

(No Model.)

2 Sheets—Sheet 1.

C. A. GUTENKUNST.

HAY CARRIER.

No. 296,745.

Patented Apr. 15, 1884.

Fig. 1.

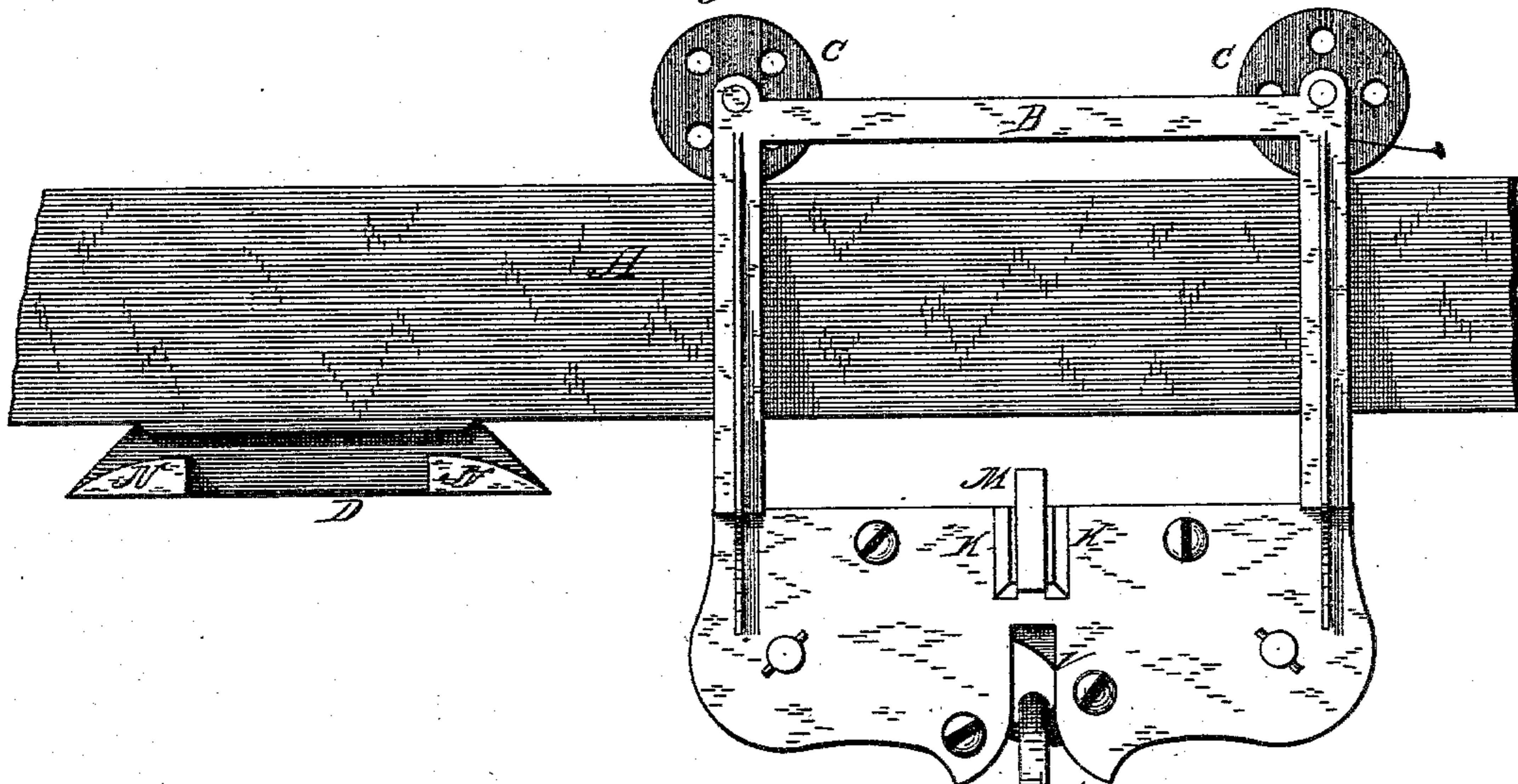
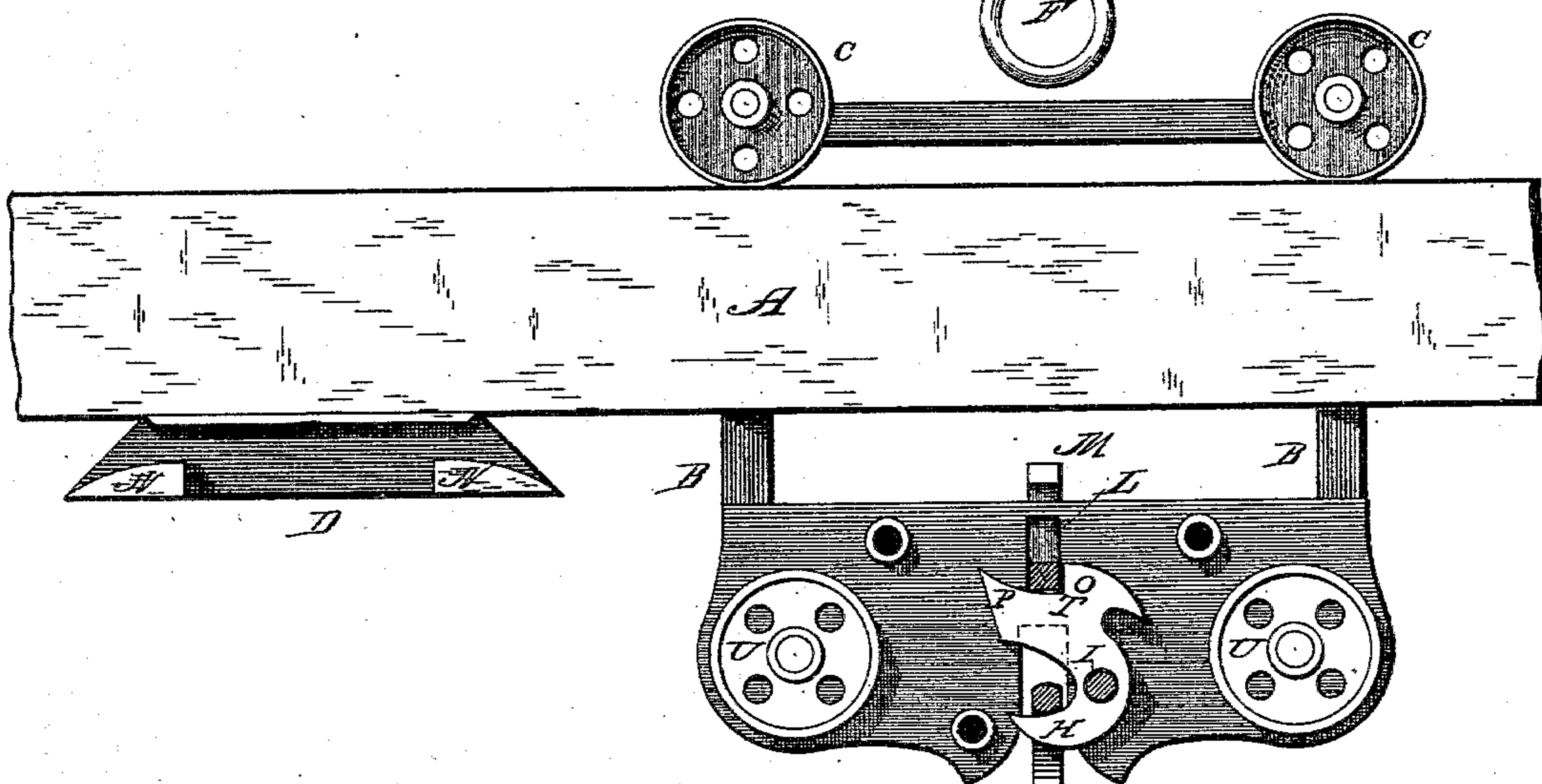


