G. F. KELLEY.

DEVICES FOR UNLOADING AND STACKING HAY, &c.

No. 188,374. Patented March 13, 1877.

Fig. 2.

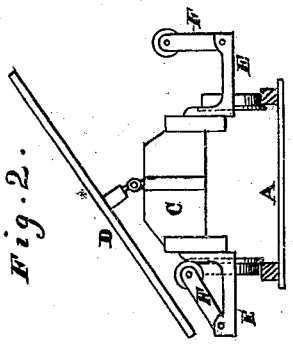
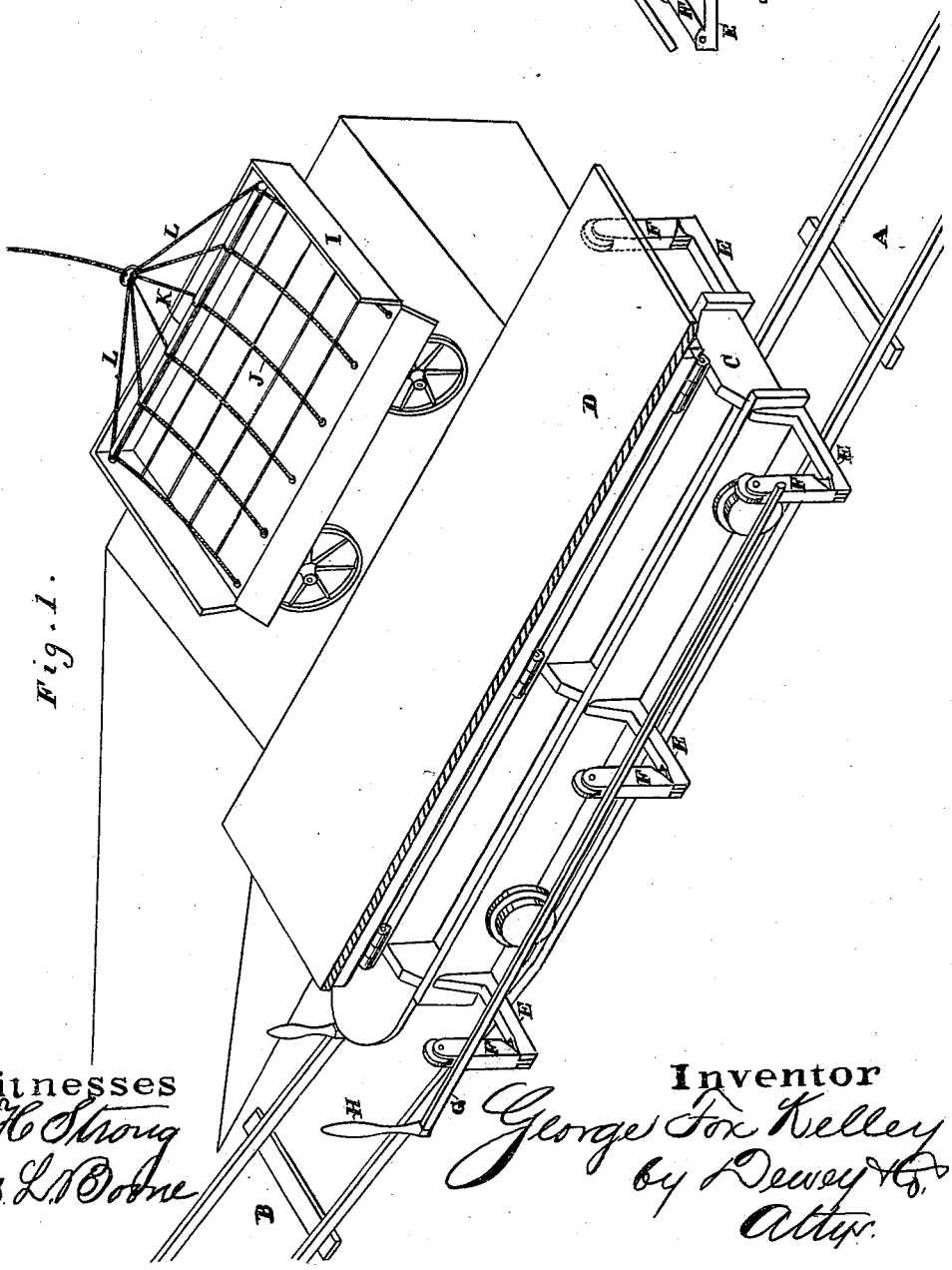


Fig. 1.



