

No. 763,532.

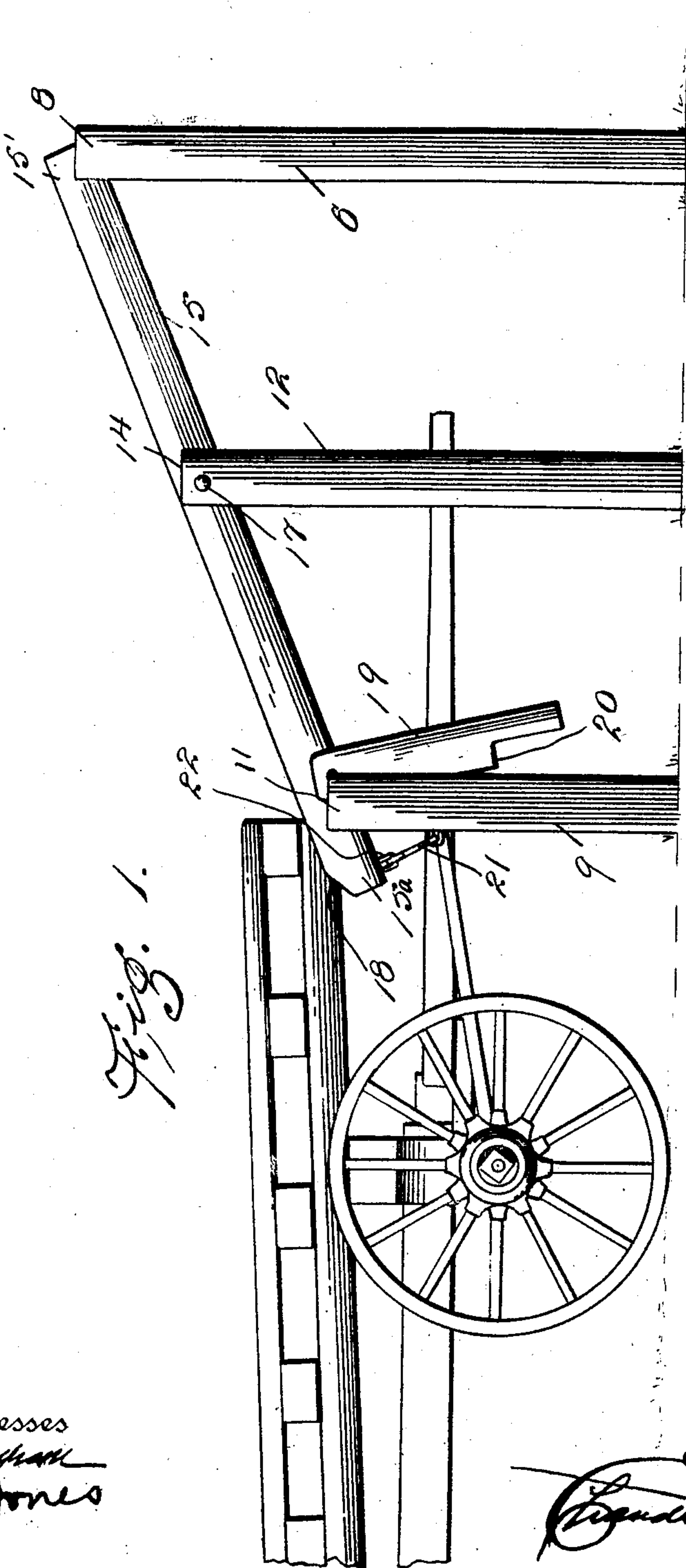
PATENTED JUNE 28, 1904.