Fig. 2.



Witnesses:
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Inventor:
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(No Model.)

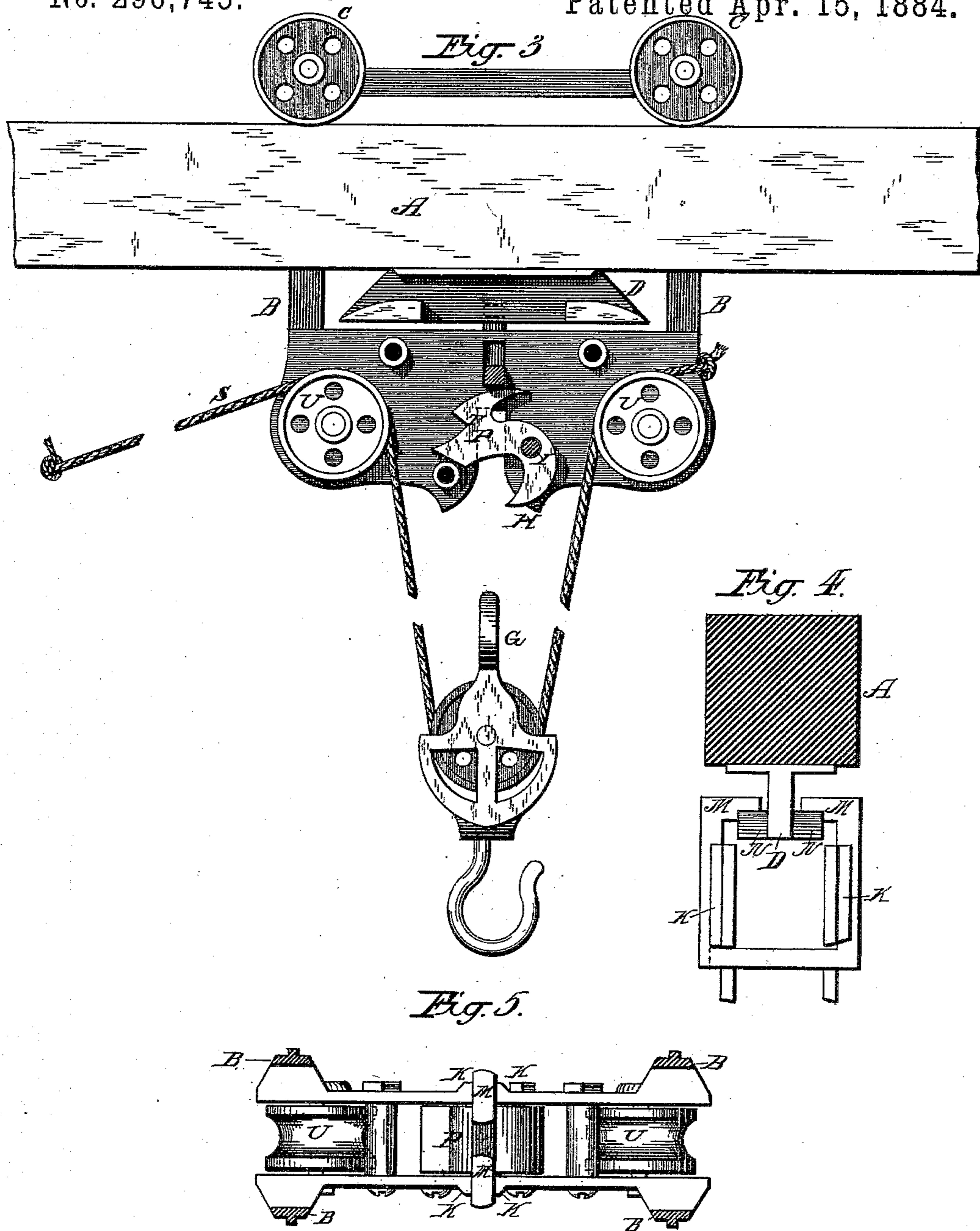
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UNITED STATES PATENT OFFICE.

CHARLES A. GUTENKUNST, OF MILWAUKEE, WISCONSIN.

HAY-CARRIER.

SPECIFICATION forming part of Letters Patent No. 296,745, dated April 15, 1884.

Application filed September 10, 1883. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. GUTENKUNST, a citizen of the United States, residing at Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Hay-Carriers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in that class of hay-carriers which are adapted to roll on the track both toward the right and left of the retaining-bracket without being removed therefrom; and it pertains more especially to the device for holding the pulley tackle and fork while discharging the hay, and for holding the carriage in a fixed position while elevating the fork.