Witnesses

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UNITED STATES PATENT OFFICE.

GEORGE F. KELLEY, OF SUSANVILLE, CALIFORNIA.

IMPROVEMENT IN DEVICES FOR UNLOADING AND STACKING HAY, &c.

Specification forming part of Letters Patent No. **188,374**, dated March 13, 1877; application filed January 2, 1877.

To all whom it may concern:

Be it known that I, GEORGE FOX KELLEY, of Susanville, Lassen county, and State of California, have invented a Device for Unloading and Stacking Hay, &c.; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings.

My invention relates to a novel mechanism which is designed to expedite the unloading and stacking of hay, straw, grain, &c., so that as the teams come from the field they are relieved of their load at once and can return, and those in charge of the stacking apparatus can transfer the load to its proper place in time for the next team.

My invention comprises some details of construction which will be more completely described by reference to the accompanying drawings, in which—

Figure 1 is a perspective view of my device. Fig. 2 is an end view.

A is a track or tramway, which may be laid temporarily or permanently, and it is inclined, as shown at B, so that its extension will carry it to any suitable height for the required stack. Usually, this tramway may be a fixture in some place where the stacks will be made each year, and the car C is fitted with trucks, so as to run upon this tramway. A large platform, D, is hinged by longitudinal central hinges to the middle timber of the car, so that the platform may be tilted in either direction, as may be desired. Arms E project at intervals horizontally from the car, and to the ends of these arms are hinged the arms F, which are united longitudinally by bars G, so that they may all be operated simultaneously from one end of the platform by means of lever H. The ends of these hinged arms are provided with friction-rollers, and when they stand upright they will support the platform D rigidly, so that it will not turn in either direction.

It will be manifest that whenever it is desired to tilt the platform in either direction to dump its load, it will only be necessary to operate one of the levers H, so as to turn the arms F, inward against the car-frame. The platform can be again righted by pushing the lever H outward, when the rollers in the ends of the arms F will easily force the platform up to a horizontal position again and retain it there.

The wagon I has a netting or hammock, J, fitted to fill its bottom, and this netting may be permanently attached to one side of the wagon, as shown, while its opposite edge falls outside of the wagon, and has a bar, K, attached along this edge. From the center and ends of this bar ropes L extend to a central point, where they meet, and a single rope is attached long enough to extend across the load and platform, so that by attaching a single horse the whole load can be easily rolled out of the wagon upon the platform.

I am aware that nettings have been employed to receive the load, and that these nettings have been made to separate in the middle, so that the load could be lifted bodily by a derrick, and dropped wherever desired; but in my device the peculiar advantage is in simply rolling the load out without being obliged to lift it, and this is made possible and easy by the use of the bar K upon the edge of the netting, this bar preventing all bagging and closing up, which would render the net inoperative.

After the load is transferred to the platform the wagon can go at once for another load, not being detained more than two or three minutes; at the same time the single horse that unloaded the wagon is made to operate a vertical drum or windlass, and thus draw the car up the tramway until it reaches the point where it is to be unloaded. The platform is then tipped until the load will slip off, when it is righted and returned to the foot of the incline for another load.

Suitable brakes are actuated by a lever, M, to regulate the movements of the car.

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

In combination with a wagon, I, to receive the hay, the netting or hammock J, when said netting is provided with bar K at one edge, and the operating-ropes L, so that the load may be discharged or rolled upon the platform D, substantially as herein described.

In witness whereof I have hereunto set my hand and seal.

GEO. FOX KELLEY. [L. S.]

Witnesses:
GEO. H. STRONG,
O. T. STACY.