

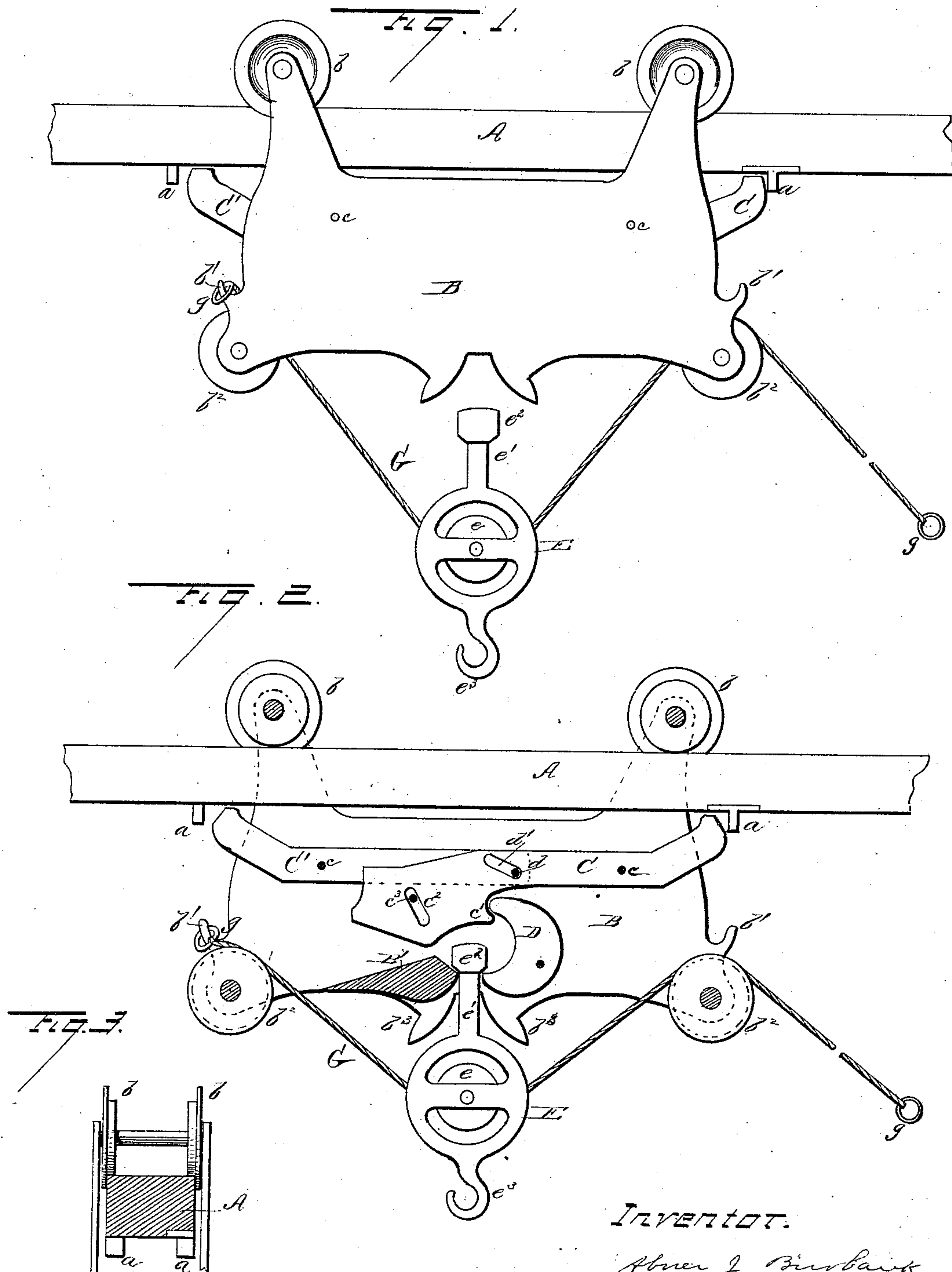
(No Model.)

A. J. BURBANK & H. D. PAGE.

HAY CARRIER.

No. 291,874.

Patented Jan. 15, 1884.



WITNESSES:
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UNITED STATES PATENT OFFICE.

