

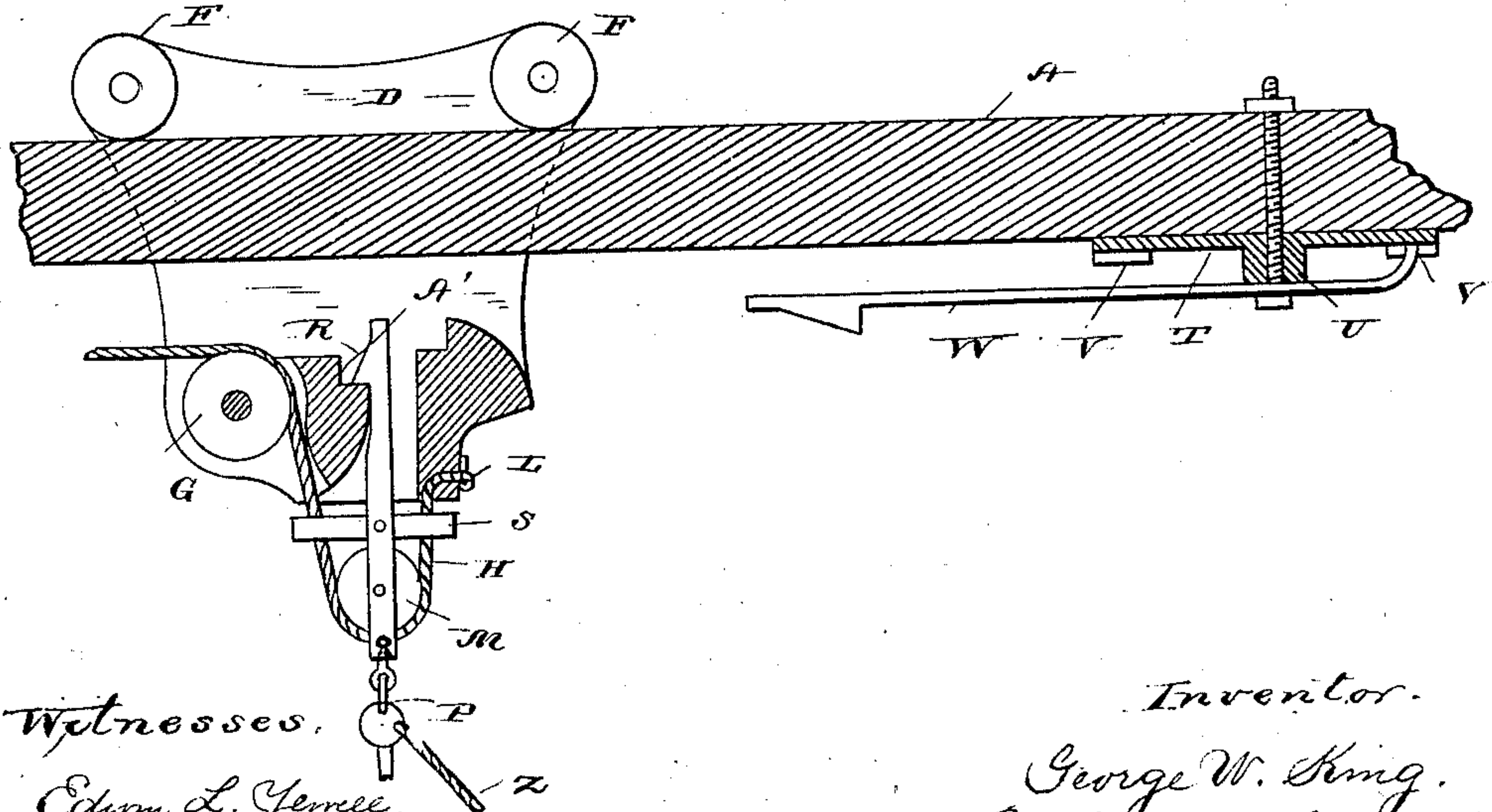
