(No Model.) 2 Sheets—Sheet 1.

J. T. RUNDLE.

HAY ELEVATOR AND CARRIER.

No. 280,865. Patented July 10, 1883.

Fig. 1.

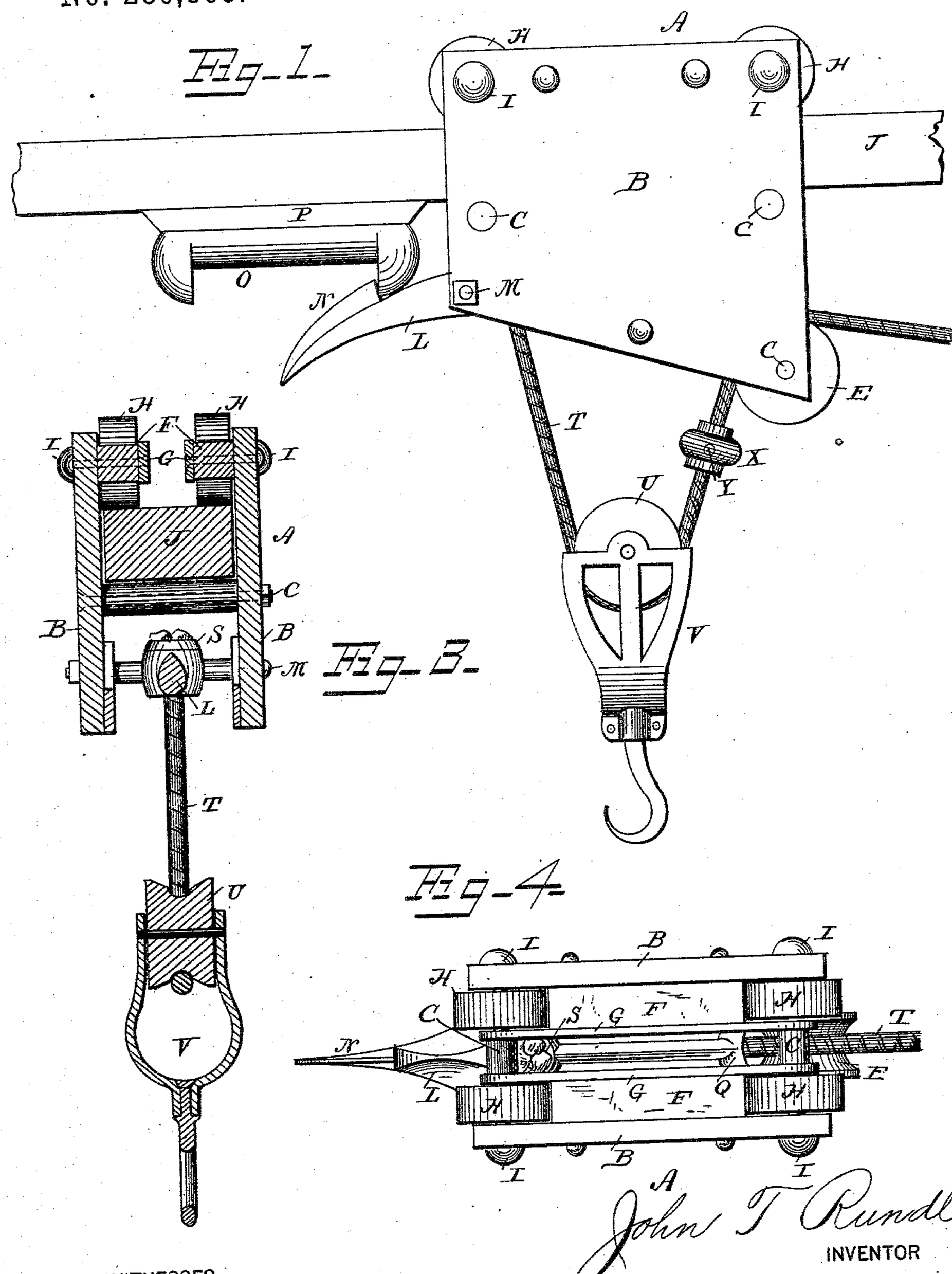

Fig. 2.

Fig. 3.

Fig. 4.

WITNESSES

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Fig. 2.

