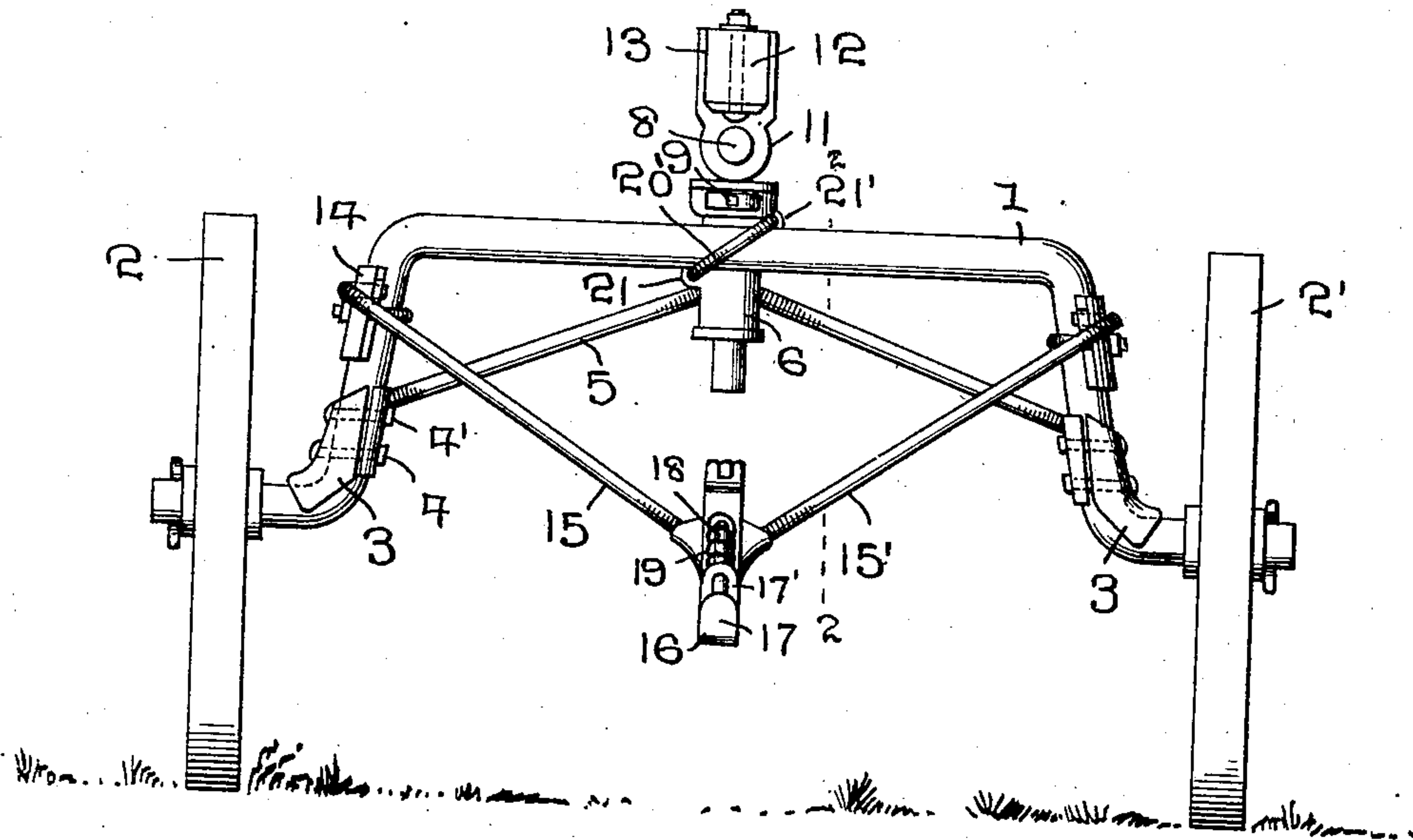


969,595.

