

No. 630,015.

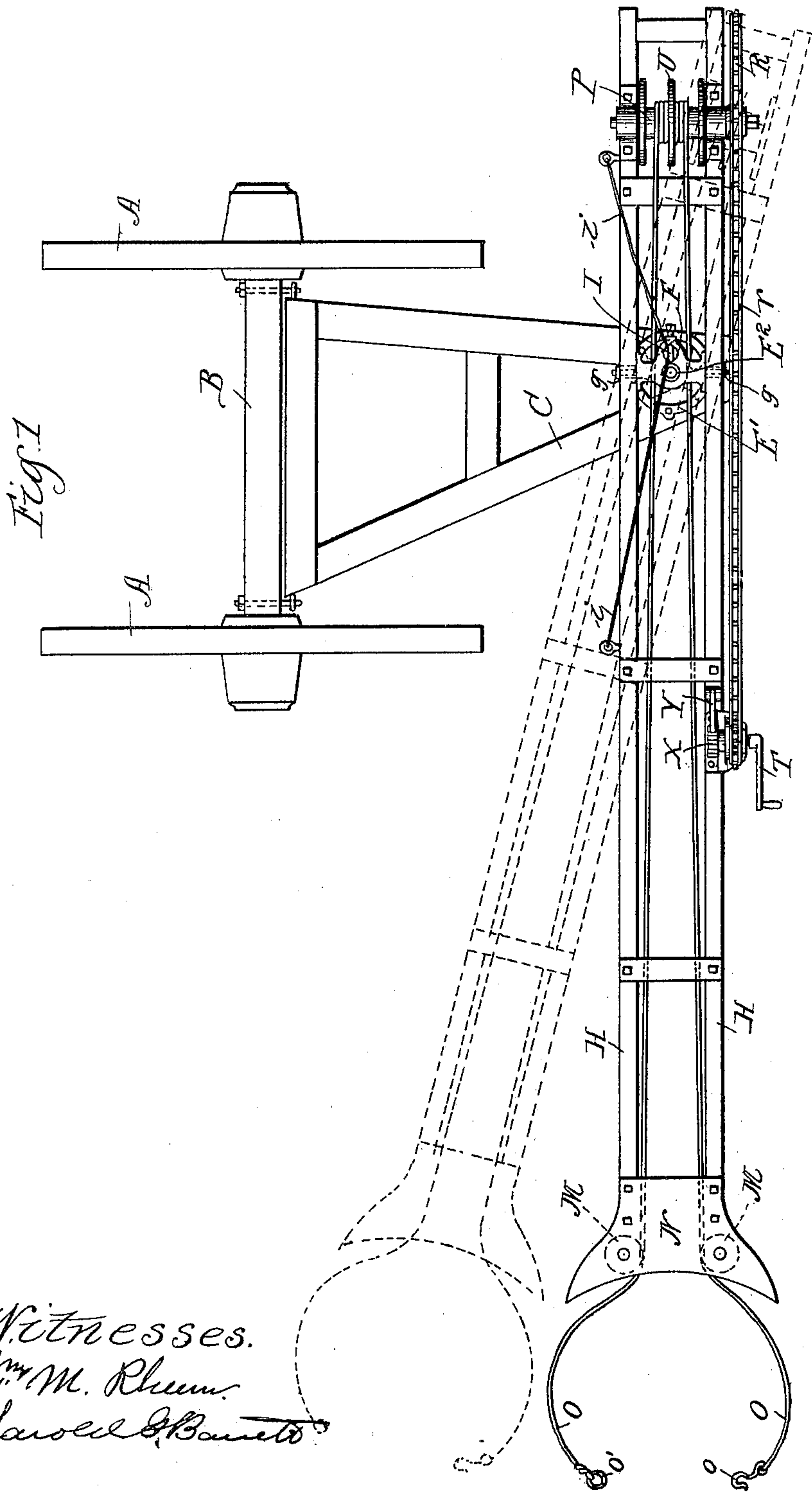
Patented Aug. 1, 1899.

W. C. WESTAWAY.
CORN SHOCK BALER.

(Application filed Aug. 30, 1898.)

(No Model.)

