

G. L. LADY.
SHOCK LOADER.

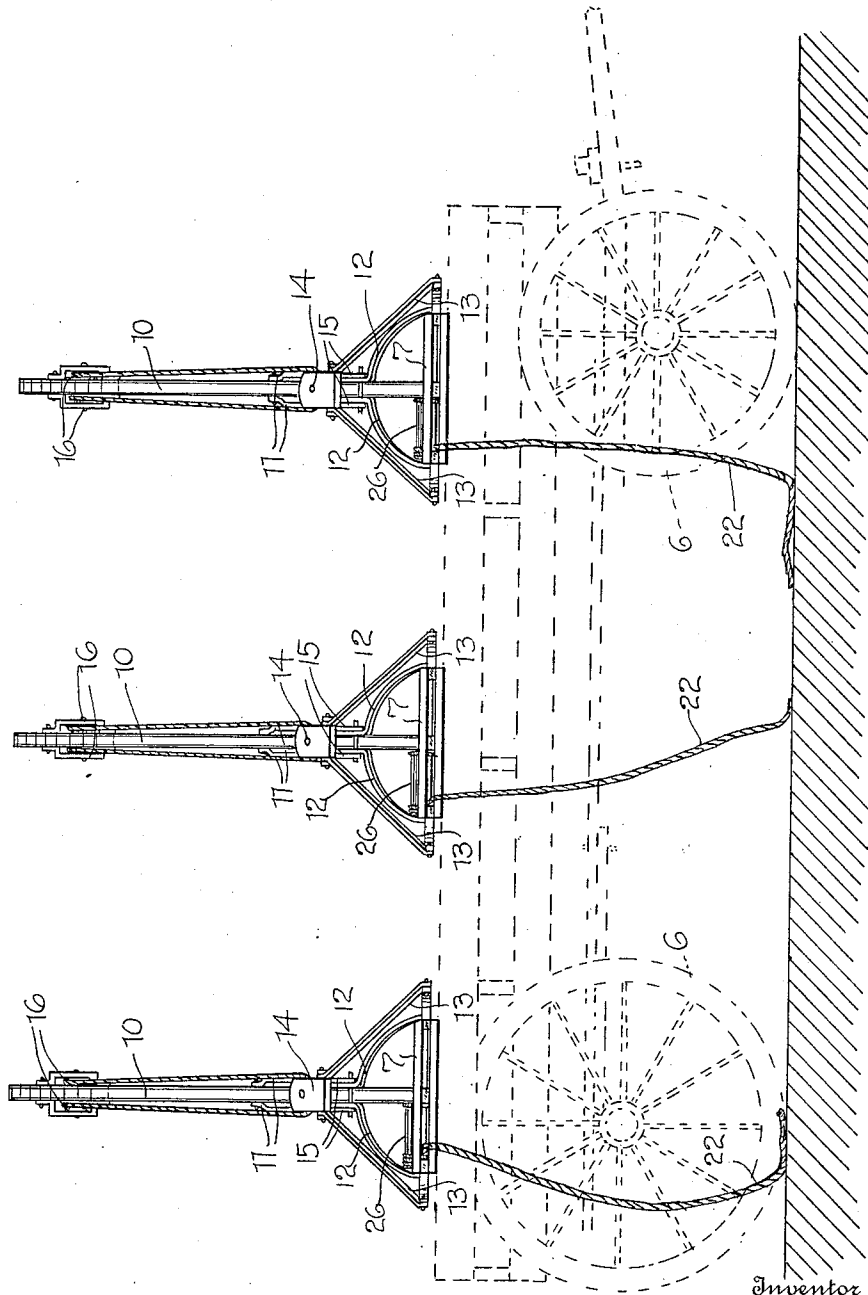
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1,064,495.

Patented June 10, 1913.

2 SHEETS—SHEET 1.

Fig. 1



Inventor
G. L. Lady

Witnesses
Robert M. Sutphen.
A. D. Friel.