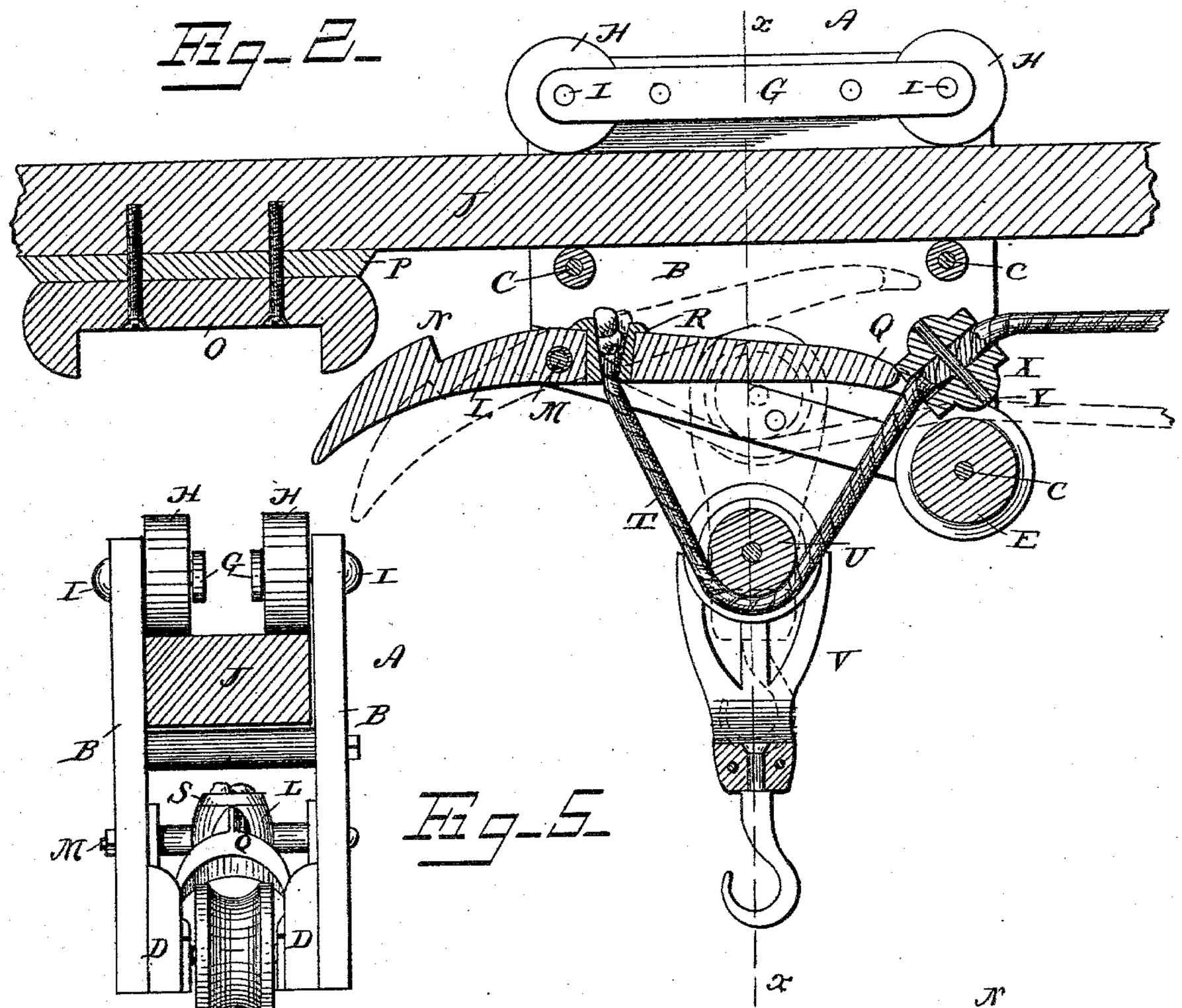
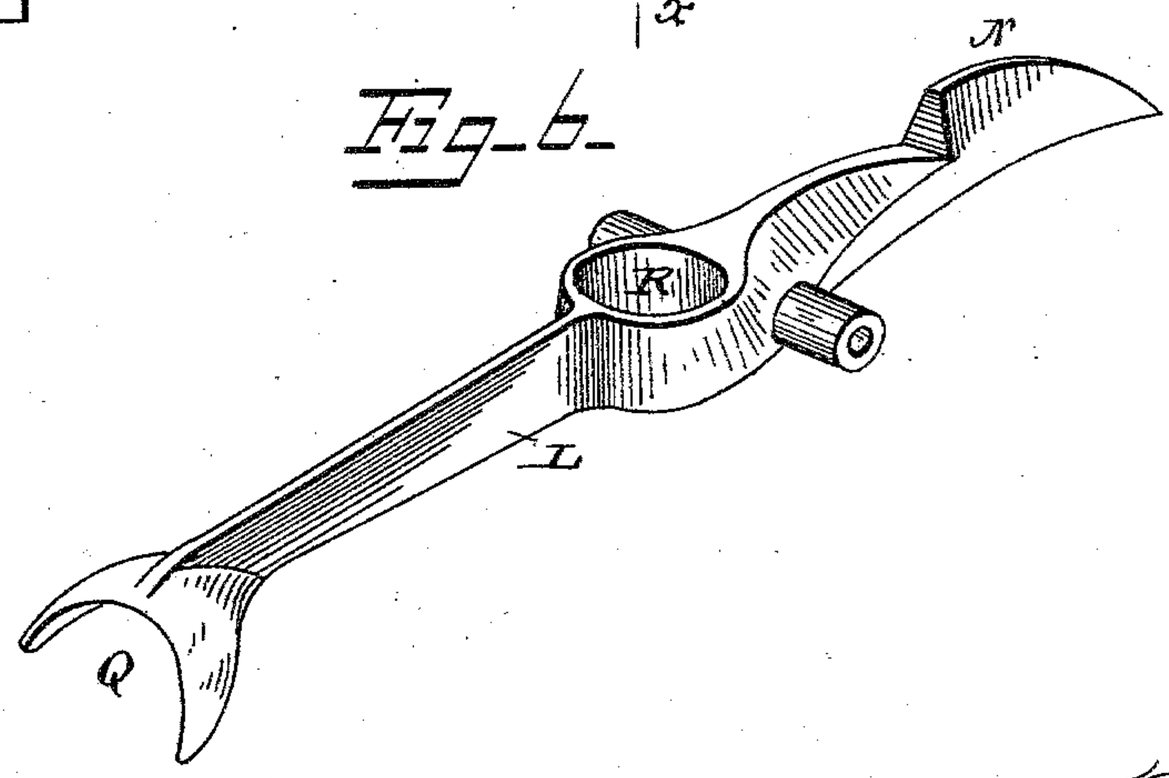