3 Sheets—Sheet 1.



Witnesses.
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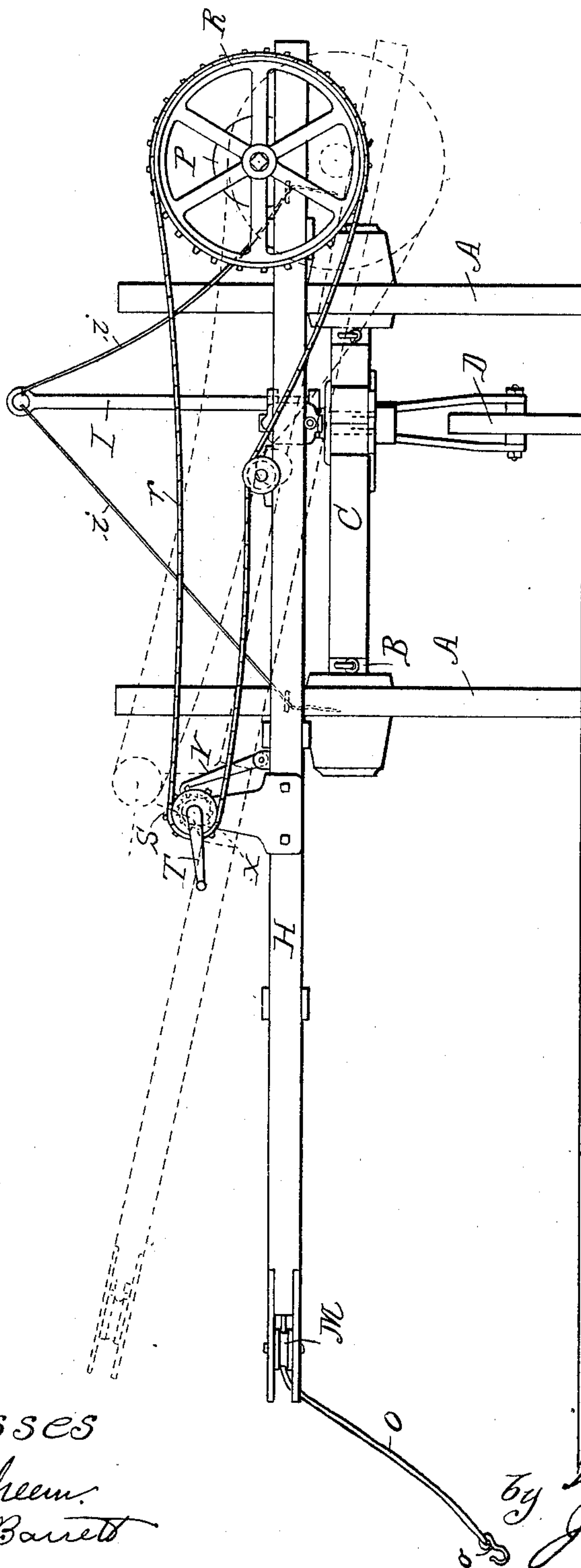


Fig. 2.

