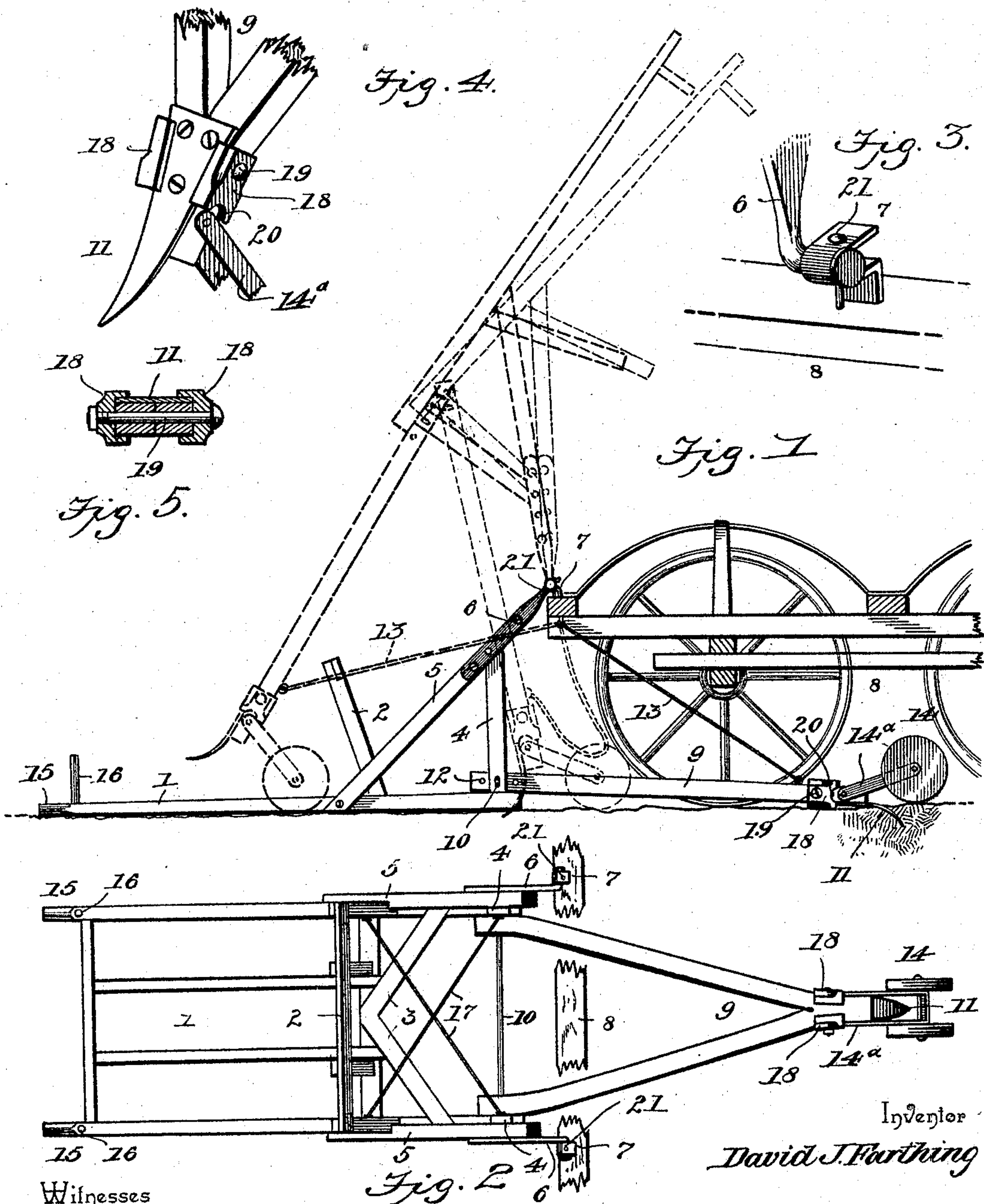


(No Model.)

D. J. FARTHING.  
FODDER LOADER.

No. 585,744.

Patented July 6, 1897.



