

J. J. VERCKLER.

WAGON-LOADER.

No. 189,975.

Patented April 24, 1877.

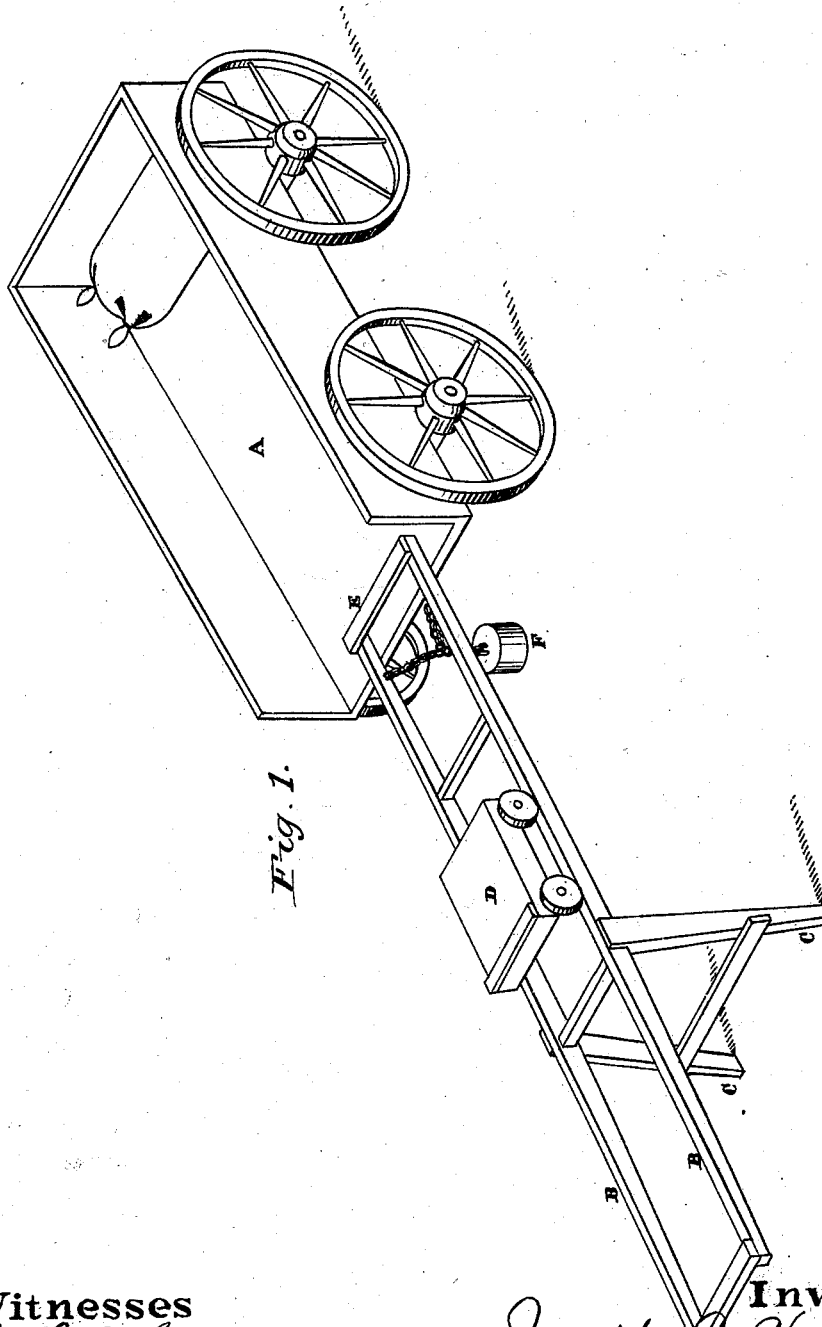


Fig. 1.