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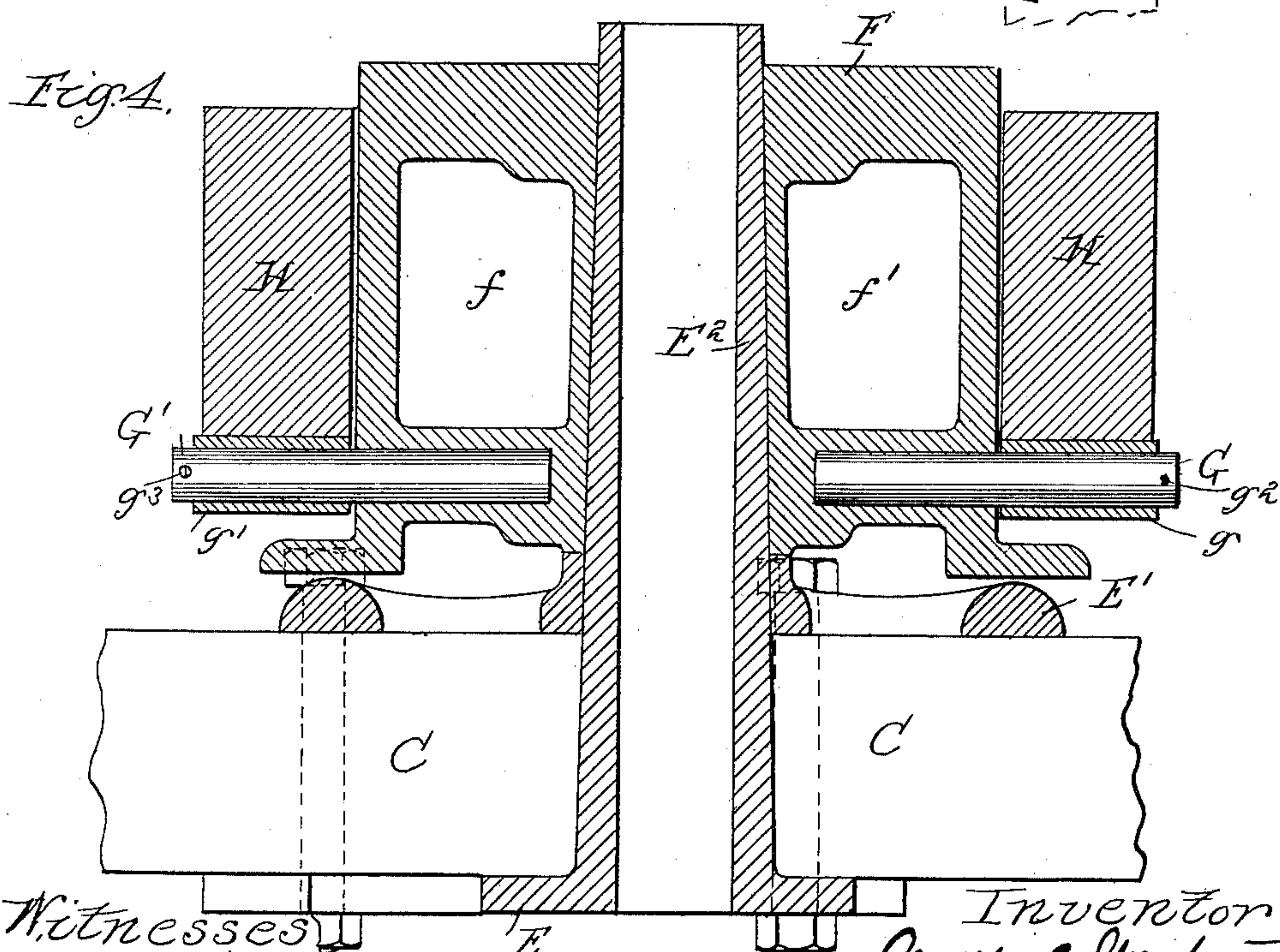
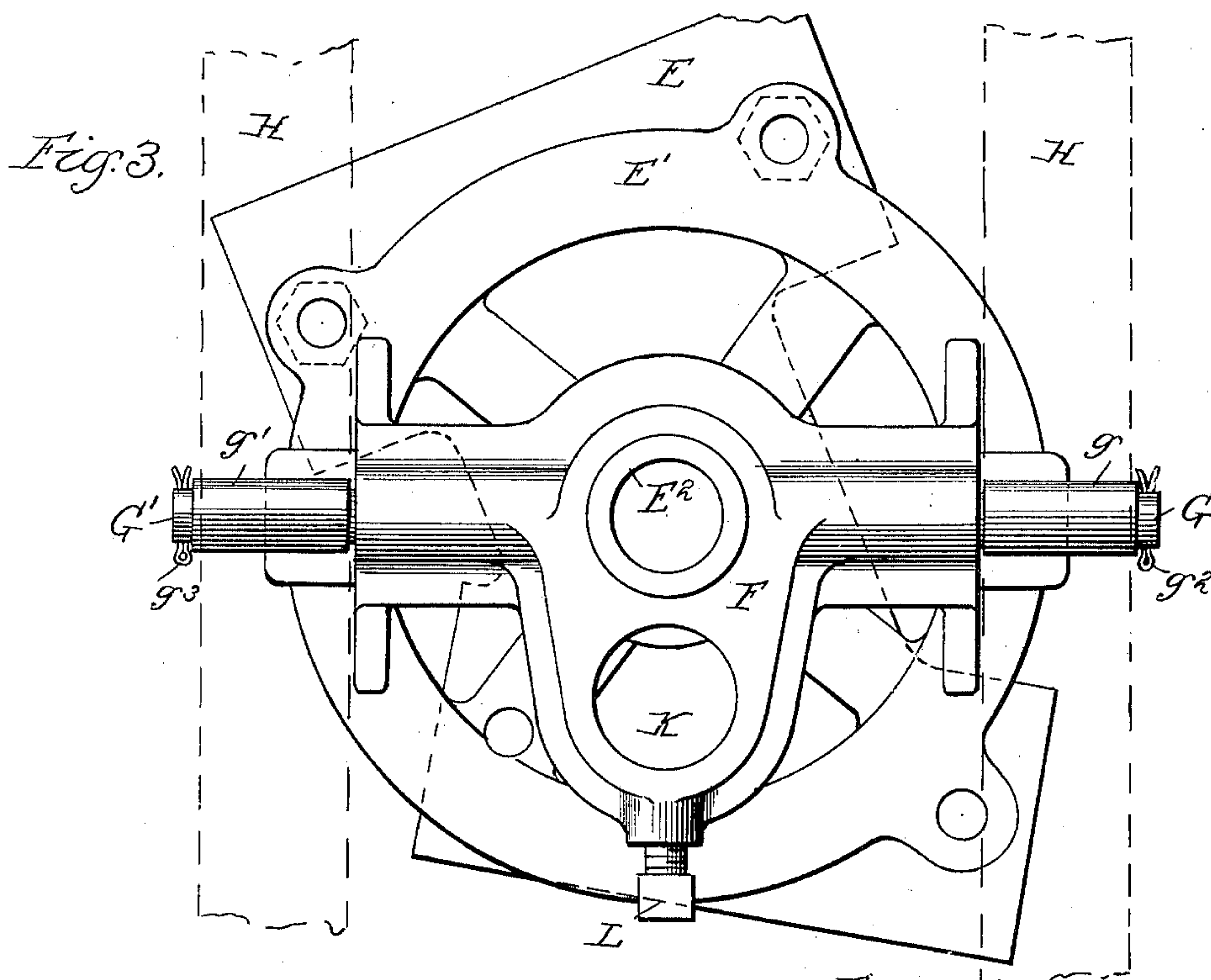
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3 Sheets—Sheet 3.