J. B. YOUNG.
HAY FRAME LOADER OR UNLOADER.

APPLICATION FILED NOV. 11, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



Witnesses
A. M. [unclear]
F. C. Jones

Inventor
J. B. Young
[Signature]
Attorneys

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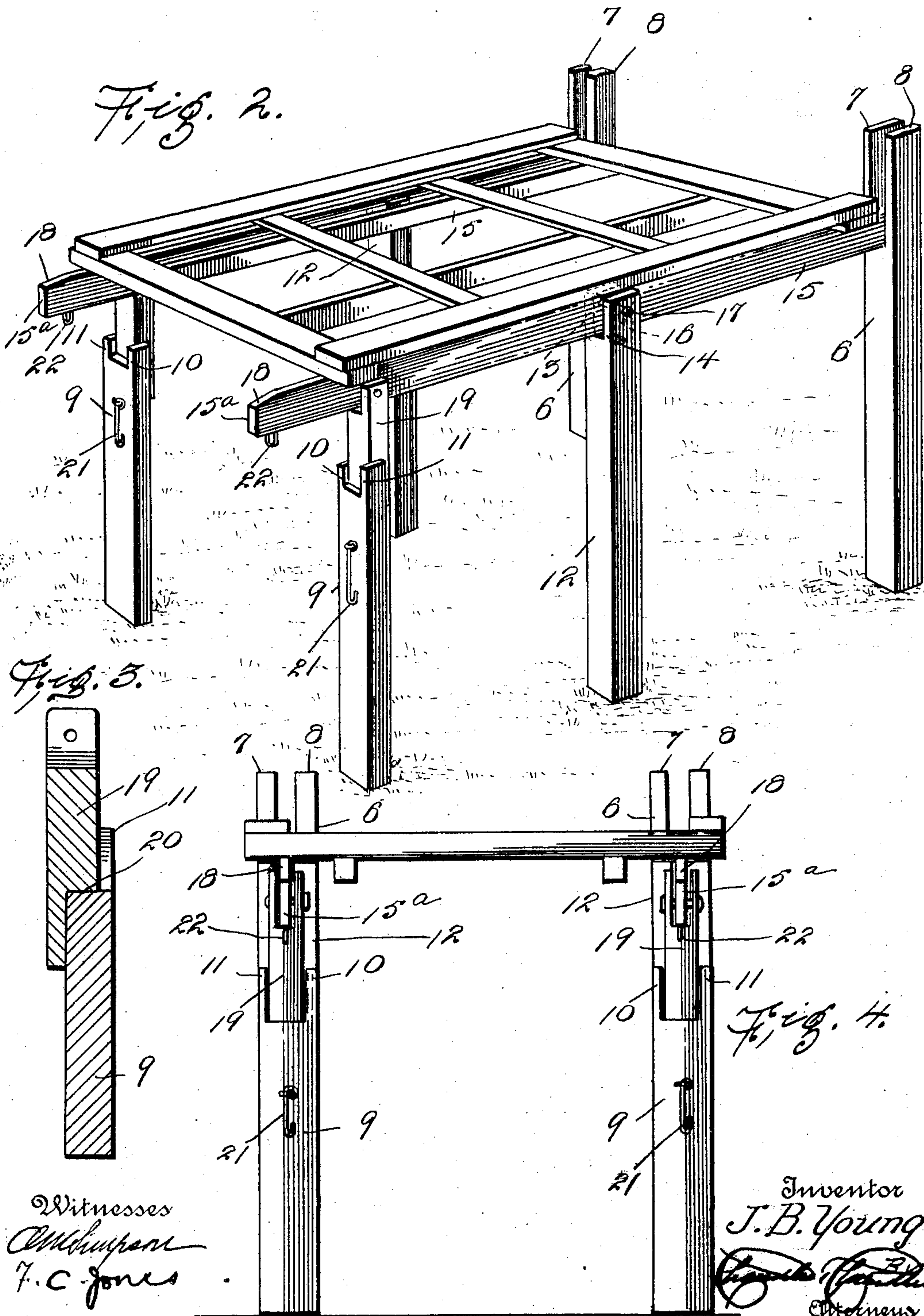
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UNITED STATES PATENT OFFICE.

JOHN B. YOUNG, OF BELT, MONTANA.

HAY-FRAME LOADER OR UNLOADER.

SPECIFICATION forming part of Letters Patent No. 763,532, dated June 28, 1904.

Application filed November 11, 1903. Serial No. 180,749. (No model.)

To all whom it may concern:

Be it known that I, JOHN B. YOUNG, a citizen of the United States, residing at Belt, in the county of Cascade, State of Montana, have invented certain new and useful Improvements in Hay-Frame Loaders or Unloaders; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to scaffolding for removing hay-frames from the running-gears of wagons and for replacing said frames against the running-gears.

The object of this invention is to provide a device of this nature by means of which a hay-frame may be easily and quickly removed from a wagon or applied thereto with a minimum amount of labor in each instance.

A further object is to construct a scaffolding which when the frame is removed from the wagon will hold said frame in an elevated position until such a time as it becomes necessary to replace the frame again upon the wagon.

