

E. B. ROCK.
HAY STACKER.

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1,006,285.

Patented Oct. 17, 1911.

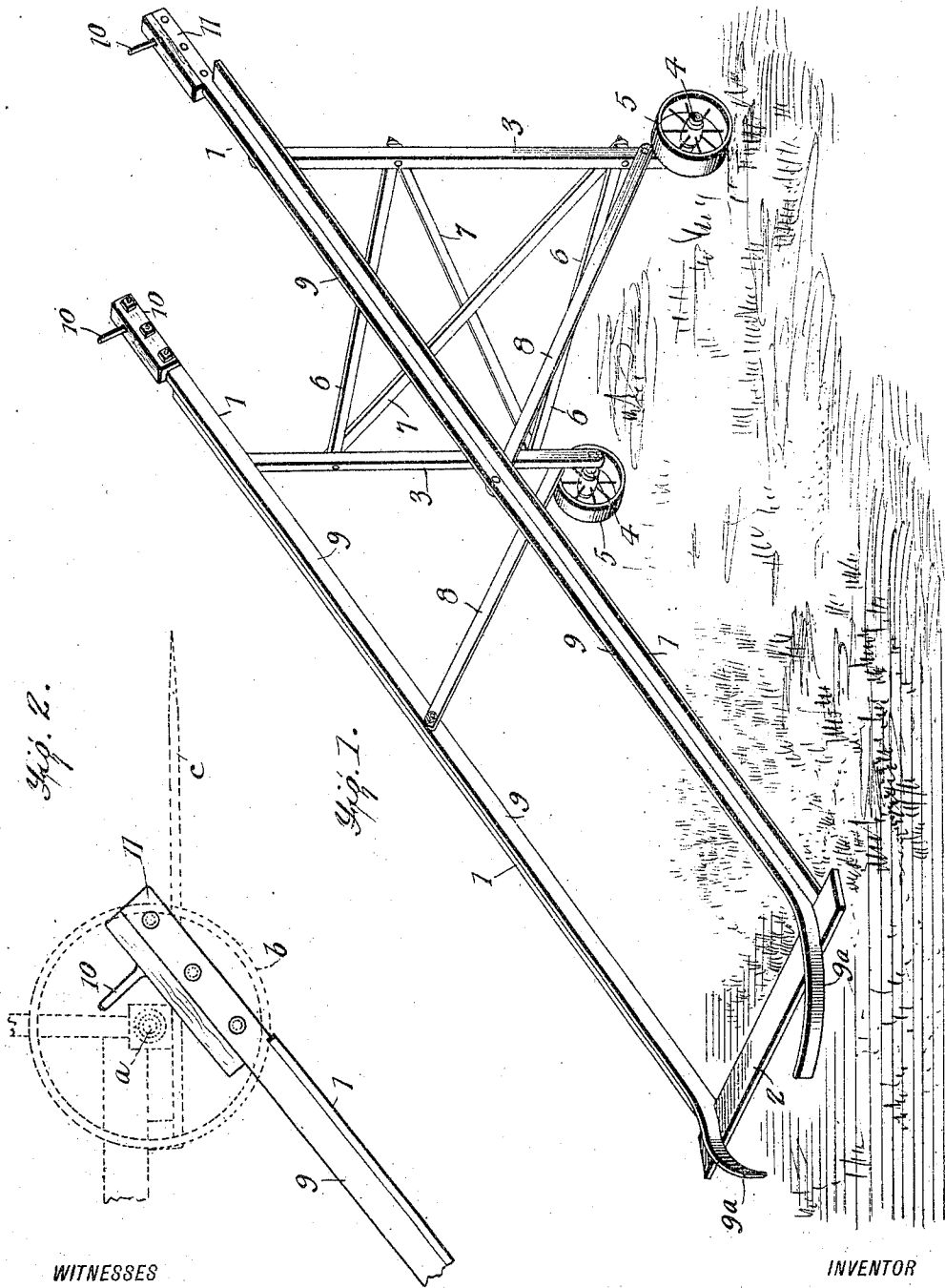


Fig. 2.

Fig. 1.

WITNESSES

L. H. Schmidt
Amos W. Hart

INVENTOR

EMMET B. ROCK,
BY *Munn & Co*

ATTORNEYS

UNITED STATES PATENT OFFICE.

EMMET BURDETT ROCK, OF STUDLEY, KANSAS.

HAY-STACKER.

1,006,285.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, EMMET B. ROCK, a citizen of the United States, and a resident of Studley, in the county of Sheridan and State of Kansas, have invented an Improvement in Hay-Stackers, of which the following is a specification.

It is a well known practice in gathering hay in the field and conveying it to a stack, to employ large wheeled rakes, commonly known as sweep-rakes. As the stack grows in height, the difficulty of delivering the hay thereon increases correspondingly, and, to facilitate the operation, portable frames, called hay-stackers, are frequently brought into use.

My invention is an improvement in this line.

The details of construction, arrangement, and combination of parts are as hereinafter described, and illustrated in the accompanying drawing, in which—

Figure 1 is a perspective view of my improved hay stacker. Fig. 2 is a diagrammatic side view illustrating the operation of the stops at the upper terminals of the rails.

The rails 1 are supported in an inclined position, say at an angle of about 30°, and their lower ends are connected by a cross-bar or board 2. Their upper ends are supported upon vertical parallel posts 3 having at their lower ends stub axles 4 upon which are mounted running wheels 5. The posts 3 are rigidly connected by cross-bars 6 and diagonal braces 7, while other diagonal braces 8 extend from a point near the wheels to near the middle of the rails 1 where they are secured by bolts.

Wheel guides 9 are located at the inner edges of the tracks or rails 1, the same consisting of narrow strips arranged at right angles to the tread of the rails and projecting a few inches above the latter, whereby they serve to guide the wheels of the sweep-rake on the rails in ascending and descend-

ing the latter. The lower ends of the guides are curved inward, as shown at 9^a, in order to facilitate the entrance of the sweep-rake wheels on the rails 1, since they serve as fenders or guards against which the wheels strike and are thus guided to the right or left, as the case may be, to bring them into coincidence with the rails.

In order to arrest the sweep-rake at the top of the hay-stacker, pins 10 are provided, the same projecting upward and serving thus as stops with which the axle *a* of the sweep-rake—see Fig. 2—comes in contact. These pins are set in blocks 11 secured to the projecting ends of the rails 1. The rails terminate at the lower ends of the blocks, so that the wheels *b* of the sweep-rake may pass over the ends of the rails and thus drop into the position indicated in Fig. 2, whereby the sweep-rake is held while the load on the rake teeth *c* is being delivered on the stack.

The hay-stacker thus constructed is light and easily portable, since by raising the lower end, the board 2 is lifted from the ground, when the stacker may be pushed over the field to any point where it is required for use.

What I claim is:—

The improved hay-stacker, comprising a vertical wheeled frame, rails supported thereon at a considerable angle, guide strips for said rails which are arranged at the inner edges thereof and at a right angle thereto, and stop pins located at the upper ends of the guides, the rails terminating at a distance below the stops, whereby upon contact of the axle of a sweep-rake with the stops, the wheels thereof may drop and abut the ends of the rails, as shown and described.

EMMET BURDETT ROCK.

Witnesses:

JESSE FREEMONT ROCK,
JOHN MORRIS ROCK.