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UNITED STATES PATENT OFFICE.

WALTER C. WESTAWAY, OF MOLINE, ILLINOIS, ASSIGNOR TO THE MOLINE
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CORN-SHOCK BALER.

SPECIFICATION forming part of Letters Patent No. 630,015, dated August 1, 1899.

Application filed August 30, 1898. Serial No. 689,889. (No model.)

To all whom it may concern:

Be it known that I, WALTER C. WESTAWAY, a citizen of the United States of America, residing at Moline, in the county of Rock Island, in the State of Illinois, have invented certain new and useful Improvements in Corn-Shock Balers, of which the following is a description.

Referring to the accompanying drawings, in which like reference-letters indicate like or corresponding parts, Figure 1 is a top plan view of my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a top plan view of the two-way pivotal joint of my improved device, and Fig. 4 is a vertical section of the same.

The object of this invention is to provide a simple, efficient, and economical device for baling or compressing corn-shocks in the field—that is to say, for bunching them preparatory to transportation to the barn and for similar purposes. Such device in order to be efficient must be easily transportable about the field and must also be adapted to accommodate slight variations in the height of the corn-shock. In order to accomplish this, the outer end of the device coming in contact with the shocks should be adjustable both vertically and horizontally. My invention is adapted to perform the functions of such a device in a simple and satisfactory manner.

To this end my invention consists in the peculiar construction and combination of parts herein set forth and shown and particularly pointed out in the claims.

In the drawings, A A represent the rear wheels of a suitable vehicle in place on the axle B. These may well represent the rear part of an ordinary farm-wagon, as the device is particularly designed for use with such wagon. Extending rearwardly from the rear axle is a suitable support C for the device. This may be entirely supported by the axle or, if preferred, be coupled to the axle and the rear part supported by a wheel D or its equivalent, as shown in Figs. 1 and 2.

Upon the rear part of the support C is secured a casting E E', preferably embracing the timbers of the support to secure a better connection, as shown. A central shaft E² extends vertically upward and furnishes a suit-

able support for the casting F, which embraces the vertical support E², thus providing for horizontal rotation thereon. (See dotted lines, Fig. 1.) Extending horizontally from the casting F are studs G G' in line with one another and adapted to support the longitudinal device or arm, preferably comprising timbers H H, which rest loosely on the studs G G', thus providing for the vertical adjustment of the device or arm. (See dot lines in Fig. 2.) To decrease friction and to facilitate longitudinal adjustment of the device or arm upon its support, I prefer to provide the studs G G' with rotatable sleeves g g', which may be retained in position by simple linch-pins g² g³. It will be observed that the studs G G', provided with the rotatable or loose sleeves, are underneath and support the beams H H of the longitudinal arm, and the latter, not being secured to the coupling, is of course capable of being moved or adjusted longitudinally of itself on the studs. The arm is held in longitudinally-adjusted positions by means of the cords i i, secured to the arm at opposite sides of said studs G G' and to the upright post I. As thus constructed it is necessary to provide the device with means to prevent the accidental vertical adjustment upon the supports G G'. This may be accomplished in any preferred manner. I prefer, however, to accomplish this result by erecting a post or standard I, which may be secured in position by means of a set-screw L or other means. Lines i i, passing from the upper part of the standard I and connecting with the beam H, form a convenient adjustable connection for retaining the parts in any desired position. The casting F is provided with a vertical shoulder of considerable length on either side, which prevents the accidental displacement of the beams H H relative to their supports, the beams being located parallel to one another and a sufficient distance apart to loosely embrace the sides of the casting.