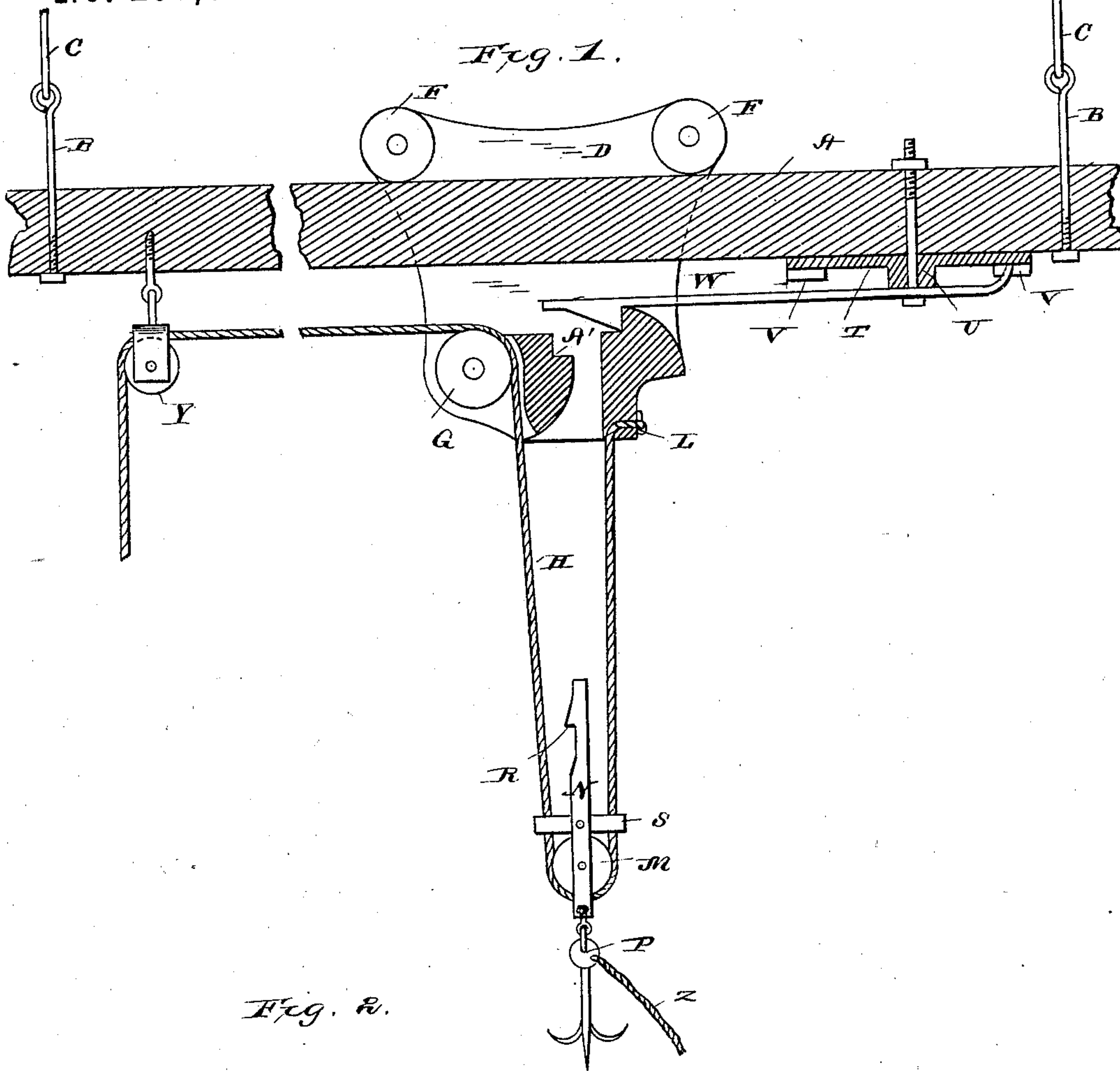
(No Model.)

