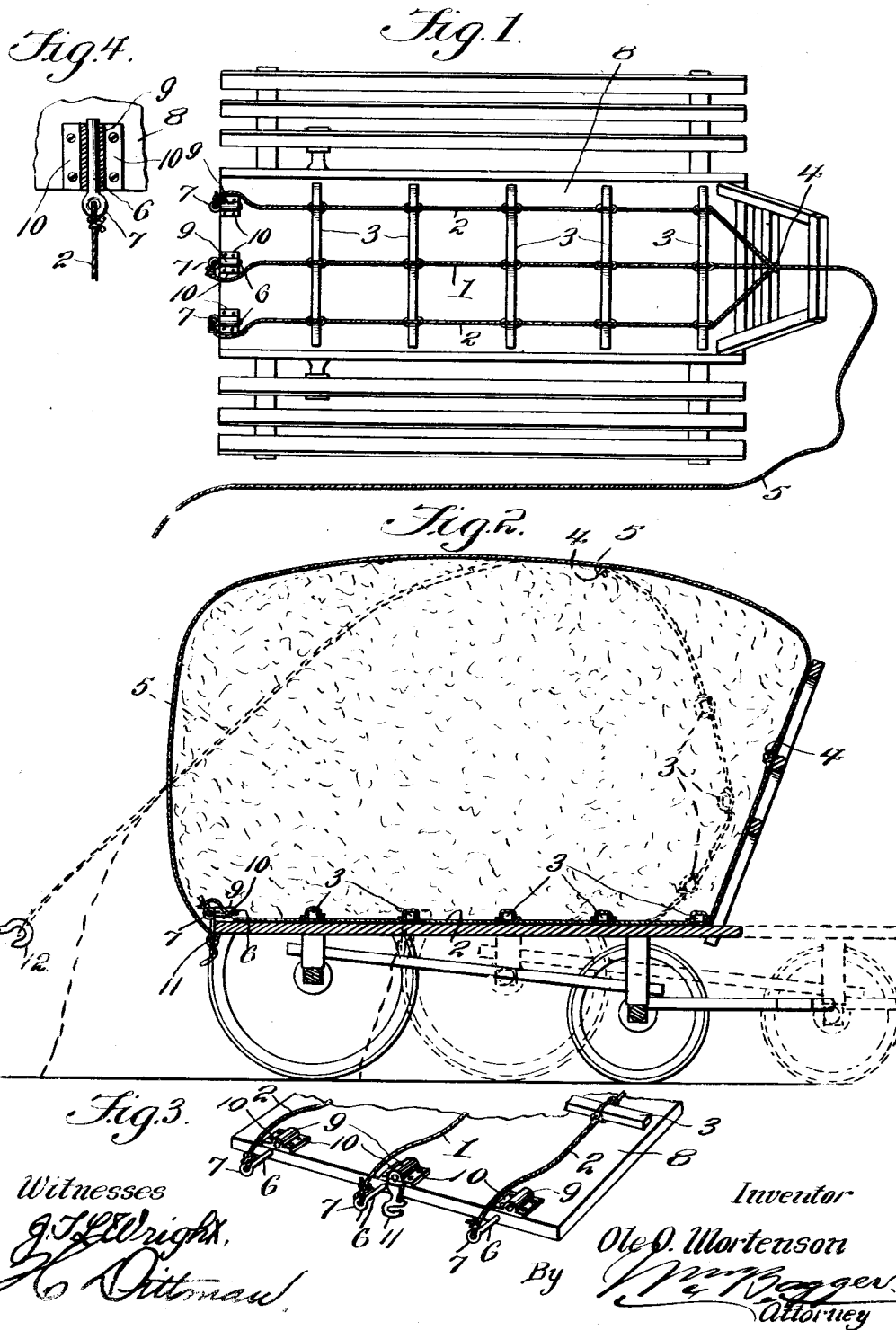


O. O. MORTENSON.
UNLOADING APPARATUS.
APPLICATION FILED JULY 3, 1912.

1,051,748.

Patented Jan. 28, 1913.



UNITED STATES PATENT OFFICE.

OLE O. MORTENSON, OF CLAIR, SASKATCHEWAN, CANADA.

UNLOADING APPARATUS.

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Specification of Letters Patent.

Patented Jan. 28, 1913.

Application filed July 3, 1912. Serial No. 707,507.

To all whom it may concern:

Be it known that I, OLE O. MORTENSON, a subject of the King of Great Britain, residing at Clair, in the Province of Saskatchewan and Dominion of Canada, have invented certain new and useful Improvements in Unloading Apparatus, of which the following is a specification.

This invention relates to unloading apparatus, and it has particular reference to apparatus for unloading hay, grain and the like from wagons where it has been loaded for transportation.