The outer end of the device or arm is provided with pulleys or blocks M M, suitably positioned in a support or form N, which is of a construction adapted to assist in the work desired—that is, the proper bunching or shocking to be performed. The lines O O, the ends of which are provided, respectively,

with a hook *o* and eye *o'* to facilitate quick adjustment, extend longitudinally between the beams to a point where they may be wound upon a drum by hand or other power.

5 As here shown, they extend to a point near the opposite end of the beams, where they are secured to and adapted to be wound upon the drum *P*. To the shaft to which the drum is attached I prefer to attach a large sprocket-wheel *R*, and in order to multiply power connect the same by a suitable sprocket-chain *r* to the small sprocket-wheel *S*, provided with a crank *T*. The lines lead through the openings *f f'* in the casting *F*, and in the preferred construction a separating disk or plate *W* is also located on the winding-drum, thus preventing any disarrangement of the lines.

The mode of operation is as follows: Driving the wagon bearing the device in proximity to a shock which it is desired to bale or compress the end of the device is swung horizontally in close proximity to the said shock. The ends of the lines are connected around the shock, and upon operating the crank *T* the lines are drawn tightly about the shock, which is compressed forcibly against the form, when an ordinary binding-line may be substituted and secured and the lines *O O* slackened and released. The device is then moved on to the next shock. To retain the pressure and hold the parts in fixed position, a ratchet *X* and pawl *Y* are provided, Figs. 1 and 2.

It is ordinarily only necessary to adjust the end of the device at the proper vertical height occasionally, as the shocks usually are of sufficient regularity in height for this purpose.

Should it at any time be necessary to adjust the beams longitudinally of the support, it is only necessary to release the ends of the connecting-lines *i i* until the adjustment is perfected, when they may again be attached, as described.

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

1. In a device of the character described, the combination of a longitudinal arm, a support therefor permitting a horizontal pivotal movement of said arm and also a vertical pivotal and the longitudinal adjustment of said arm on the support, a form at the outer end of said arm, and means for compressing the shock against said form, substantially as described.

2. A device of the character described, comprising the following elements in combination: a vehicle provided with a rearward extension forming a support, a coupling member supported by said rearward extension and adapted to turn horizontally thereon, a longitudinal arm supported by said member and adapted to pivot thereon vertically and ad-

justable thereon longitudinally, a form at the end of said arm, and means for compressing the shock against said form, substantially as described.

3. In a device of the character described, the combination of a two-way pivotal coupling comprising the members *E F*, the member *F* rotatably mounted on the member *E* and provided with studs *G, G'*, a longitudinal arm pivotally supported and longitudinally adjustable on said studs *G, G'* and means for holding said arm in adjusted position.

4. In a device of the kind described, the combination of a two-way pivotal coupling, comprising the members *E E'*, the member *F* rotatably mounted thereon and provided with studs *G G'*, having thereon sleeves *g g'*, the beams *H H* longitudinally movably supported by said sleeves, and means for holding the beams in adjusted positions, substantially as described.

5. In a device of the kind described, the combination of a two-way pivotal coupling comprising the members *E E'*, the member *F* rotatably mounted thereon and provided with the studs *G G'*, the beams *H H* pivotally supported by said studs *G G'*, a standard carried by said member *F* and connections between the standard and said beams for retaining the same in adjustable positions, substantially as described.

6. In a device of the kind described, the combination with a two-way pivotal coupling of a longitudinal arm supported by and movable horizontally and vertically longitudinally adjustable on said coupling, a form *N* at the end of said arm, lines *O O* and means carried by said arm for putting a strain on said lines, substantially as described.

7. In a device of the kind described, the combination of the following elements: a vehicle provided with a rearward extension, a two-way pivotal coupling mounted thereon, longitudinal arm mounted loosely and longitudinally adjustable on said coupling and provided with the form *N*, the lines *O O*, the drum *P*, the sprocket-wheel *R*, chain *r*, sprocket-wheel *S*, and crank *T*, substantially as described.

8. In a device of the kind described, the support *C*, the two-way pivotal coupling mounted thereon, the beams *H H* mounted loosely on said coupling, means for adjusting the beams thereon both longitudinally vertical, the form *N*, and means for compressing the shock against said form, substantially as and for the purpose set forth.

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Witnesses:

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