

(No Model.)

L. E. WARDER.  
HAY TRUCK.

No. 260,717.

Patented July 4, 1882.

Fig. 1.

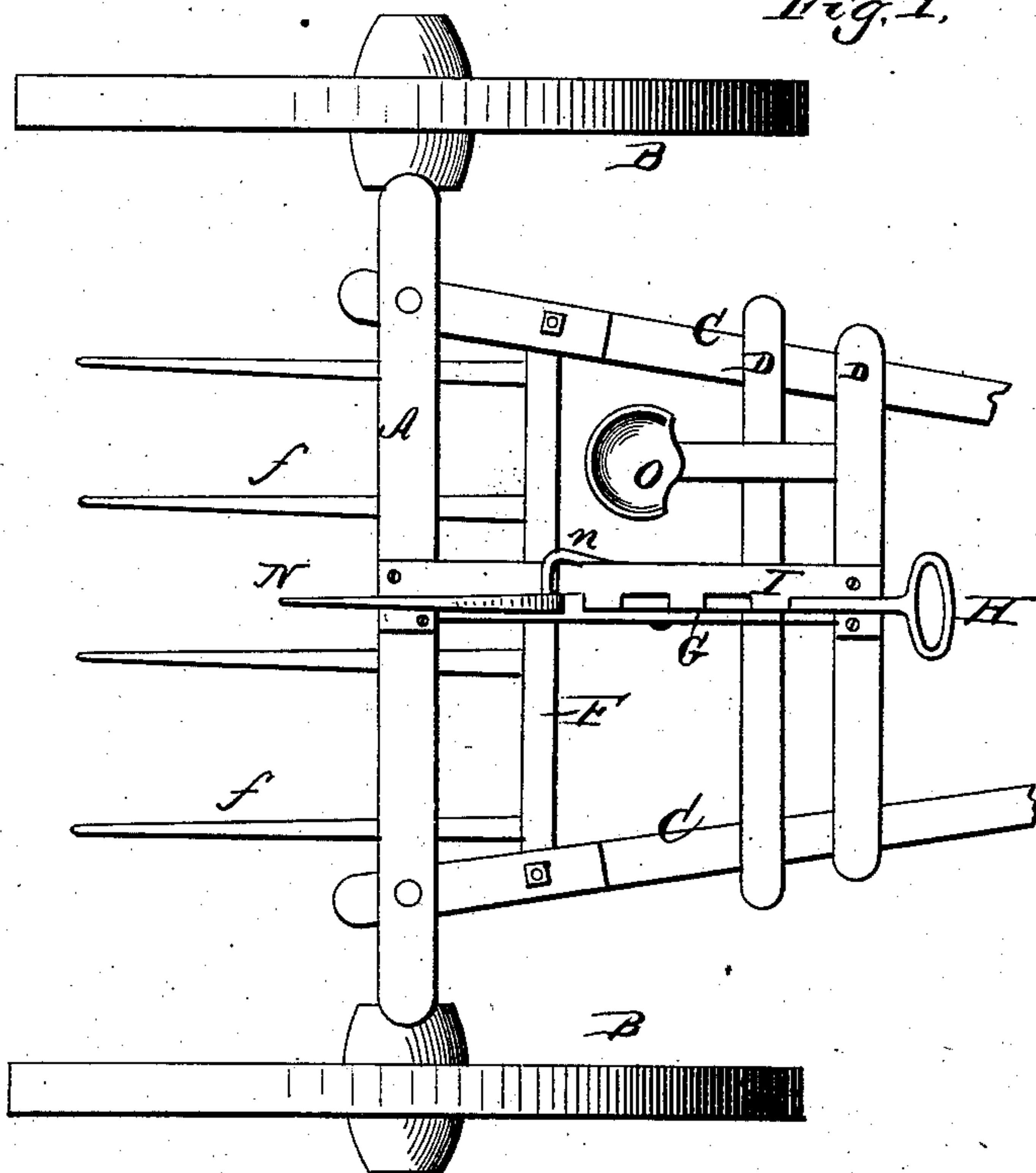
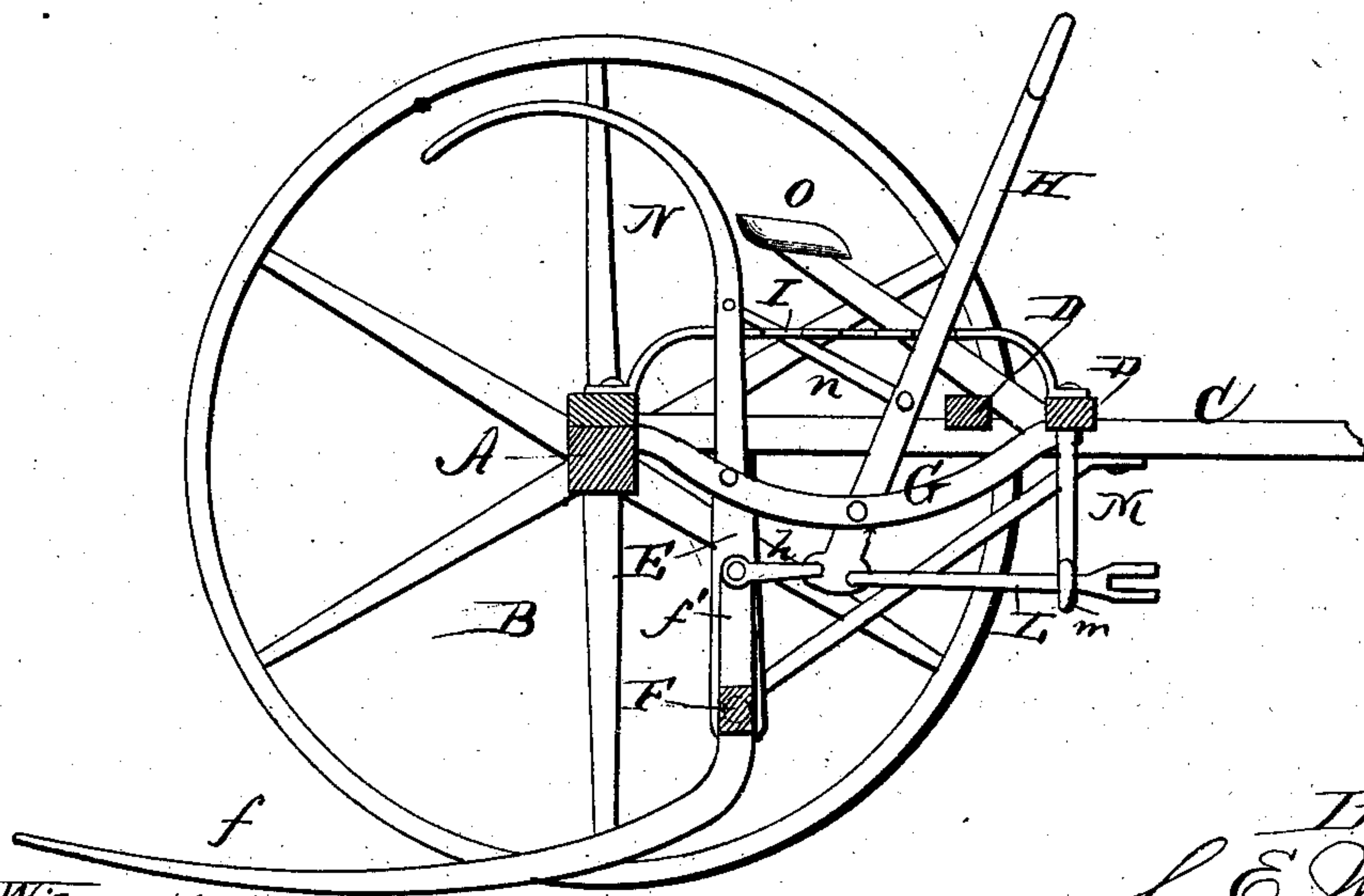


Fig. 2.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

LEMUEL E. WARDER, OF PRUNTYTOWN, ASSIGNOR OF TWO-THIRDS TO  
GEORGE H. SMITH, OF WEBSTER, WEST VIRGINIA.