Inventor

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Witnesses

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# UNITED STATES PATENT OFFICE.

DAVID J. FARTHING, OF BUTLER, TENNESSEE.

## FODDER-LOADER.

SPECIFICATION forming part of Letters Patent No. 585,744, dated July 6, 1897.

Application filed April 26, 1897. Serial No. 633,992. (No model.)

*To all whom it may concern:*

Be it known that I, DAVID J. FARTHING, a citizen of the United States, residing at Butler, in the county of Johnson and State of Tennessee, have invented a new and useful Fodder-Loader, of which the following is a specification.

This invention relates to means for loading fodder, hay, straw, and grain upon a wagon when it is required to transport the same to the place of forming a stack or to a barn.

The purpose of the invention is to reduce the labor and manual effort generally required to accomplish this work and utilize the draft as a means for elevating the shock from the ground onto the wagon.

For a full understanding of the merits and advantages of the invention reference is to be had to the accompanying drawings and the following description.

The improvement is susceptible of various changes in the form, proportion, and the minor details of construction without departing from the principle or sacrificing any of the advantages thereof; and to a full disclosure of the invention an adaptation thereof is shown in the accompanying drawings, in which—

Figure 1 is a side elevation showing the loader applied to a farm-wagon and illustrating its position by dotted lines when discharging the load and when trailing after depositing the last shock upon the wagon. Fig. 2 is a top plan view. Fig. 3 is a detail view in perspective of a connection between the loader and the wagon. Fig. 4 is a detail view in perspective of the engaging end of the tongue or frame having pivotal connection with the rack. Fig. 5 is a transverse section thereof.

Corresponding and like parts are referred to in the following description and indicated in the several views of the drawings by the same reference-characters.

The loading device in general appearance resembles a rack and will be designated by this term and is intended to be coupled to any ordinary farm-wagon. The rack comprises a platform 1 and an end piece 2, the latter being designed to support the load while the rack is rising, so as to dump the load upon the wagon, and in order to prevent the load from slipping prematurely the end piece inclines rearwardly at its upper end. The side pieces

of the platform are extended to the front and in the rear thereof and are strengthened at their front ends by braces 3. Uprights 4 are secured at their lower ends to the forward extensions of the side pieces and are strengthened by braces 5, which also serve to stiffen and strengthen the end piece 2. These braces 5 have hooked irons 6 adjustably connected therewith and whose bent ends engage with hooks 7 at the rear end of the wagon 8, so as to pivotally connect the rack therewith. By having the hooked irons adjustably connected with the rack the latter can be adapted to wagons of different height. Any suitable means may be employed for adjustably connecting the hooked irons with the braces, and, as shown, screws pass through openings in the hooked irons and enter the wooden braces 5 at the desired point.

The rear extensions 15 form handles to be grasped when it is desired to lift the rack for any required purpose, and pins 16 project vertically from the side bars at the inner ends of the handles to assist in holding the load in place. The braces 5 and uprights 4 are strengthened by cross-braces 17, extending from the upper ends of the parts 4 to the lower ends of the end bars of the guard or end piece 2.

A frame or tongue 9 has pivotal connection at its rear end with the front end of the rack and may be of any desired form, and, as shown, is of V shape, the side members being mounted upon a rod 10, connecting the lower ends of the uprights 4. The front end of this frame has applied thereto a downwardly-deflected metal point 11 to enter the ground and prevent the forward movement of the frame when the wagon is advancing, thereby causing the rack to tilt upon its hinge or pivotal connection with the wagon and dump the load upon the latter, as indicated by the forward dotted lines in Fig. 1. This frame 9 has adjustable connection with the rack, its side members being provided with a series of openings 12, through which the rod 10 passes, thereby adapting the loading device to any style or height of wagon. A rope or cord 13 connects the free end of the tongue or pivoted frame 9 with the rear portion of the wagon and holds the loader about in the position shown by the rear set of dotted lines in Fig. 1 when it trails



upon the ground in the rear of the wagon after having discharged the last shock upon the wagon.

