

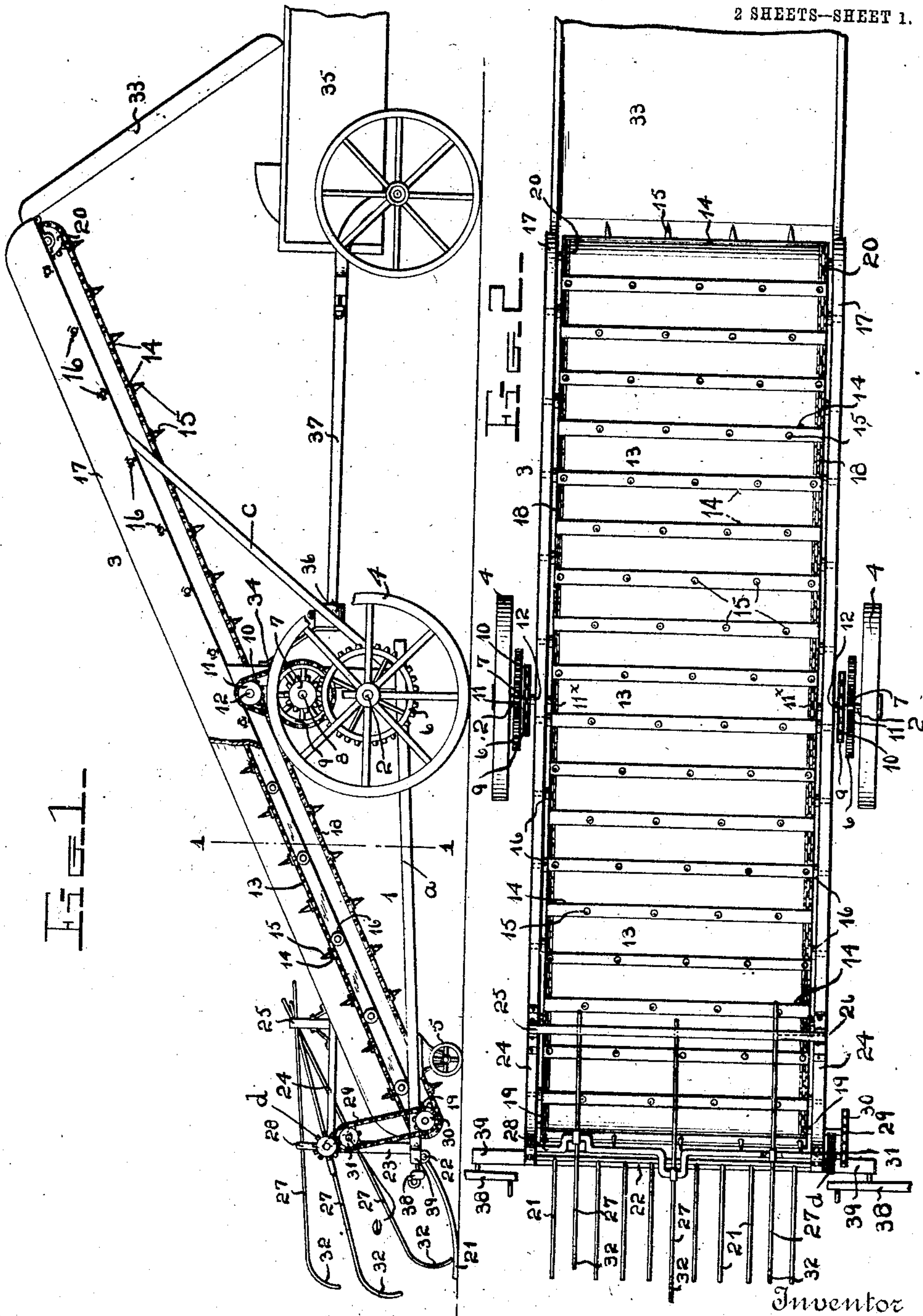
No. 845,638.

PATENTED FEB. 26, 1907.

H. HENDRICKSON.
SHOCK LOADER.

APPLICATION FILED JUNE 21, 1906.

2 SHEETS—SHEET 1.



Witnesses
L. B. James
C. H. Griebauer.