ABNER J. BURBANK AND HENRY D. PAGE, OF HARVARD, ILLINOIS.

HAY-CARRIER.

SPECIFICATION forming part of Letters Patent No. 291,874, dated January 15, 1884.

Application filed August 6, 1883. (No model.)

To all whom it may concern:

Be it known that we, ABNER J. BURBANK and HENRY D. PAGE, citizens of the United States, residing at Harvard, in the county of McHenry and State of Illinois, have invented certain new and useful Improvements in Hay-Carriers, of which the following is a specification, to wit:

This invention relates to an improvement in hay-carriers; and it consists in the peculiar construction and arrangement of the same, substantially as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which our invention appertains to make and use the same, we will now proceed to describe its construction and operation, referring to the accompanying drawings, in which—

Figure 1 is a side elevation, and Fig. 2 is a longitudinal vertical section, of our invention; and Fig. 3 is a section of the carrier rail or track.

A represents a rail or track, of the form usual in this kind of apparatus, provided with two or more stops, *a*, which are placed upon opposite sides of the lower edge of the rail, as shown in Fig. 3. Suspended upon this track by flanged wheels or rollers *b b* is the carrier-frame B, having a hook, *b'*, formed upon each end, and provided at each of its lower corners with a grooved guide pulley or sheave, *b''*.

In the frame B are arranged two operating-levers, C C', the former of which is pivoted or fulcrumed at *c*, near one end of the frame, and its end projects out in a position to engage with one of the stops *a*, as represented in Figs. 1 and 2. The inner end of this lever is formed heavy or weighted, to hold it always in proper position, and has upon its under side a hook, *c'*, which engages with the upper end of a weighted dog, D, pivoted in the frame. This weighted end of the lever is also formed with a guide-slot, *c''*, through which passes a pin, *c'''*, secured in the carrier-frame. The other lever, C', is pivoted at *c* in the opposite end of the frame, and its end projects in position to contact with the stops *a* upon the other side of the track or rail. The inner end of this lever is connected to the first lever by a pin, *d*, entering a slot, *d'*, in the lever C, as shown. The lower side of the car-

rier-frame B is formed or provided with a lip, B', and with flaring guides *b'' b''*, which guide the fork-pulley E into engagement with the lip B' and dog D. The fork-pulley consists of a sheave, *e*, in a frame, E, having a shank, *e'*, upon its upper side, formed with a head, *e''*, and its lower side provided with a hook, *e'''*, as usual. The rope G is provided on each end with a ring, *g*, as shown, which engages with the hook *b'* on the frame.

In operation the frame B, with its rail or track, is suspended in any desired position in a barn, or over a stack, and one end of the rope G is engaged with one of the hooks *b'*. When a quantity of hay or straw is to be lifted, the rope G, being hauled upon, raises the fork pulley or traveler till its head enters the frame, when it strikes the upper end of the weighted dog D, and raises this before it till it has been lifted far enough to engage with and be held by the lever C. This action brings the lower end of the dog around beneath the head of the fork-pulley, and the upper end of the dog being firmly held the lower end sustains the weight of the load, in connection with the lip B', as shown in the drawings. This dog is held in proper position by the hooked and weighted lever C. When the carriage B has arrived at the point where the load is to be deposited, the projecting end of the lever strikes the stop *a* and is depressed. This lifts the opposite end of the lever, disengages it from the dog, and releases the fork-pulley, which is allowed to fall. When it is desired to transport the load in an opposite direction, it is not necessary to reverse the machine, as is usually done, but the rope G is simply pulled through till its opposite end can be hooked upon the frame; and the device works equally well in the other direction, the lever C' engaging with the stops *a* to release the load.

The stops, being arranged upon opposite sides of the track or rail, will only engage with the lever upon that side of the frame, the other lever passing by without interference.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

In a hay-carrier, the track or beam A, having stops *a a* upon opposite sides, in combi-

nation with the frame B, formed with the lips B' and hooks b', the hooked and weighted lever C, lever C', connected thereto, dog D, guide-pulleys b², fork-pulley E, and the rope G, having a ring, g, at each end, all constructed and arranged to operate substantially as and for the purpose set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

ABNER J. BURBANK.
HENRY D. PAGE.

Witnesses:

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