A truck 14 has pivotal connection with the free end of the tongue or frame 9 to support the latter in its trailing position and to facilitate the dumping of the load upon the wagon when occupying the position shown by the front set of dotted lines in Fig. 1, and this truck consists of a pair of wheels mounted upon an axle supported at the free end of a U-shaped frame 14<sup>a</sup> having direct pivotal connection with the part 9. The truck is limited in its movements by blocks 18, secured to the sides of the tongue 9 by a bolt 19, passing through the said blocks and the side members comprising the part 9. These blocks 18 have flanges or lips which embrace the top and bottom sides of the tongue, so as to prevent their turning upon the bolt 19 and enabling a single fastening being used for connecting and holding them in place. The outer ends of the blocks have notches 20 opposite the pivoted ends of the frame 14<sup>a</sup>, so as to afford clearance for said ends and enable the frame 14<sup>a</sup> to move from one side to the other of the tongue. The lower set of lips or flanges of the blocks overlap the metal plate forming the point 11 and serve to hold it in place, as well as to strengthen and brace it.

The hooks 7 receive the bent ends of the irons 6 and admit of the loader being detachably connected with the wagon, the loader being held in place by pins 21 passing through the parallel members of the hooks and entering the rear cross-bar of the wagon, thereby reinforcing the said hooks 7. The bent ends of the irons 6 are headed or flanged and engage with the outer edges of the hooks 7, so as to prevent lateral displacement of the loader.

The full lines in Fig. 1 represent the position of the loader when in condition to receive a shock, the point 11 entering the ground, and when the shock is in place the wagon is advanced and the loader elevated by reason of the point 11 remaining stationary, and when the wagon has advanced a given distance the truck will come into action by having its frame engage with the blocks 18, and a further movement of the wagon will withdraw the point 11 from the ground, and the free end of the tongue will be carried by the truck and assist in the dumping of the load upon the wagon, as indicated by the forward dotted lines in Fig. 1. After dumping the last shock upon the wagon the loader may be supported by the wagon and truck, as indicated by the rear set of dotted lines in Fig. 1, the truck being held in position by its frame engaging with the blocks 18 in the manner illustrated.

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

1. A fodder-loader to be applied to farm-wagons, comprising a rack, a tongue having pivotal connection with the rack and provided at its free end with a point to enter the ground, a truck having pivotal connection with the free end of the tongue, and means for limiting the movement of the truck, substantially as set forth for the purpose described.

2. A loading attachment for farm-wagons, comprising a rack, a tongue having pivotal connection with the rack and provided at its free end with a point to enter the ground, a truck having pivotal connection with the free end of the tongue and adapted to swing from one side to the other of the tongue, and means for limiting the movement of the truck in each direction, substantially as set forth for the purpose described.

3. In a loading attachment for farm-wagons, the combination with a rack, and a tongue having pivotal connection with the rack and provided at its free end with a point to enter the ground, of a truck pivoted to the free end of the tongue to swing from one side to the other, and blocks secured to the sides of the tongue to engage with the truck and limit its movement in each direction, and formed with flanges to embrace the sides of the tongue, substantially in the manner set forth for the purpose described.

4. In a loading attachment for farm-wagons, the combination of a rack having pivotal connection with the wagon, a tongue pivoted to the rack and provided at its free end with a point to enter the ground, a truck applied to the free end of the tongue, and a rope or cord connecting the free end portion of the tongue with the wagon and adapted to hold the attachment in a trailing position, substantially in the manner set forth for the purpose specified.

5. The combination with a farm-wagon, and a loading attachment, of hooks applied to the wagon, irons secured to the loading attachment and having their ends bent to engage with the said hooks, and having their terminals flanged to engage with the outer edges of the hooks and prevent lateral movement of the loading attachment, and pins closing the open ends of the hooks and entering the wagon for strengthening the connections between the said wagon and loading attachment, substantially in the manner set forth.

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

DAVID J. FARTHING.

Witnesses:

J. S. HILL,  
S. R. TRIBBET.