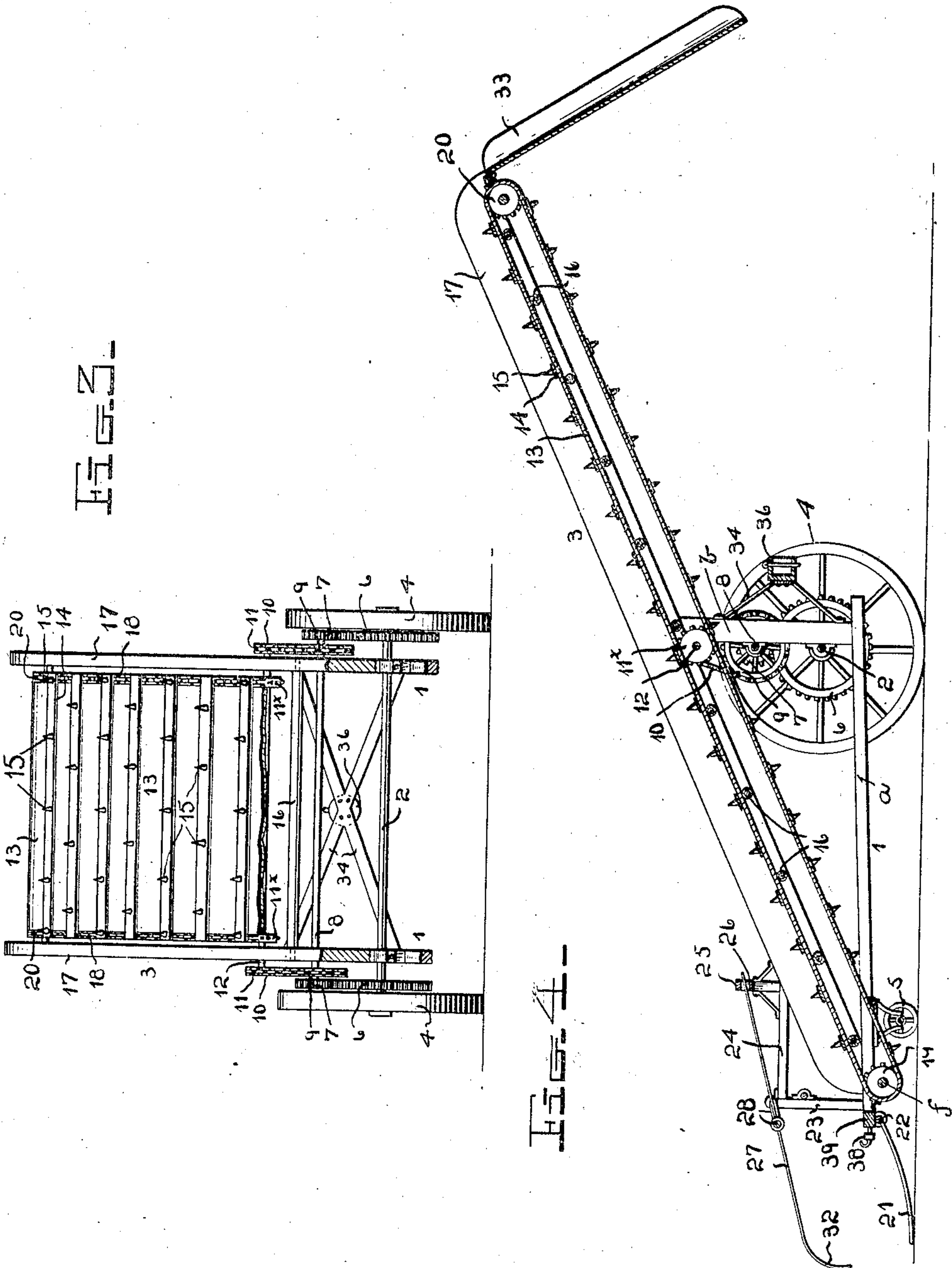
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L. B. James
C. H. Giesbauer.

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UNITED STATES PATENT OFFICE

HENRY HENDRICKSON, OF RUSHFORD, MINNESOTA.

SHOCK-LOADER.

No. 845,638.

Specification of Letters Patent.

Patented Feb. 26, 1907.

Application filed June 21, 1906. Serial No. 322,785.

To all whom it may concern:

Be it known that I, HENRY HENDRICKSON, a citizen of the United States, residing at Rushford, in the county of Fillmore and State of Minnesota, have invented certain new and useful Improvements in Shock-Loaders; and I do 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 shock or bundle loaders; and one of the principal objects of the same is to provide means whereby the team attached to the wagon for receiving the bundles or shocks is utilized to assist in carrying the machine across the field.

Another object is to provide a shock or bundle loader with efficient and reliable means for raking the bundle from the ground onto a traveling apron which carries the bundle up and deposits it into a wagon at the rear end of the machine.

Still another object is to provide a shock or bundle loader with means for attaching two horses in front at the sides of the machine and connecting the two horses which carry the wagon centrally at the rear of the machine.