By

Watson E. Coleman
Attorney

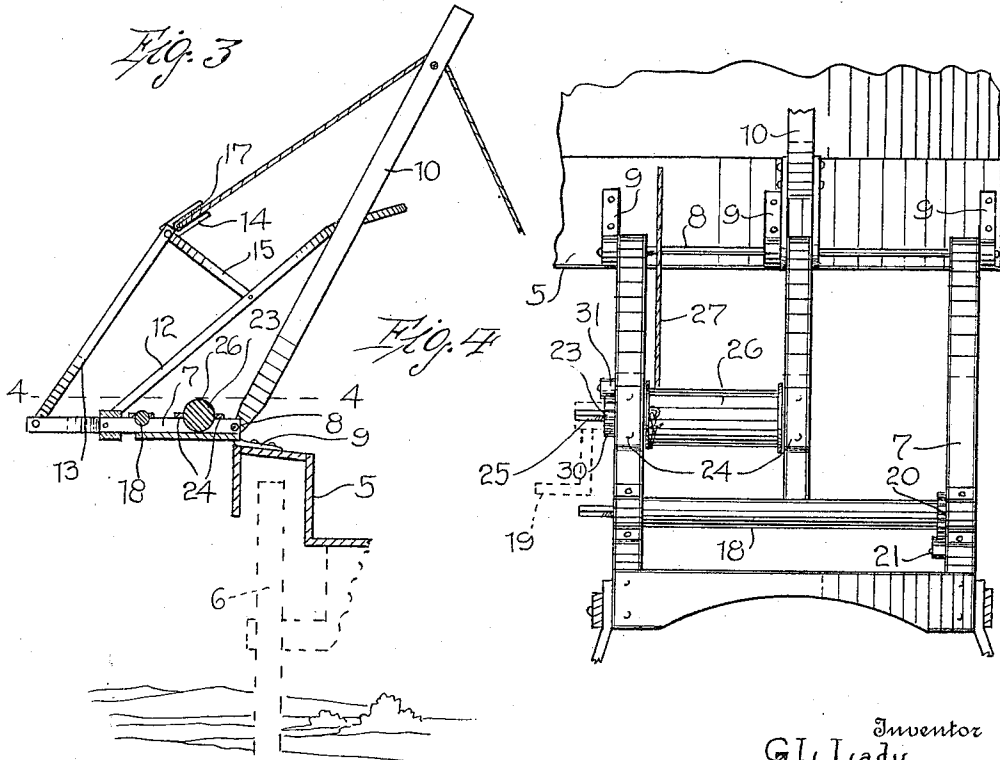
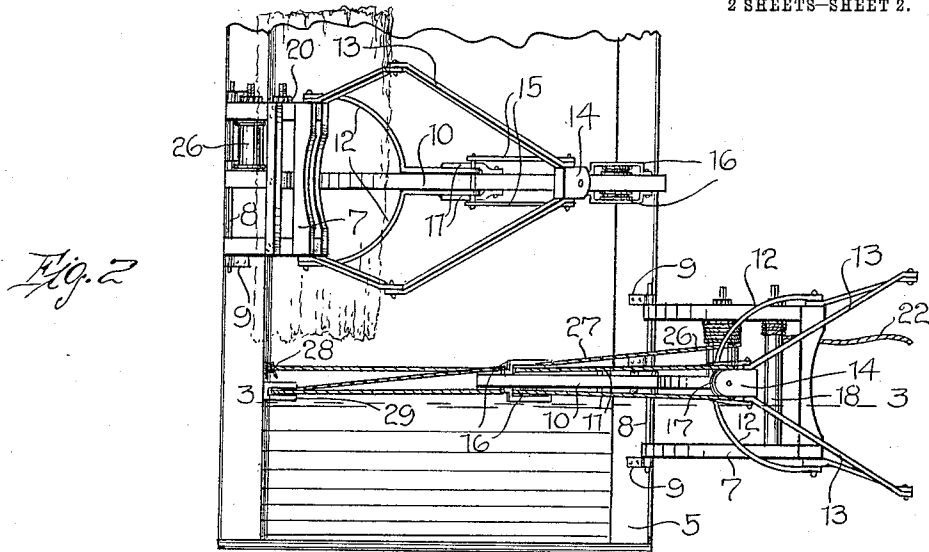
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Robert M. Sutphen
A. J. Hurd

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Attorney

UNITED STATES PATENT OFFICE.

GEORGE L. LADY, OF BAILEYTON, TENNESSEE.

SHOCK-LOADER.

1,064,495.

Specification of Letters Patent. Patented June 10, 1913.

Application filed January 25, 1913. Serial No. 744,212.

To all whom it may concern:

Be it known that I, GEORGE L. LADY, a citizen of the United States, residing at Baileyton, in the county of Greene and State of Tennessee, have invented certain new and useful Improvements in Shock-Loaders, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to improvements in shock loaders and has for its primary object to provide a simple and efficient device of this character for easily and quickly loading the shocks of corn or cane upon a wheeled vehicle whereby the same may be readily transported from place to place.

