces of the frame-plates are flush with the top plane of the rollers *a*, so that hay will not be retarded by the ends of the rollers while being dumped.

Having now particularly described and ascertained the nature of this said invention and in what manner the same is to be performed, I declare that what I claim is—

A hay-truck, comprising a frame, rollers having journal-bearings in the frame, frame-plates secured to the front and side portions of the frame, the top surfaces of said plates being level with the top plane of the rollers, a pair of wheels at the forward end of the frame, a pair of wheels intermediate of the ends of the frame and a pair of small wheels on the rear portion of the frame, the said small wheels being normally out of engagement with the ground, substantially as specified.

In testimony that I claim the foregoing as my invention I have signed my name in presence of two subscribing witnesses.

OCTAVUS EMIL ADOLPH.

Witnesses:

J. HOFMAN BARRY,
JULES BLOM.