My invention is further explained by reference to the accompanying drawings, in which Figures 1 and 2 represent side views, Fig. 2 representing a side view as it appears with one side of the frame removed, showing the operative parts in position for retaining the fork in its elevated position. Fig. 3 also represents a side view with frame removed, showing the fork disengaged from the retaining device. Fig. 4 is an end view of the track, the retaining-bracket, and the upper end of a retaining gravity-latch. Fig. 5 represents a top view of that part of the carriage below the retaining-bracket.

Like parts are represented by the same reference-letters throughout the several views.

A represents the ordinary track upon which the carriage is moved from the load to the place of deposit.

B is the carriage-frame, which is provided with rollers C C.

D is a retaining-bracket, which is rigidly attached to the track A.

E is a pulley-tackle, which is provided with a hook, F, to which the hay-fork is attached, and bail G, through which the retaining-hook H of the carriage engages when supporting the fork in its elevated position. The hook H is

supported between the respective sides of the frame B upon the pivotal bolt I.

J is a gravity-latch, which moves upward and downward in guideways K and slot L, while its lower end rests upon the hook H, and is adapted to lock the hook H when inserted through the bail G, as shown in Figs. 1 and 2, whereby the fork is suspended from the carriage. The bracket D serves the twofold purpose—retaining the carriage in the fixed position above the load as the fork and its contents are being elevated, and of disengaging the pulley-tackle from the retaining-hook of the carriage when desirous to lower the fork. The hay having been discharged from the fork above the place of deposit, and the carriage being drawn back over the load, the pulley-tackle and the fork are disengaged from the carriage preparatory to being drawn down to be loaded by the action of the bracket D, which, as the carriage is drawn back, enters beneath the respective sides M M of the gravity-latch, whereby said gravity-latch is drawn upward over and upon the incline surface of the lugs N N, whereby the lower end of said latch is disengaged from the shoulder O of the retaining-hook H, thereby permitting said hook to turn downward, thus releasing the bail G therefrom when the pulley-tackle, with the fork attached thereto, is drawn downward, as mentioned, while the upper end of the latch is brought down between the lugs N N, as shown in Fig. 3, which lugs prevent the carriage from moving on the track as the fork with its load is elevated. The fork being reloaded and elevated, as shown in Fig. 3, the bail G is brought in contact with the arm P of the hook when the same is thrown upward by such contact until the gravity-latch is brought above the retaining-lugs N, when it is permitted to move over said lugs, and the carriage is free to be drawn outward toward the right or left therefrom. The carrier being drawn over the place of deposit, and the elevating-rope S being slackened preparatory to discharging the hay from the fork, the link J drops of its own gravity into the recess T at the left of lug O, as shown in Fig. 2, whereby the hook H is retained in the bail G, thus supporting the fork while the hay is discharged therefrom.

U U are pulleys, over either of which the rope S may be drawn in either direction, as de-

sired, according to the direction of the place of deposit therefrom.

The frame B is provided with a recess, V, for the reception of the bail G, the lower end of which terminates outwardly toward the right and left, whereby the bail G is brought into the desired position preparatory to being engaged by the hook H, the upper end of said recess being adapted to bear against the respective sides of said bail G and prevents said bail from becoming disengaged from said hook when in its locking position.

I am aware that a two-way bracket having a single continuous cam-groove, which is adapted to be used with that class of carriers which are operated from both right and left, has previously been shown in Patent No. 279,889, which patent also shows a gravity-latch in connection with two jaws or catches, said gravity-latch being shown at the apex of the cam-groove at the center of said bracket as the fork and tackle are being elevated, while by my device it is obvious that the retaining-bracket, being provided on its respective sides with two short inclined lugs, permits said gravity-latch to drop between them as soon as it passes over

either of them, whereby said carriage is retained in a fixed position while the fork and its load are being elevated, and also that in my device a single retaining-hook is used for supporting the tackle, instead of two hooks, as shown in said Patent No. 279,889.

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

The vertically-moving gravity latch or link J, provided with arms M M, in combination with a single retaining-hook, H, provided with shoulder O, said arms M M being adapted to engage upon the inclined lugs N N upon the respective sides of the bracket D as the carriage approaches said bracket from either side, and drop between and be retained by said inclined lugs while the tackle and fork are being elevated, substantially as and for the purpose specified.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES A. GUTENKUNST.

Witnesses:

JAS. B. ERWIN,

WM. GUTENKUNST.