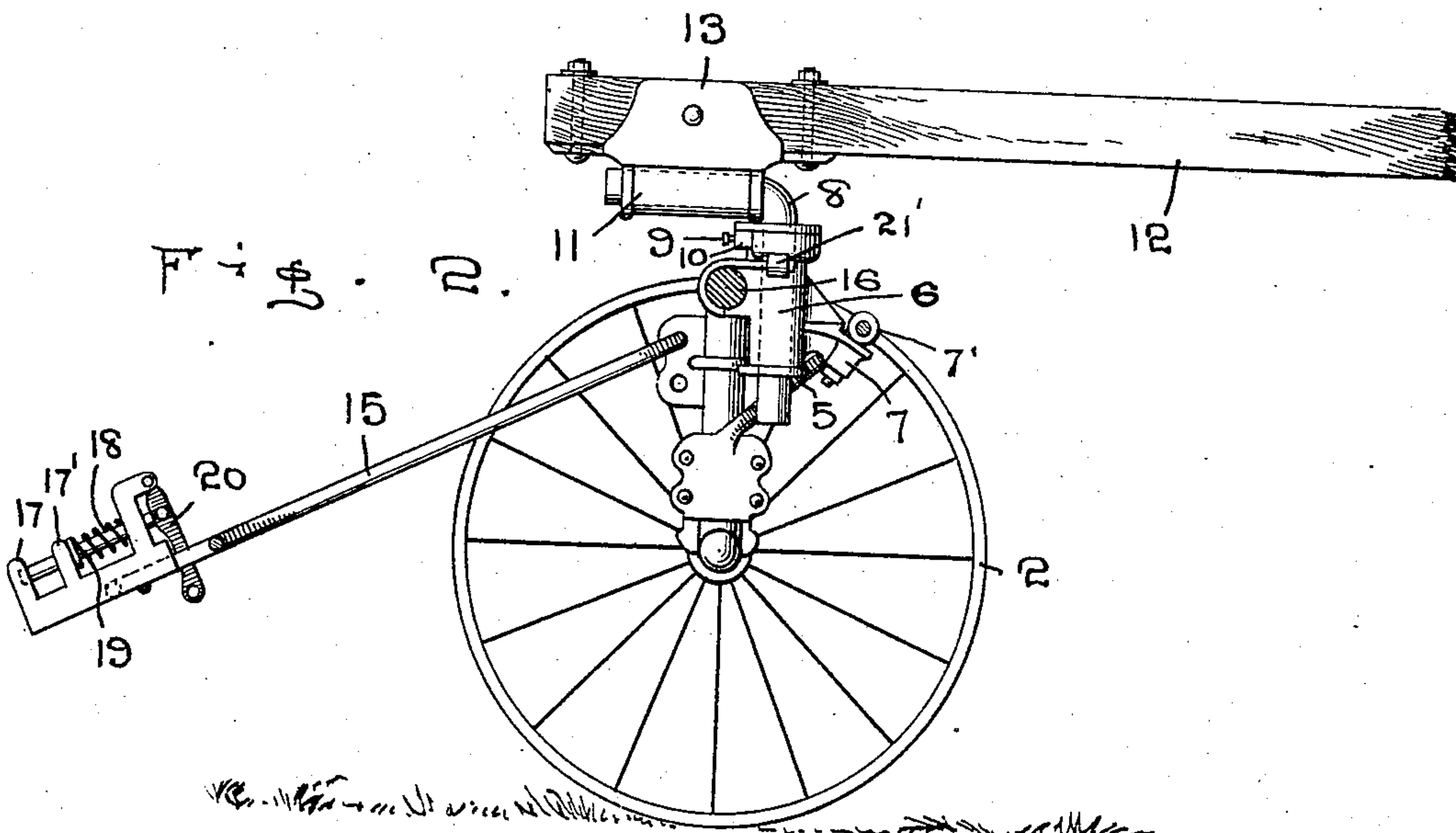
Patented Sept. 6, 1910.

2 SHEETS—SHEET 1.

F: 20. 1.



F. 2. 2.



WITNESSES:

Thos. W. Riley
M. Newcomb.

W. C. F. Blossfeld. *INVENTOR*

By

BY
W. J. FitzGerald & Co
Attorneys

W. C. F. BLOSSFELD.
 TRUCK FOR HAY LOADERS.
 APPLICATION FILED OCT. 29, 1909.

969,595.

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3 SHEETS—SHEET 2.

Fig. 3.