Another object of the invention is to provide an improved device for the above purpose which may be operated with a minimum of manual labor and whereby the corn shocks when unloaded from the vehicle will occupy relative positions corresponding to their positions upon the field before transportation.

Another and more specific object of the invention is to provide a shock loader which is so constructed that a plurality of such loaders may be arranged upon the wheel supported vehicle frame and will occupy but a minimum of space.

A further object of the invention resides in the provision of improved means for moving and supporting the shock upon the loading device and additional means for moving the loader and the shock carried thereby upon the vehicle frame.

Another object of the invention is to provide a shock loading device which comprises but few elements of comparatively simple form, whereby a device of strong and durable construction is produced and one which may be manufactured at comparatively small cost.

With the above and other objects in view as will become apparent as the description proceeds, the invention consists in certain constructions, combinations and arrangements of the parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention, reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a side elevation of a vehicle showing a plurality of my improved shock loaders mounted thereon and in position to

receive the corn or cane shocks. Fig. 2 is a top plan view of one end of the vehicle showing one of the loaders in its loading position and another loader on the opposite side of the vehicle in folded position. Fig. 3 is a transverse section taken on the line 3—3 of Fig. 2; and Fig. 4 is an enlarged section taken on the line 4—4 of Fig. 3.

Referring in detail to the drawings, 5 designates a frame which is mounted between and supported by the vehicle wheels 6. This frame may be of any desired proportions in accordance with the number of shock loading devices to be mounted thereon. Each of the shock loading devices includes a frame 7. This frame is pivotally mounted at its inner end for swinging movement upon a rod 8 which is arranged longitudinally of the wheeled frame 5 upon one side thereof and is supported in suitable bearings 9 secured to said frame. The lower end of a standard or mast 10 is also loosely mounted upon the rod 8 for swinging movement, said standard being located centrally between the opposite longitudinal edges of the frame 7. To the mast 10 intermediate of its ends, the upper ends of the metal bars or straps 11 are secured. These bars are obliquely disposed and extend in parallel relation from the mast 10. The lower or outer ends of said bars are laterally offset as at 12 and connected to opposite sides of the shock loading frame 7 adjacent its outer end. To the extreme outer end of the frame 7, and at opposite sides thereof, the convergently disposed metal bars 13 are bolted or otherwise rigidly fixed at one of their ends. The other ends of these bars are fixed to a sheave block 14, said block being suitably braced by means of the parallel bars 15 which are secured thereto and to the parallel portions of the strap bars 11. Adjacent the upper end of the mast or standard 10 and upon opposite sides thereof, the sheaves 16 are mounted, a similar pulley or sheave indicated at 17 being also mounted in the block 14. The purpose of these several sheaves will be more fully pointed out in the following description.

Upon the shock loading frame 7, a shaft 18 is mounted to rotate in suitable bearings, one end of said shaft being rectangular in cross section to be received in the socket of a suitable crank 19 whereby said shaft may

be rotated. Upon the opposite end of this shaft, a ratchet 20 is fixed, the teeth of which are adapted to be engaged by a pawl 21 pivotally mounted upon the frame 7. One end of a rope indicated at 22 is connected to the shaft 18. This rope is adapted to be passed around the shock to be loaded upon the vehicle, and the other end thereof is disposed between one of the turns of the rope and the shaft upon which the same is wound. Upon rotating the shaft 18, it will therefore, be obvious that the shock will be moved toward the vehicle and upwardly upon the convergently disposed bars 13. The shaft 18 is held against retrograde movement to prevent unwinding of the rope by means of the pawl 21.

Upon the loading frame 7, a second shaft 23 is mounted in the bearings 24 and in parallel relation to the shaft 18. This latter shaft also has a square or rectangular end 25 for the purpose of receiving the crank handle 19. Upon this shaft, a drum or reel 26 is secured and to the same one end of the hoisting rope or cable 27 is fixed. This cable has its other end secured as indicated at 28 to the wheel supported frame 5. The rope 27 is extended over one of the pulleys or sheaves 16 upon the standard 10, then around the sleeve 17 in the block 14 and over the other sheave 16 upon the standard. From this latter sheave, the rope extends downwardly and around the sheave or pulley 29 which is mounted in a block pivotally secured to the frame 5 in any preferred manner. From this sheave, the cable extends to the drum or reel 26. Upon the drum shaft, a ratchet 30 is fixed for engagement by a pivoted pawl 31 mounted upon the frame 7 whereby said shaft is held against retrograde movement to prevent unwinding of the cord or cable from the reel.