Witnesses
Geo. H. Strong
Jno. L. Boone

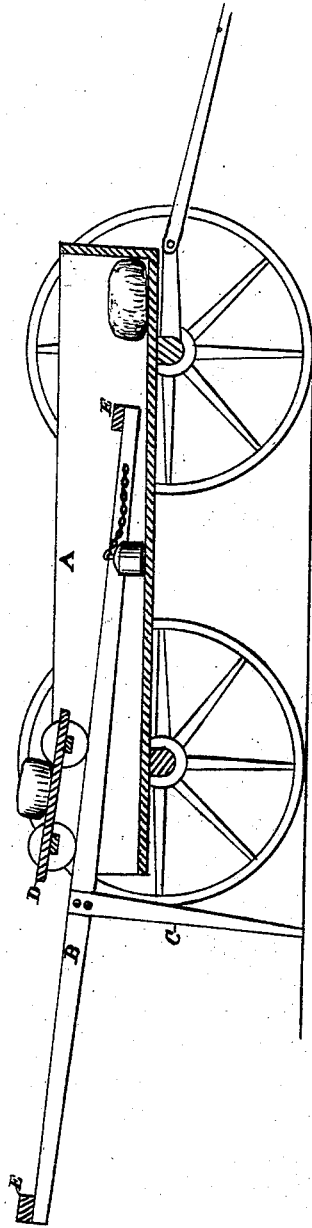
Inventor
Joseph J. Verckler
by *Dewey & Co.*
Atty.

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Fig. 2.



Witnesses

J. M. L. Bonn
Alwyn J. Stacke

Inventor

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UNITED STATES PATENT OFFICE.

JOSEPH J. VERCKLER, OF CHICO, CALIFORNIA.

IMPROVEMENT IN WAGON-LOADERS.

Specification forming part of Letters Patent No. 189,975, dated April 24, 1877; application filed February 16, 1877.

To all whom it may concern:

Be it known that I, JOSEPH J. VERCKLER, of Chico, county of Butte and State of California, have invented an Improved Wagon-Loader; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawing.

My invention relates to a portable device for loading and unloading bags of grain and other heavy weights, such as are ordinarily lifted by hand into and out of wagons and other elevated places.

Referring to the accompanying drawings, Figure 1 is a perspective view of my device. Fig. 2 is a side view.

Let A represent a wagon-bed or other elevated platform, into or upon which it is desired to lift any heavy weight from the ground, such as bags of grain or the like, or to lift them therefrom to the ground. To accomplish this in a simple and convenient manner, I construct a short double track, marked B B, and mount it upon legs C C at some point between the middle of the track and one end. These legs should be somewhat longer than the height of the wagon-bed or platform, so that when they rest upon the ground and the long end of the track rests upon the bottom of the wagon bed, the track will incline or pitch toward the front of the wagon, as represented.

Upon the tracks B B I place a small car, D, which will run from end to end of the track, according to the direction in which it is tipped or inclined.

E E are stop-bars, one of which is placed across each end of the track, against which the car will abut and be prevented from running off the track at either end.

From the extremity of the long end of the track I suspend a weight, F, which will just about counterbalance the weight of the car when it is at the extremity of the short end.

This machine I place with its long end in

the rear of the wagon, so that the legs C C rest upon the ground, and so that when the short end is raised the extremity of the long end will strike the bottom of the wagon-bed, and thus the tracks will be inclined toward the front end of the wagon. To operate the machine two men are required, one on the wagon and one on the ground. Bearing down on the short end of the track or lifting upward on its long end, so as to tip it to an inclination, will cause the car to run down to the extremity of the short end close to the ground. The man on the ground will then place the bag of grain or other weight upon the car, when the man in the wagon will bear down upon the long end of the track until it stands at an opposite inclination, thus causing the car to run into the wagon, so that the man in the wagon can remove it. As the wagon fills, the device is moved backward until the entire wagon-bed is full.

The legs C C I make extensible, so that they can be lengthened or shortened to accommodate any height of wagon.

I am thus able to avoid all high lifting and at the same time transfer sacks or weights from a high to a low point, or vice versa, as desired.

This device will be very useful for taking sacks from a thrashing-machine.

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

The double track B, mounted upon the legs C C, at some point between its middle and one end, and having the weight F suspended from the extremity of its long end in combination with the car D, substantially as and for the purpose described.

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

JOSEPH J. VERCKLER. [L. S.]

Witnesses:

T. P. CHENEY,

A. HALLET.