The invention has for its object to produce a sling of simple and improved construction which may be readily attached to and used in connection with an ordinary wagon or rack to receive material loaded thereon and to be utilized in unloading such material.

A further object of the invention is to provide simple and improved connecting means whereby the sling may be detachably associated with a wagon or rack.

With these and other ends in view which will readily appear as the nature of the invention is better understood, the same consists in the improved construction and novel arrangement and combination of parts which will be hereinafter fully described and particularly pointed out in the claims.

In the accompanying drawing has been illustrated a simple and preferred form of the invention, it being, however, understood that no limitation is necessarily made to the precise structural details therein exhibited, but that changes, alterations and modifications within the scope of the claims may be resorted to when desired.

In the drawing,—Figure 1 is a top plan view illustrating the application of the invention to a hay rack of ordinary construction. Fig. 2 is a sectional elevation of the same, showing in full lines the sling applied to the load and showing also in dotted lines the position occupied when partly unloaded. Fig. 3 is a perspective view showing the rear end of the wagon bed and showing also the rear end of the sling previous to connecting the same with the wagon bed. Fig. 4 is a horizontal sectional view taken through one of the socket members.

Corresponding parts in the several figures are denoted by like characters of reference.

The improved sling is constructed of a plurality of ordinary ropes, namely, a mid-

dle rope 1 and side ropes 2, 2, said ropes being suitably connected with a plurality of slats 3, 3, whereby said ropes are suitably spaced apart. The outer ropes 2, 2 are connected at their front ends with the center rope 1, as shown at 4, and said center rope is extended beyond the connecting point 4 to form a tie rope 5 to be utilized for the double purpose of tying the load in position and of assisting in unloading the same, as will be presently described.

Suitably attached to the rear end of each of the ropes 1, 2, 2 is a pin or bolt 6 which is preferably provided with an eye 7 for the attachment of the rope.

Suitably mounted on the wagon bed 8 in connection with which the device is to be used, adjacent to the rear edge of said wagon bed, are horizontal tubular sockets 9, each having flanges 10 for the passage of fastening members, such as screws or bolts, whereby the sockets may be attached upon the wagon bed. One of the sockets is provided with a downwardly extending hook 11 depending adjacent to the rear edge of the wagon bed to serve for the attachment of the tie rope 5.

In operation, the pins or bolts 6 at the rear ends of the ropes 1, 2, 2 are inserted into the sockets 9, said pins being inserted at the rear ends of said sockets, after which the ropes 1, 2, 2 are pulled forwardly over the wagon bed and disposed as in Fig. 1, the tie rope 5 being permitted to overhang the front end of the wagon bed or rack. The load, when placed in position on top of the sling, may be secured by bringing the tie rope 5 in a rearward direction over the top of the load and securing the end of said tie rope to the hook 11 as best seen in Fig. 2. The load may now be conveyed to the unloading point, after which the tie rope is detached from the hook 11 and made fast to some fixed point that will serve as an anchor, such as a hook 12, shown in Fig. 2. The wagon is now drawn in a forward direction, and by so doing the load will be rolled off the wagon bed and onto the ground, as will be readily understood. As soon as the load has been removed from the wagon bed it is obvious that the forward movement of the wagon will cause the sockets 9 to become disengaged from the pins 6 at the rear ends of the ropes composing the sling, and said sling will not be strained or injured. The tie rope 5 may now

be disengaged from the anchor member 12 and the sling be replaced on the wagon bed for a repetition of the operation.

Particularly in harvest time, when grain is moved from the field to the threshing machine, it is of the utmost importance that the labor of men and teams be economized. Ordinarily when a wagon has been loaded with sheaves of grain and the load has been hauled to the threshing machine, it has been customary to pitch the sheaves from the load to the feed table of the machine, and much time has been unnecessarily lost by handling the sheaves, one by one, and also by keeping one or more teams waiting while another is being unloaded. By the present invention the loaded wagon may be driven up close to the threshing machine and instantaneously unloaded and returned to the field for another load, thus economizing very materially in the labor of men and horses.

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

1. In an unloading apparatus, a sling comprising a plurality of ropes including a

center rope and two outer ropes, slats with which said ropes are connected at intervals and whereby they are spaced apart, and pins or bolts at the rear ends of the several ropes, in combination with sockets at the rear end of a wagon bed for the reception of the pins, the outer ropes being connected at their front ends with the center rope, and the center rope being extended in advance of the connecting point.

2. In an unloading device, a sling comprising a plurality of suitably connected and spaced ropes, one of which is extended in advance of the remaining ropes, pins connected with the rear ends of the several ropes, sockets mounted on a wagon bed for the reception of the pins, and a hook formed on one of the sockets for the attachment of the extended portion of the center rope.

In testimony whereof I affix my signature in presence of two witnesses.

OLE O. MORTENSON.

Witnesses:

P. C. ROBERTS,

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