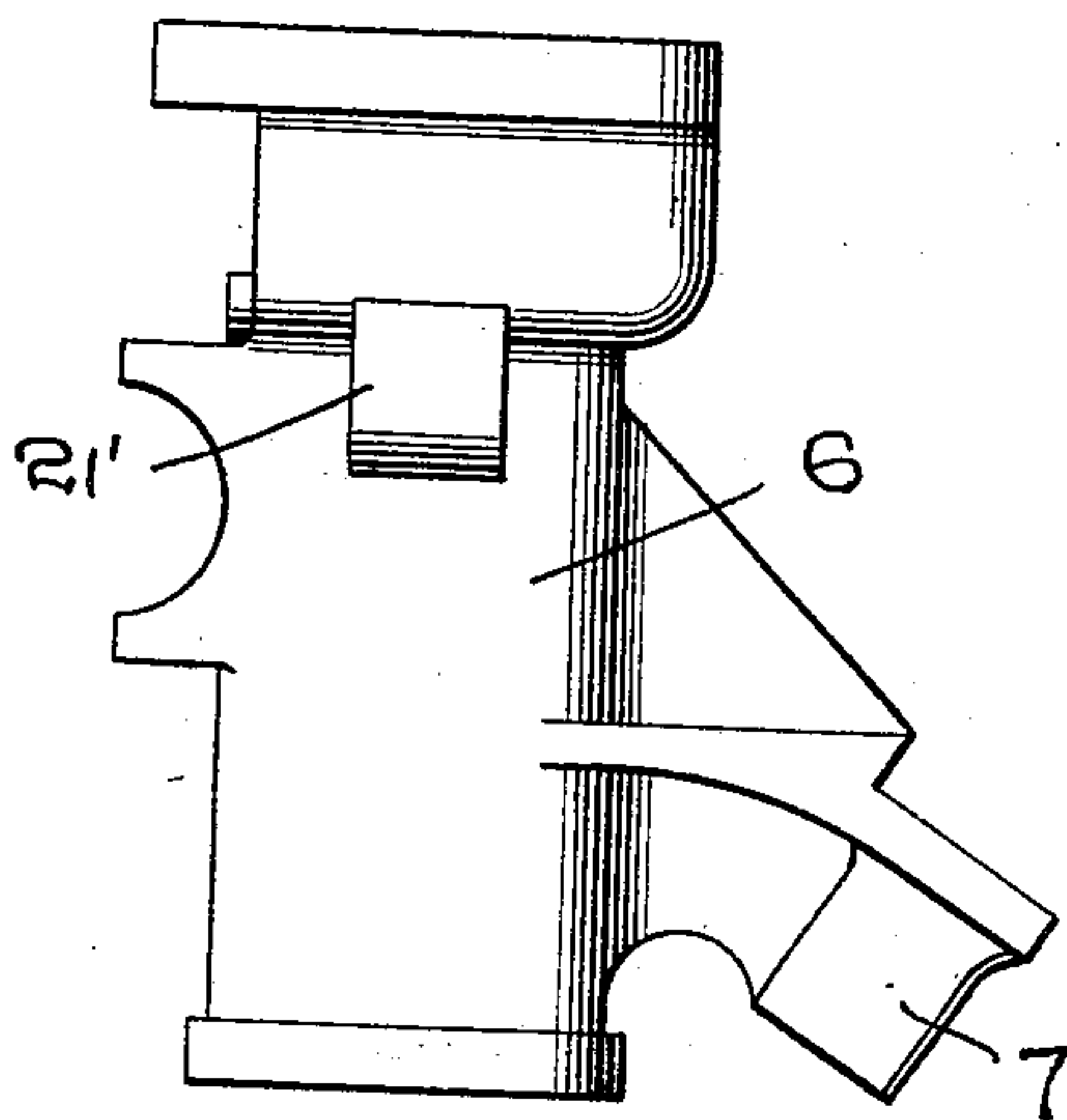


Fig. 4.