In the use of my improved shock loader, when driving to the field, the loading devices are folded upon the frame 5 as shown at the left hand side of Fig. 2 of the drawings. In the illustrated embodiment of my invention, I have shown three of the loading devices arranged upon each side of the wheeled frame. Upon arriving at the desired position upon the field, the operator throws the frame 7 mounted upon the opposite sides of the frame 5 to the position shown at the right of Fig. 2, so that the same will extend transversely from the wheeled frame. In this movement of the loading frames, the standards or masts 10 are also elevated from their horizontal positions upon the main frame. The rope 22 is now passed around a shock lying upon the ground in the manner above stated and the shaft 8 is rotated by means of the crank 19 to draw the shock toward the vehicle and upwardly upon the convergently disposed metal bars 13. After the shocks have

thus been disposed upon each side of the frame 5, the operator by means of the crank 19 rotates the shaft 23 to wind the rope or cable 27 thereon. As the rope 27 is thus wound upon the reel or drum on the frame 7, said frame is swung upwardly and inwardly while the mast or standard 10 is disposed transversely across the frame 5 and rests upon the same. It will be observed that when thus disposed, the shocks are arranged above and inwardly of the pivoted ends of the frame 5 so that said frames will not be overbalanced by the shocks and moved outwardly to their loading positions. The weight of the masts or standards 10 together with the loading frame will effectually prevent such outward movement of the frames when the vehicle wheels pass over boulders or through ruts in the road surface.

From the foregoing, it is believed that the construction and manner of operation of my improved shock loading device will be clearly understood. By means of the same, the corn or cane shocks may be easily and quickly loaded upon the vehicle and discharged therefrom so that they will assume substantially the same relative positions upon the ground as when removed from the field. It will be obvious that any desired number of the shock loaders may be provided upon the wheeled frame so that a large number of shocks may be quickly transported from place to place.

The construction of the loader is comparatively simple, and may be produced at small cost. It is also extremely durable and highly efficient and serviceable in practical use.

While I have shown and described the preferred construction and arrangement of the several elements, it will be understood that the invention is susceptible of considerable modification without departing from the essential features or sacrificing any of the advantages thereof.

Having thus described the invention, what is claimed is:

1. In a shock loader, the combination with a wheeled frame, of a shock loading frame pivotally mounted upon said main frame to extend transversely therefrom when in its loading position, supporting bars for the shock mounted upon said main frame, means carried by the main frame including a winding shaft and a rope connected thereto to move the shock inwardly and upwardly and secure the same upon said supporting bars, and additional means for swinging said frame and shock upwardly and inwardly upon the wheeled frame, said latter means including a shaft and winding drum mounted upon the shock loading frame.

2. In a shock loader, the combination with a wheel supported frame, of a shock loading

frame pivotally mounted upon said wheeled frame to extend transversely therefrom when in its loading position, means mounted upon said loading frame to load and secure a shock thereon, a standard also pivotally mounted upon the wheeled frame at the inner end of the loading frame, and means mounted upon the loading frame and a flexible connection between the same, the wheeled frame, the standard and the loading frame to swing the standard and loading frame transversely of the wheeled frame and dispose said loading frame and standard upon the wheeled frame.

3. In a shock loader, the combination with a wheeled frame, of a shock loading frame pivotally mounted upon said wheeled frame to extend transversely therefrom when in its loading position, means carried by said loading frame to load and secure a shock thereon, a standard pivotally mounted upon the wheeled frame at the inner end of the loading frame, bars rigidly connecting said standard to the loading frame, pulleys arranged upon said standard, the wheeled frame and the loading frame and a rope passing around said pulleys, and a winding drum mounted upon the loading frame to wind said rope thereon and swing said

standard and loading frame transversely of the wheeled frame and dispose the same thereupon.

4. In a shock loader, the combination with a wheeled frame, of a loading frame pivotally mounted at one end upon said wheeled frame to extend transversely therefrom when in its loading position, means carried by the loading frame to position and secure a shock thereon, a standard pivotally mounted at its lower end upon the wheeled frame at the inner end of said loading frame, bars rigidly connecting said standard and the loading frame, a rope connecting said standard and loading frame, and a winding drum mounted upon the loading frame to wind said rope thereon and lower the standard to rest upon said wheeled frame and simultaneously dispose the loading frame and the shock carried thereby above said wheeled frame and inwardly of the pivoted end of the loading frame.

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

GEORGE L. LADY.

Witnesses:

D. S. SUSONG,
L. H. TRAIN.