M. McCARTY.

BALING-PRESSES ON WHEELS.

No. 194,608. Patented Aug. 28, 1877.

Fig. 1

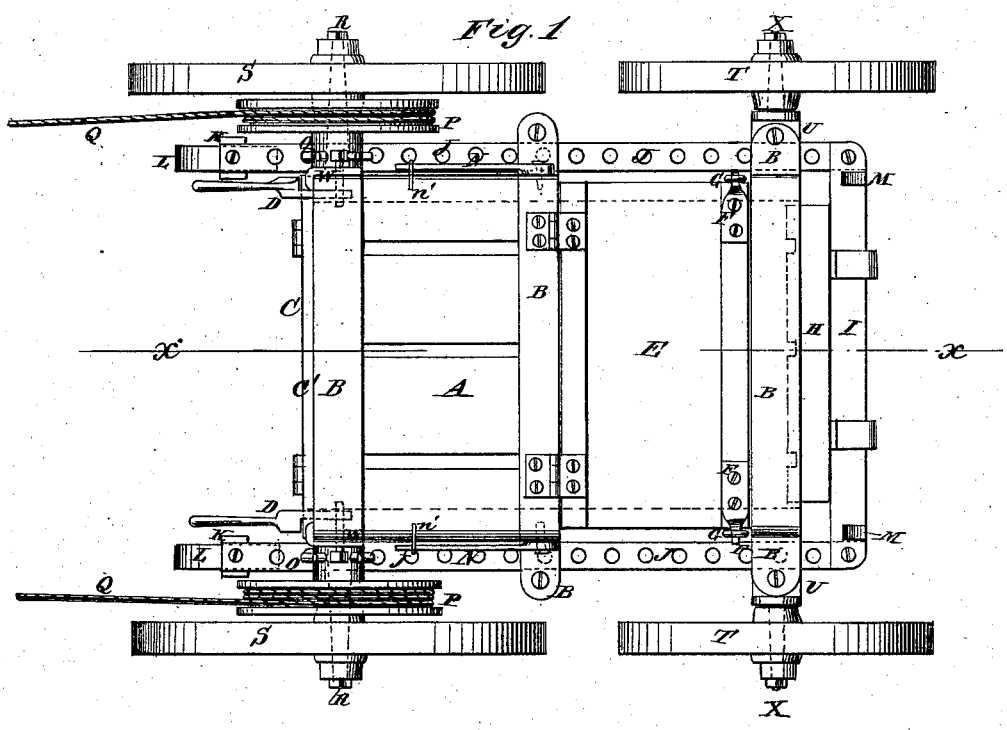


Fig. 2

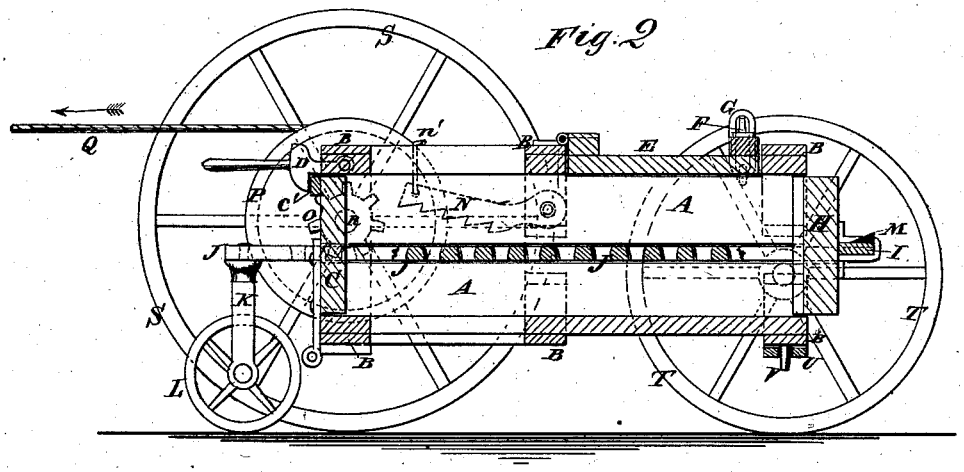
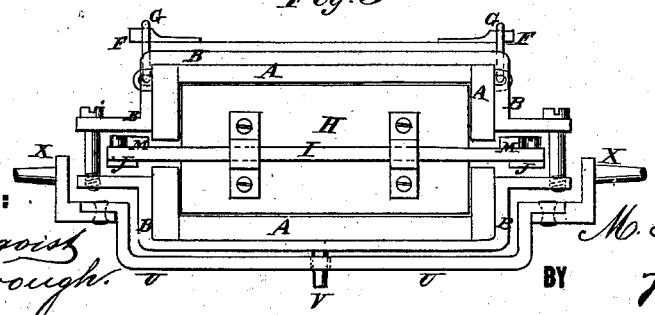


Fig. 3



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MICHAEL McCARTY, OF PUEBLO, COLORADO.