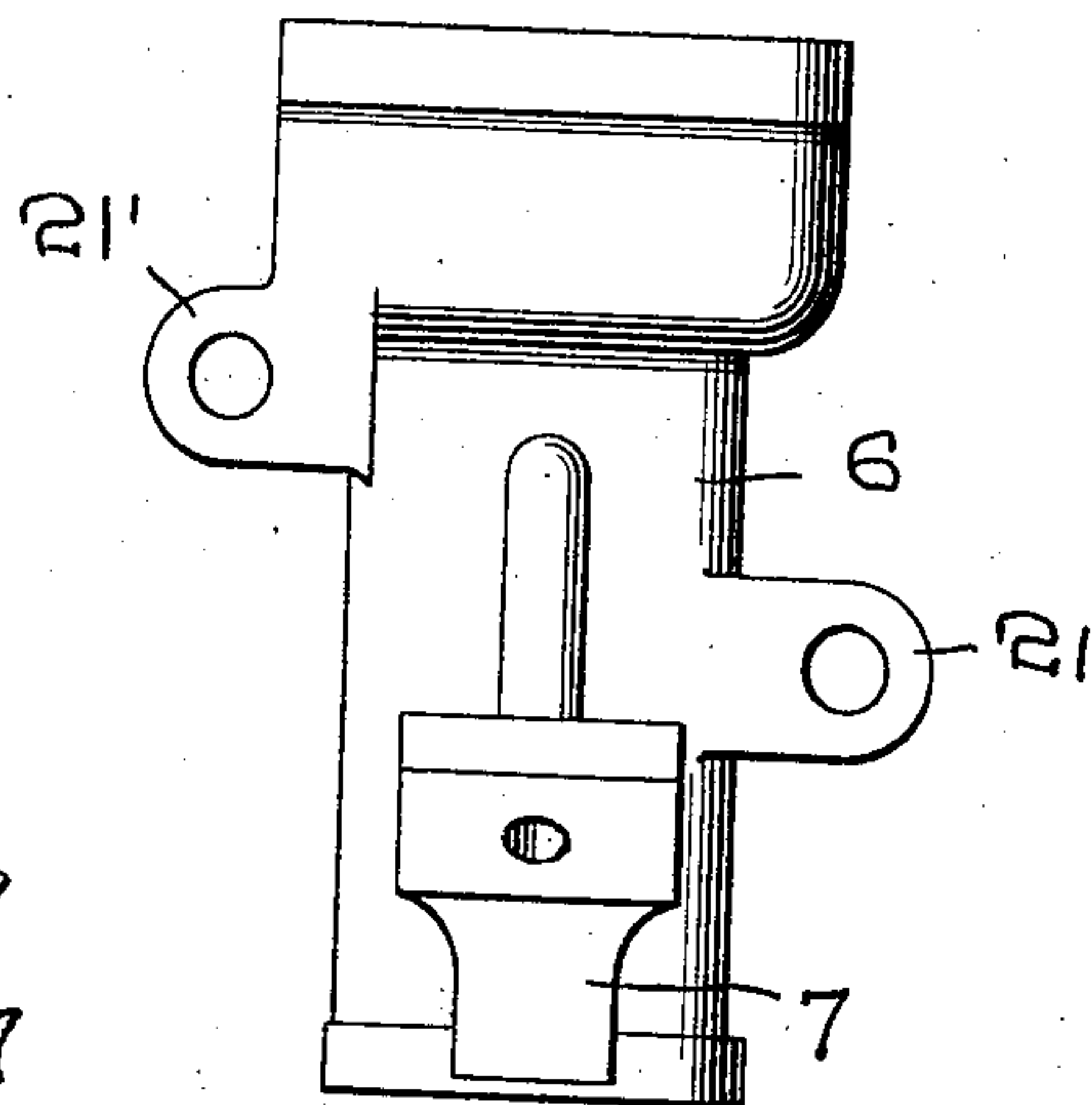


Fig. 5. Fig. 6.