Fig. 5.

Fig. 6.



WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN T. RUNDLE, OF PALMYRA, WISCONSIN, ASSIGNOR TO GEORGE H. RUNDLE, OF SAME PLACE.

HAY ELEVATOR AND CARRIER.

SPECIFICATION forming part of Letters Patent No. 280,865, dated July 10, 1883.

Application filed April 27, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOHN T. RUNDLE, a citizen of the United States, residing at Palmyra, in the county of Jefferson and State of Wisconsin, have invented a new and useful Hay Elevator and Carrier, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to hay elevators and carriers; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, Figure 1 is a side view. Fig. 2 is a longitudinal vertical sectional view. Fig. 3 is a vertical transverse sectional view on the line *x x* in Fig. 2. Fig. 4 is a top view of the car or carrier. Fig. 5 is a rear elevation of the same; and Fig. 6 is a detail view, in perspective, of the latch.

The same letters refer to the same parts in all the figures.

A in the drawings designates the car or carriage of my improved hay-elevator, which is constructed of two side pieces, B B, of wood, connected by bolts C C.

Upon the inner sides of the side pieces, B, at their lower rear corners, are secured blocks or brackets D, between which is arranged a grooved wheel or pulley, E, which is journaled upon one of the bolts C. The blocks or brackets D hold the said pulley in its proper position and prevent it from being displaced laterally.

Upon the inner sides of the side pieces, B, at the upper edges of the latter, are bolted strips F, to the inner sides of which are secured metallic straps G, projecting beyond the ends of the strips F.