## HAY-TRUCK.

SPECIFICATION forming part of Letters Patent No. 260,717, dated July 4, 1882.

Application filed December 20, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, LEMUEL E. WARDER, of Pruntytown, in the county of Taylor and State of West Virginia, have invented certain new and useful Improvements in Hay-Trucks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a plan view, and Fig. 2 a vertical longitudinal section of my invention.

This invention is an improvement on the patent for hay-trucks granted to Geo. H. Smith, May 6, 1879, and No. 215,175; and it consists in the peculiar combination of elements hereinafter more fully set forth, whereby the draft of the team is utilized to lift and clamp the hay.

In order to enable others skilled in the art to make and use my invention, I will now proceed to describe its construction and operation.

A represents the axle of the truck, which is mounted upon the wheels B B and provided with shafts C C, upon which the cross-bars D D of the frame are secured. From the under side of the shafts C C, just forward of the axle, depend the hangers E, in which is journaled a rock-shaft, F. This shaft is provided with rearwardly-extending teeth *ff*, and also with an upwardly-extending arm, *f'*.

G represents a bar, extending longitudinally beneath the frame from the axle A to the forward cross-bar D, and in a slot in this bar is pivoted the hand-lever H. This lever extends upward a suitable distance, and engages with a rack-bar, I, for holding it in any position desired. The lever H also extends a short distance below its pivotal point in the bar G, and is connected by a link, *h*, with the upwardly-extending arm *f'* of the rock-shaft. It is also connected to the draft-rod L, which extends forward and passes through an eye, *m*, in the lower end of a supporting-bar, M, depending from one of the cross-bars D of the main frame. This draft-rod is bifurcated at

its front end for the attachment of the single-tree.

In the bar G, in rear of the lever H, is pivoted the lower end of a clamping-tooth, N, which extends upward a short distance, and is bent or curved toward the rear of the machine to form a hooked clamping-tooth, whose purpose will be more fully set forth. This clamping-tooth N is connected with the lever H above its pivot by means of the link *n*. The device is also provided with a seat, O, for the driver.

In operation the lever H is thrown forward as far as possible, lowering the teeth *ff* and raising the clamping-tooth N. The machine is then backed up to a hay-cock, the teeth *ff* passing underneath it. The team being now started forward, the draft upon the rod L draws forward the lower end of the lever H, and by means of the link *h* and arm *f'* the rock-shaft F is caused to make part of a revolution, raising the teeth *ff* and lifting the hay from the ground. At the same time the upper end of the lever H is thrown backward, and by means of its connecting-link *n* forces down the clamping-hook N upon the top of the hay, securely holding it from being displaced by any jolting of the device while in transit. When the load is thus clamped the lever H enters one of the notches in the rack-bar I, and is held firmly till it is desired to unload the truck, when the driver disengages and throws it forward into another notch, where it is held while the load is being removed and until it is desired to lift and clamp another.

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

1. In a hay-truck, the combination of a rocking arm provided with tines with a draft-bar and the necessary connection between said parts, whereby the hay-cock is lifted by and carried on the tines by the forward draft of the team, all substantially as set forth.

2. In a hay-truck, the combination of a rocking-bar provided with tines with lever H, draft-bar L, and link-connection *h*, all substantially as and for the purpose set forth.



3. The lever H, provided below its pivotal point with the draft-bar L, and link h, in combination with the tines, or their equivalent, all arranged to operate substantially as and  
5 for the purpose set forth.

4. The combination, in a hay-truck, of the rock-shaft F, having tines or their equivalent, with one or more clamping-teeth, lever H, link h, draft-bar L, and connecting-bar n, all con-

structed and arranged to operate substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

LEMUEL E. WARDER.

Witnesses:

W. R. D. DENT,

HENRY S. WILSON.