These and other objects are attained by means of the construction illustrated in the accompanying drawings, in which—

Figure 1 is a side view and partial section of a bundle or shock loader made in accordance with my invention. Fig. 2 is a plan view of the same. Fig. 3 is a transverse section on the line 1 1, Fig. 1; and Fig. 4 is a detail longitudinal section showing one of the rakes and the manner of supporting the same upon the frame of the machine.

Referring to the drawings for a more particular description of my invention, the numeral 1 designates the frame of the machine. (Here shown as composed of longitudinal bars *a* and standards *b* at the rear ends thereof.) The guards or side-boards 17 of the elevator 3 are secured to the front ends of said bars and the upper ends of said standards. Inclined braces *c* extend from the rear ends of said bars *a* to the rear portions of the said guards or side-boards. The axle 2 is mounted in bearings on the said standards. On the ends of the axle 2 are mounted wheels 4, and the front end of the frame of the machine is supported upon pilot-wheels 5. Secured to the axle of the wheels 4 are the spur-gears 6, which mesh with the spur-pinions 7, mounted upon

the ends of a shaft 8, to which is secured the sprocket-wheels 9. Sprocket-chains 10 pass around the sprocket-wheels 9 and over sprocket-wheels 11, mounted upon the ends of the shaft 12.

The elevator or conveyer consists of a canvas belt 13, having slats 14 secured thereto at intervals and provided with upwardly-projecting points or prongs 15, said belt adapted to pass over the rollers 16, mounted to rotate in the sides of the guards or side-boards 17. Sprocket-chains 18 are secured at the sides of the apron or belt 13, and these chains are engaged by the sprocket-wheels 11, 19, and 20 for moving the belt, said sprocket 19 and 20 being located at the opposite ends of the elevator. Secured to the frame 1 and projecting in front thereof are a series of rake-bars 21, said bars being pivotally mounted upon the shaft 22 and permitted to move up and down at their front ends as the machine is moved along over the ground. A supplemental frame comprising upright bars 23 and rearwardly-extending bars 24 has secured thereto a guide-bar 25, provided with guide-openings 26 for the rakes 27, said rakes being connected to the crank-shaft 28, mounted in bearings secured to the bars 23 24. A spur-wheel *d* is secured on one end of said shaft and engages a similar wheel on a stub-shaft *e*. A sprocket-wheel 31 revolves with said wheel and is connected to a sprocket-wheel 30 on the shaft *f*, which carries the sprocket-wheel 19. It is to be noted that the crank-shaft 28 is provided with three cranks set at different angles to the longitudinal axis of the shaft, and as the rake-bars 27 are secured to these cranks and move at their rear ends through guide-openings 26 the downwardly-extending curved ends 32 of the rakes are moved alternately downward, rearward, and upward to rake a bundle or shock from the ground onto the forks or rods 21, from which the conveyer-belt 13 receives the shock or bundle and carries it up and out of the rear end thereof, being assisted in this operation by means of the points or prongs 15.

Projecting backward and downward from the rear end of the guard-board 17 is a chute 33, from which the bundles are discharged into a wagon. Secured to the frame of the machine and mounted upon diagonally-extending crossed bars 34, in rear of the axle, is a clevis or socket 36, to which the front end of the tongue 37 of the wagon 35 is secured.

The object of this construction is to utilize the team which carries the load of bundles or shocks in propelling the machine across the field. At the front and sides of the machine are swingletrees 38, secured upon a double-tree 39, extending across at the front of the frame 1.

From the foregoing it will be obvious that the two front horses are attached at the sides of the machine, and the team connected to the load-wagon pushes at a point central to the machine, thus aiding in securing a light and equal draft of the machine.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention as defined by the appended claims.

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

In a shock-loader, the combination of a main frame, supporting-wheels for the front end thereof, an axle near the center thereof, driving and supporting wheels on said axle, and gears revoluble therewith, supporting-rollers mounted at different elevations at the front, center and rear of the frame, an endless, inclined conveyer on said rollers, a shaft

mounted in the frame above the axle and having pinions engaging the gears and further provided with sprocket-wheels, sprocket-wheels on the center roller, endless sprocket-chains connecting the sprocket-wheels of the shaft and those of the center roller, a rake at the front end of the frame, a shaft mounted above the lower portion of the conveyer, having a plurality of angularly-disposed cranks, and provided at its ends with spur-gears, a guide element in rear of said crank-shaft, rake-bars attached to and operated by the respective cranks and having their rear portions guided and supported by the guide element, a shaft mounted below the crank-shaft and having spur-gears engaging those of the crank-shaft, and further provided with sprocket-wheels, sprocket-wheels on the lower roller, and endless sprocket-chains connecting said roller sprocket-wheels and those of the last-mentioned shaft, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

HENRY HENDRICKSON.

Witnesses:

A. P. PAULSON,
O. P. EMERSON.