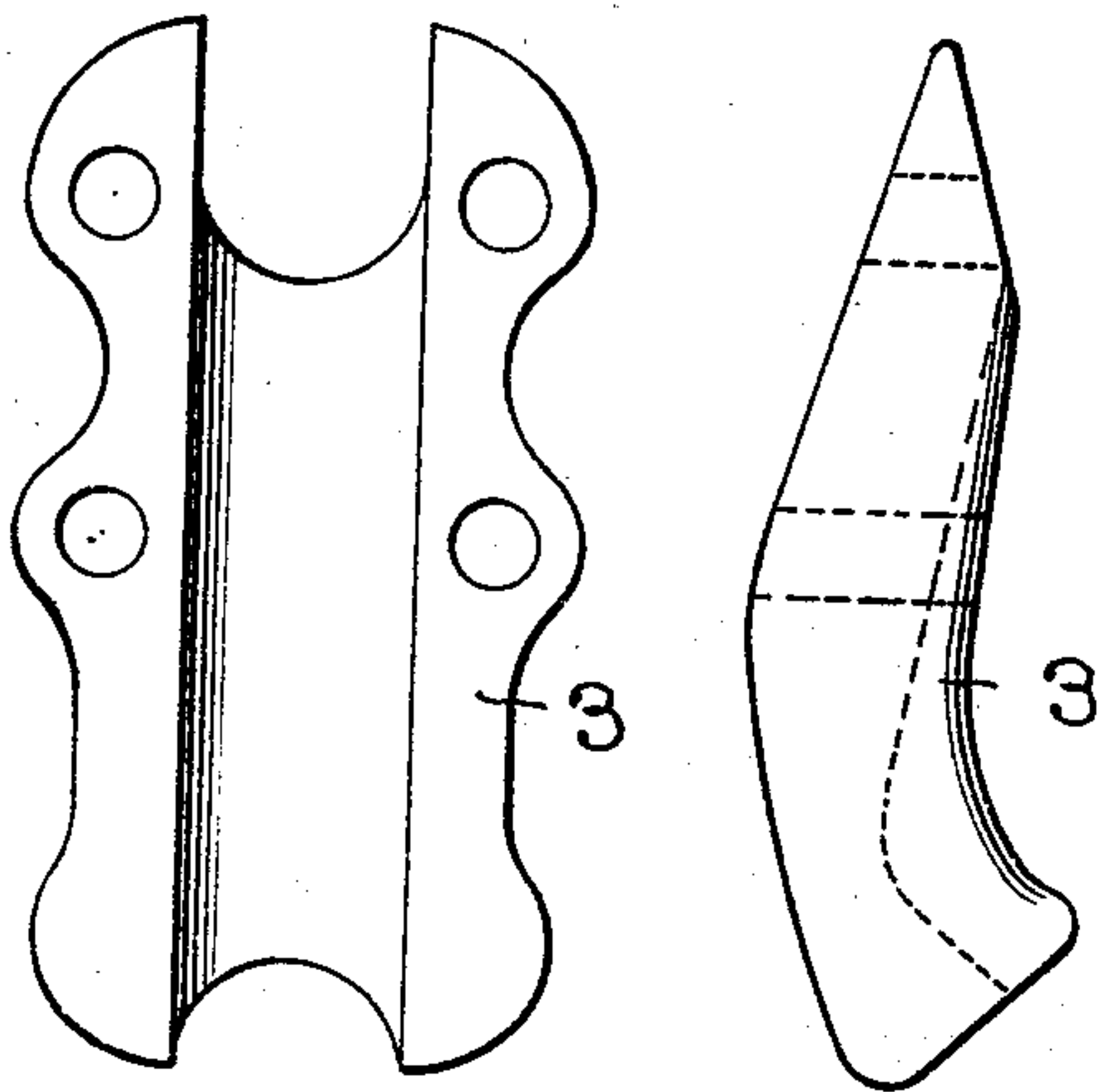


Fig. 7.