G. W. KING.

HAY CARRIER.

No. 257,020.

Patented Apr. 25, 1882.



Witnesses.

Edmund L. Jerome,
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UNITED STATES PATENT OFFICE.

GEORGE W. KING, OF MARION, OHIO.

HAY-CARRIER.

SPECIFICATION forming part of Letters Patent No. 257,020, dated April 25, 1882.

Application filed February 15, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. KING, of Marion, in the county of Marion, and in the State of Ohio, have invented certain new and
5 useful Improvements in Hay-Carriers; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

This invention relates to certain improvements in hay-carriers; and it has for its objects to provide certain devices and combinations whereby the parts may be automatically operated to elevate and carry the hay, as more
15 fully hereinafter specified, and pointed out in the claims. These objects I attain by the apparatus and devices illustrated in the accompanying drawings, in which—

20 Figure 1 represents a vertical sectional view, showing the position of the parts in position for the fork to be loaded; and Fig. 2 represents a similar view, showing the parts in the position they assume while the carriage is conveying the load.

25 The letter A indicates a beam, which may be constructed of wood or other suitable material, which is suspended from the ties or rafters of a barn by screw-bolts B, which are hooked
30 in rings C, tied or otherwise secured to the said ties or rafters.

The letter D indicates a traveling carriage, which consists of a metallic frame provided with friction-rollers F, mounted at the upper
35 corners on the inside of the frame. The frame is adapted to travel on said friction-rollers longitudinally along the beam A, the rollers running on the upper surface of the beam.

The letter G indicates a pulley, journaled in
40 the lower forward part of the traveling carriage, over which passes a rope or chain, H, one end of which is connected to the rear lower portion of the carriage, as indicated by the letter L. The said rope or chain passes under
45 a pulley, M, journaled in a frame, N, to the lower end of which is secured a connection, P, to which the fork is attached. The frame has a vertical extension, which is provided with a hook, R, and is provided with a guide, S,
50 through which the rope or chain passes.

To the under side of the beam or track A

is attached a metallic plate, T, having a boss, U, midway between its ends, and lugs V at the ends. To said boss is swiveled a lever or latch, W, the short arm of which is adapted
55 to set between the lugs at either end of the plate T, as may be required. The free end of the rope or chain H passes over a pulley, Y, and is provided with means by which a horse or team of horses or other draft-animals may
60 be hitched to it.

The letter Z indicates a trip-rope, secured to the head of the hay-fork.

The operation of my invention is as follows: The fork, being properly loaded with hay, is
65 then elevated by drawing upon the rope or chain H. The weight of the load keeps the frame in a vertical position, and the hook on the lever W holds the carriage back while the hay is being elevated. When the hay is prop-
70 erly elevated the upper end of the extension of the frame strikes the end of the lever W, releasing the carriage, and the draft on the rope causes it to travel forward to its destination, the hook on the extension of the sheave
75 engaging a shoulder, A', on the carriage, by which it is held in an elevated position. After the fork has been unloaded the carriage and its attachment is drawn back by means of the rope Z, attached to the fork, until the hook on
80 the lever W passes over the top of the sheave-hook. Then by slacking the rope Z slightly the "swag" in the rope or chain H will reverse the carriage, and the hook W will engage and release the hook on the extension of the sheave,
85 dropping into the shoulder of the carriage to hold it in position, and then permitting the fork to drop into its position to be again loaded. The lever W is so arranged that it can be
90 turned in either direction, and the carriage is adapted to travel at either side of the said lever, as may be desired.

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

95 1. In combination with the beam A, adapted to be suspended from the rafters of a barn, the traveling carriage D, mounted on friction-rollers F, the pulley G, journaled in said carriage, the rope H, passing over said pulley and
100 secured to the carriage, the frame N, provided with hook R and connection P, the guide S,

the pulley M, and the swiveled hook W, and the shoulders on the traveling carriage, with which the hooks R and W are adapted to engage respectively, substantially as specified.

- 5 2. In combination with the beam or track upon which the carriage is adapted to travel, the plate secured thereto provided with a central boss and terminal lugs, and the swiveled lever adapted to be turned in either direction,
10 as desired, substantially as specified.

In testimony whereof I have affixed my signature, in presence of two witnesses, this 23d day of January, 1882.

GEO. W. KING.

Witnesses:

JOHN A. WOLFORD,
GEO. B. CHRISTIAN.