Referring now to the drawings, in which like numerals of reference indicate similar parts in the several views, Figure 1 is a side elevation of the complete device in the operation of removing a frame from a wagon. Fig. 2 is a perspective view of the device with a hay-frame in place upon the sills. Fig. 3 is a section of one of the forward posts and the supporting-block which rests thereon, and Fig. 4 is an end view of Fig. 2.

Referring now to the drawings, the present invention comprises a pair of uprights 6, which are bifurcated at their upper ends to form spaced members 7 and 8. These uprights are driven into the ground or otherwise secured at the corners of the rectangle, the remaining corners of which are occupied by a second, or what may for convenience be called a "forward," pair of uprights 9, which are of substantially half the height of the uprights 6 and which like them are bifurcated at their upper ends to form spaced members 10 and 11. Midway between the pairs of uprights 6 and 9 are a third pair of uprights 12, which are also bifurcated at their upper ends and

which are substantially three-quarters of the height of the uprights 6.

Disposed between the spaced members 13 and 14 of each of the uprights 12 is a sill 15, which has a perforation at its center alining with perforations 16 in the members 13 and 14 for the reception of a pivot-bolt 17. The ends 15' of the sill 15 are disposed in the bifurcations of the upright 6, the members 7 and 8 acting as guides therefor. The sills 15 extend at their remaining ends 15^a beyond the uprights 9, and their upper corners 18 are slightly beveled, as shown. Rearwardly of the ends 15^a there is pivoted to each of the sills 15 at a point above the ends of the uprights 9 a supporting-block 19, which is bifurcated at its upper end to receive the sill, as shown. The lower ends of these supporting-blocks, which are of a size to fit within the bifurcations of the upright 9, are rabbeted, as shown at 20, said rabbets being adapted to fit over the ends of the uprights 9 as the blocks lie within the bifurcations. It will be seen that when the blocks are resting upon the uprights 9 they will prevent movement of the sills 15 upon their pivots 17.

In the operation of the device the supporting-blocks 20 are disengaged from the top of the upright 9 and the sills 15 are moved upon their pivots to bring their ends 15^a to the lowermost limit of their motions, where they are held by hooks 21 upon the uprights 9, which are engaged with staples 22 upon the lower edges of the sills. A wagon carrying a hay-frame is now driven between the pairs of uprights until the beveled corners 18 of the sills 15 engage beneath the forward end of the hay-frame, when further forward movement of the wagon will cause the frame to leave the running-gear and to move up the inclined upper edges of the sills 15. When the forward end of the frame is moved beyond the pivot of the sills, the weight of the driver upon this end of the frame will cause the sills to move upon their pivots to raise the rearward end of the frame until the blocks 19, swinging upon their pivots, engage with their rabbets 20 upon the tops of the uprights 9, it being understood that the hooks 21 have been already disengaged from the staples 22.

If it is found that the weight of the driver is not sufficient to raise the rearward ends of the sills and frame, the forward ends of the sills may be ballasted sufficiently to obtain this result. In replacing the frame upon the wagon the vehicle is drawn under the scaffold and the blocks 19 are disengaged from the tops of the posts 9. The absence of the driver upon the forward end of the frame allows the ends 15^a of the sills to sink until the edge of the frame rests upon the running-gear. The wagon may now be backed out from beneath the scaffold and the frame allowed to slide from the sills to its correct position upon the vehicle.

In practice any suitable alterations in the specific construction shown may be made and any suitable materials may be used without departing from the spirit of the invention.

What is claimed is—

1. A hay-frame loader and unloader comprising a pair of uprights, a pair of uprights disposed at either side thereof, one of said pairs being shorter and the other longer than the first-mentioned uprights, the longer of said pairs of uprights being bifurcated at

their upper ends, sills pivoted to the tops of the first-mentioned uprights, each lying with an end in the bifurcations of one of the taller uprights, blocks pivotally attached to the remaining ends of the sills and depending therefrom and adapted to rest at their lower ends upon the tops of the shorter uprights to prevent pivotal movement of the sills, said sills being adapted to support a hay-frame upon their upper edges.

2. A hay-frame loading and unloading device comprising a pair of uprights, sills pivoted to the upper end of the uprights, means for preventing the movement of one end of the sills in a downward direction, and means for, at times, preventing movement of the opposite ends of the sills in a downward direction, and means for holding these ends of the sills, at times, at the lowermost limit of their motion.

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

JOHN B. YOUNG.

Witnesses:

EUGENE PRIOR,
R. E. WILLIAMS.