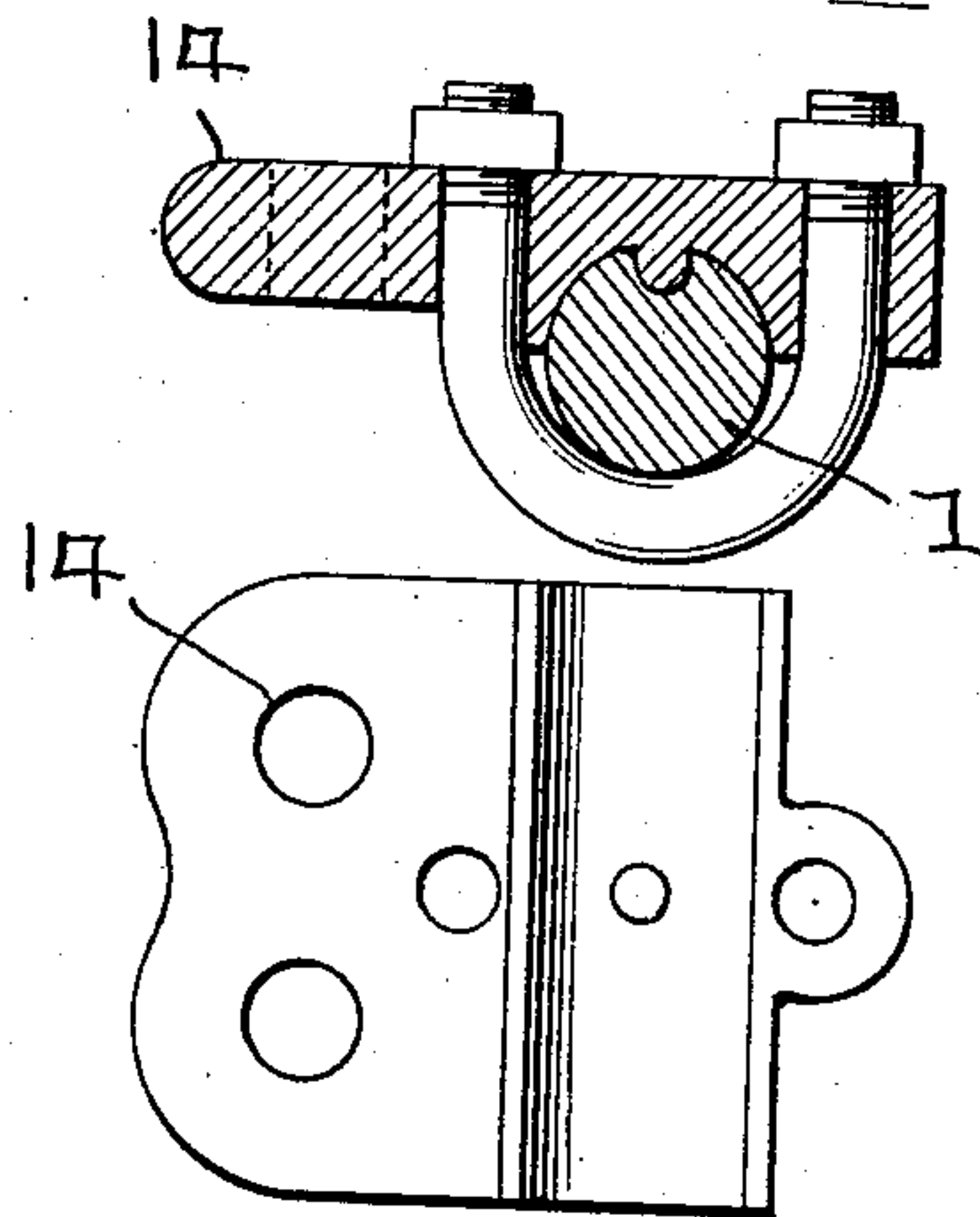


Fig. 8.

WITNESSES:

Thos. W. Riley
 M. Newcomb,

W. C. F. Blossfeld. INVENTOR

BY

W. J. Fitzgerald & Co. Attorneys

UNITED STATES PATENT OFFICE.

WILHELM C. F. BLOSSFELD, OF SPRAGUEVILLE, IOWA.

TRUCK FOR HAY-LOADERS.

969,595.

Specification of Letters Patent.

Patented Sept. 6, 1910.

Application filed October 29, 1909. Serial No. 525,315.

To all whom it may concern:

Be it known that I, WILHELM C. F. BLOSSFELD, a citizen of the United States, residing at Spragueville, in the county of Jackson and State of Iowa, have invented certain new and useful Improvements in Trucks for Hay-Loaders; 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.

My invention relates to new and useful improvements in truck construction and especially to that class adapted to be used in connection with hay loaders having for an object to provide a strong substantial construction.

A further object is to provide a device which may be quickly attached to or detached from a wagon without the necessity of crawling under the wagon.

In the accompanying drawings forming part of this application, Figure 1 is a front elevation of my improved truck. Fig. 2 is a section through line 2—2 on Fig. 1. Fig. 3 is a side elevation of the swivel collar. Fig. 4 is a front elevation of the swivel collar. Fig. 5 is an inside elevation of the shaft cap. Fig. 6 is a side elevation of the shaft cap. Fig. 7 is a longitudinal sectional view of a portion of the upper cap and the draft rod. Fig. 8 is a side elevation of the upper cap.

Similar reference numerals designate corresponding parts throughout the several views.

In carrying out my invention, I use an axle 1, as shown, or any other preferred form carrying wheels 2 and 2'.

As disclosed in the drawings, it will be seen that the axle is substantially U-shaped, with the exception that it has a longitudinal extension at the lower end.