H H are smooth-faced caster-wheels or rollers journaled upon bolts I, that pass through the ends of the straps G and the upper corners of the side pieces of the car. These rollers or wheels are adapted to run upon the track J, which is to be suspended in the usual manner under the ceiling or rafters of the barn where the device is used. By this method of construction great strength is attained and the wheels are held securely in position.

L is a latch-bar, which is pivoted upon a bolt, M, a little forward of its center at the lower front corner of the car. The projecting front end of said latch has a hook, N, adapted to engage a stop, O, secured upon a block, P, under the track at the place where the hoisting is to be done, the function of the block P being simply to bring the stop down to the level of the hook or latch. The rear end of the latch L terminates in a tork, Q, the prongs of which rest upon the blocks or brackets D at the lower rear corners of the car. Directly in rear of its pivoting-point or fulcrum the latch L has a vertical perforation, R, in which is fitted a swivel-ring, S, to which is attached one end of the hoisting-rope, T, which passes over the grooved pulley U in a block, V, and thence over the pulley E at the lower rear corner of the car. From thence it may pass over suitable guide-pulleys (not shown in the drawings) to the place where the draft is attached.

X is a suitably-constructed bulb or stop, which is firmly secured by a transverse pin, Y, upon the hoisting-rope a short distance from the place where the latter is attached to the latch.

The operation of my invention will be readily understood from the foregoing description, taken in connection with the drawings hereto annexed. When the car reaches the stop O, the bevel-faced hook N of the latch will automatically engage said stop, and thus retain the car in position while the hoisting is being done. The hay-fork may be attached in the usual manner to the block V. When the latter has been elevated by the pull upon the hoisting-rope until it has nearly reached the car, the bulb X passes under its pulley, and, striking the rear forked end of the latch, raises the same and passes it, after which the latch resumes its original position. This operation at the same time releases the latch from the stop O, and the car is now free to travel upon the track until it reaches the dumping-place. When the load has been dumped and the car is being returned to the hoisting-place, the block V, with its attachments, is, while in transit, held elevated by the bulb X, which rests

upon the rear forked end of the latch-lever. When the stop O is reached, it engages the beveled hook N of the latch, thus temporarily raising the rear end of the latch-lever, or long enough to permit the passage of the bulb X. The block carrying the fork is then lowered by its own weight. The swivel-ring, by which the hoisting-rope is connected with the latch-lever, prevents the said rope from twisting and knotting.

I claim as my invention and desire to secure by Letters Patent of the United States—

1. In a hay carrier and elevator, the herein-described car or carriage frame, consisting, essentially, of wooden side pieces connected by transverse bolts, the blocks or brackets at the lower rear corners, the pulley journaled between the said blocks, the strips or flanges at the upper edges of the side pieces, the straps secured to said flanges, and the track-wheels journaled between the ends of said straps and the upper corners of the side pieces, as set forth.

2. The combination, with the car-frame having blocks or brackets at its lower rear corners, of the latch pivoted between the sides of said frame, and terminating at its rear end in a fork the prongs of which rest upon the said blocks or brackets, substantially as set forth.

3. The combination of the car having a pulley at its lower rear corner, the latch pivoted at the lower front corner of said car, and having forked rear end supported upon blocks at the lower rear corner of the car, the hoisting-rope attached to the latch in rear of its fulcrum, the block upon said rope, and a bulb or stop secured upon said rope near its point of attachment to the latch, substantially as set forth.

4. In a hay carrier and elevator, the combination of the car, the pivoted latch having a vertical perforation in rear of its fulcrum, and the hoisting-rope connected to the latch by means of a ring swiveled in said perforation, as set forth.

5. As an improvement in hay carriers and elevators, the combination of the car having suitable track-wheels, and having a pulley journaled between blocks or brackets at the lower rear corners of the car-frame, the latch pivoted at the lower front corner of the car-frame, and having a beveled hook at its projecting front end, and terminating at its rear end in a fork resting upon the blocks at the lower rear corner of the frame, the stop secured under the track at the hoisting-place, the hoisting-rope secured to the latch in rear of its fulcrum, the block upon said hoisting-rope, and a bulb or stop secured upon the said rope near its point of attachment to the latch, all substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN THOMAS RUNDLE.

Witnesses:
J. A. ALLEN,
GEO. H. RUNDLE.