IMPROVEMENT IN BALING-PRESSES ON WHEELS.

Specification forming part of Letters Patent No. **194,608**, dated August 28, 1877; application filed April 30, 1877.

To all whom it may concern:

Be it known that I, MICHAEL McCARTY, of Pueblo, in the county of Pueblo and State of Colorado, have invented a new and useful Improvement in Baling-Presses, of which the following is a specification:

Figure 1 is a top view of my improved press. Fig. 2 is a vertical longitudinal section of the same, taken through the line *x x*, Fig. 1, part being broken away to show the construction. Fig. 3 is a front end view of the same.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved baling-press, which shall be simple in construction, convenient in use, strong and durable, and so constructed that it may be readily moved from place to place.

The invention consists in the combination of the cross-bar, the rack-bars, the gear-wheels, the rope-wheels, and the ropes, with the follower, the baling-box, and the spindles of the rear wheels; in the combination of the standards and the wheels with the rear ends of the rack-bars; in the combination of the cross-bar and the lever-catches with the rear door and the baling-box; in the combination of the plates, having their rear parts bent inward into U-form, with the rear band, the baling-box, and the spindles of the rear wheels; in the combination of the spindles, having their inner parts bent twice at right angles, and the axle, having its end parts bent twice at right angles, with the king-bolt, the forward end of the baling-box, and the fore wheels; in the combination of the pawls and the inclined projections of the cross-bar with the baling-box, the follower, and the rack-bars; and in the middle and forward bands of the baling-box, made in two parts, having the adjacent ends of said parts bent outward at right angles, and connected together by bolts and interposed blocks, as hereinafter fully described.

A is the baling-box, which is made in two equal parts or halves connected together, held in position and strengthened to withstand the outward pressure of the bale while being compressed by three iron bands, B. The rear band B is continuous, and is securely bolted to the baling-box A.

The middle and forward bands B are made in two parts, with their ends bent outward at right angles, and are bolted together, blocks being interposed between said ends to keep them at the required distance apart, so that the racks and the cross-bar of the follower may readily move back and forth.

The rear end of the baling-box A is closed by a door, C, which serves as a stationary follow-block, and is hinged at its lower edge to the bottom of the box A, the said hinges being made strong to hold the lower part of the door against the outward pressure of the bale. To the upper part of the door C is attached an iron bar, *c'*, the ends of which project across the end edges of the sides of the box A, so as to be caught and held by the shoulders of the lever-catches D, the forward ends of which are pivoted to the said sides, and which are made strong to hold the upper part of the door against the outward pressure of the bale.

The material to be pressed is introduced through the door E, formed in the forward part of the top of the baling-box A. The door E is hinged at its rear edge to the middle band B, and to its forward corners are attached arms or horns F, to receive links G, hung to the sides of the box A to fasten the door while the material is being pressed.

H is the movable follower, to the outer side of which is attached a cross-bar, I. The ends of the cross-bar I project so as to pass through the spaces between the parts of the box A, and to said projecting ends are attached the forward ends of the rack-bars J, which pass back along the sides of the box A, and between the projecting ends of the front and middle bands B.

To the rear ends of the rack-bars J are attached the upper ends of the standards K, the lower ends of which are forked, and to them are pivoted the wheels L. The wheels L thus support the rear ends of the rack-bars J as they move back and forth.

Upon the cross-bar I of the follower H are formed inclined projections M, for the teeth of the pawls N to take hold of to hold the bale under compression while being bound.

When not required for use, the pawls N are supported away from the rack-bars J by wires *n'*, attached to their free ends, and which hook

upon the top of the box A. The pawls N are pivoted to the middle band B.

The racks J are drawn back to compress the bale by the gear-wheels O, which mesh with them, and with which are rigidly connected the wheels or pulleys P, around which are wound, and to which are attached, the draw-ropes Q. The gear-wheels O and the rope-wheels P revolve upon the inner parts of the spindles R, upon the outer parts of which the rear wheels S revolve.

The inner ends of the spindles R are attached to, or formed upon, a plate, W, the rear part of which is bent inward into U form to pass around the rear edge of the rear band B, the side of the box A being recessed to receive it. The plates W are securely bolted to the rear band B and the sides of the box A. The fore wheels T revolve upon the spindles X, the inner ends of which are bent twice at right angles to pass beneath the projecting ends of the forward band B, and are bolted to the ends of the axle U. The axle U, near its ends, is bent twice at right angles, to pass beneath the forward end of the box A, and has a hole through its center to receive the king-bolt V, attached to said box A.

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

1. The combination of the standards K and the wheels L with the rear ends of the rack-bars J, substantially as herein shown and described.

2. The combination of the plates W, having their rear parts bent inward into U form, with the rear band B, the baling-box A, and the spindles R of the rear wheels S, substantially as herein shown and described.

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Witnesses:
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