At a point opposite the hub of the wheel is placed a cap 3, which is secured to the axle by means of bolts 4 and 4', while a brace 5 extends upwardly at an angle from the cap 3, said brace being secured in a swivel bearing 6 by means of an outstanding lug 7 carrying an eye bolt 7' which has an annular opening therein to receive a bent portion of the brace 5.

Extending vertically through the bearing 6 is a channel which is adapted to receive an L-shaped pin 8, which may be adjusted as to its height by means of a set screw 9 extend-

ing longitudinally through an outstanding portion of a swivel collar 10.

The longitudinally extending portion of the pin 8 is adapted to slide into a hollow member 11 carried on the pole 12 by means of a plate member 13, it being obvious how the pin may be quickly brought into engagement with the hollow member in order that the truck may cooperate with the grain loader.

A second cap 14 is placed above the first-mentioned cap on the axle and is designed to retain rods 15 and 15' forming a part of the draft member 16, said draft member comprising a base having upstanding lugs 17 and 17', the lug 17 having an opening for a part of the way therethrough, while the lug 17' has an annular opening through which a pin 18 is adapted to move laterally therein.

Encompassing the pin 18 is a spring 19, which is for the purpose of holding the pin against casual displacement, while to the rear of the lug 17' is a substantially L-shaped member in which is secured a lever 20, and also one end of the pin 18, while at the lower end of said lever a rope, or the like, may be attached for the purpose of releasing the pin 18 out of engagement with the lugs 17 and 17'.

For the purpose of holding the bearing 6 in engagement with the axle 1, a rod 20', or the like, is bent on an angle around said axle and secured in outstanding lugs 21 and 21'.

It will thus be seen from the above described truck, that I have provided a device which may be readily attached to or detached from hay loaders, or the like, it being obvious how the desired results would be obtained.

What I claim is:

1. In combination with an axle carried by wheels, a bearing member located centrally of said axle and secured thereon, an L-shaped pin adapted to be raised or lowered within said bearing member and means to regulate the position of said pin in said bearing member, a lower cap removably secured to said axle, a connecting brace cooperating with said lower cap and said bearing member, an upper cap member and a draft device secured to said upper cap member.

2. In combination with an axle carried by wheels, a bearing member located centrally

of said axle and secured thereon, said bearing member comprising a tubular body, outstanding lugs at the upper portion of said body, a swivel collar at the upper end of said member, laterally extending lugs in the length of said member, eye bolts carried by said last mentioned lugs, a brace extending from each of said eye bolts, plate members carried by said axle and cooperating with said braces, an upper cap member, and rods extending from said last mentioned cap member, to cooperate with a draft device.

3. A device of the character described, comprising an axle mounted on wheels, said axle being formed angularly adjacent its ends, a bearing member mounted about centrally of said axle, caps secured in the angular portion of said axle and braces secured to and extending from said caps to said bearing member.

4. A device of the character described, comprising an axle mounted on wheels, a bearing member carried about centrally on said axle, means cooperating with said bearing member for securing the end of a pole, caps mounted on said axle at points adjacent their ends and braces secured to and extending from said caps to said bearing member.

5. A device of the character described, comprising an axle mounted on wheels, a bearing member mounted about centrally on said axle, a pin adjustably secured in said bearing member and retaining the end of a pole, braces secured to said axle adjacent its ends and extending toward said bearing member, and means on said bearing member for securing the ends of said braces.

6. A device of the character described,

comprising an axle mounted on wheels, a tubular bearing member mounted about centrally on said axle, a pin adjustably secured in said bearing member and securing the end of a pole, caps mounted on said axle at points adjacent its ends, braces secured to said caps and extending to said bearing member, and means on said bearing member for retaining the ends of said braces.

7. A device of the character described, comprising an axle mounted on wheels, a bearing member about centrally on said axle, lower caps secured to said axle adjacent its ends, braces extending from said caps to said bearing member, means cooperating with said bearing member for retaining a pole, additional cap members mounted on said axle above said other caps, and a draft device cooperating therewith.

8. A device of the character described, comprising an axle mounted on wheels, a tubular bearing member secured to said axle about centrally thereof, an angularly shaped pin adjustably mounted in said bearing member and adapted to retain the end of a pole, means to adjust said pin, caps mounted on said axle adjacent its ends, braces extending from said caps to said bearing member, and means to secure the ends of said braces on said bearing member.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILHELM C. F. BLOSSFELD.

Witnesses:

THEODORE WESTPHOT,
ADALA WENDT.