

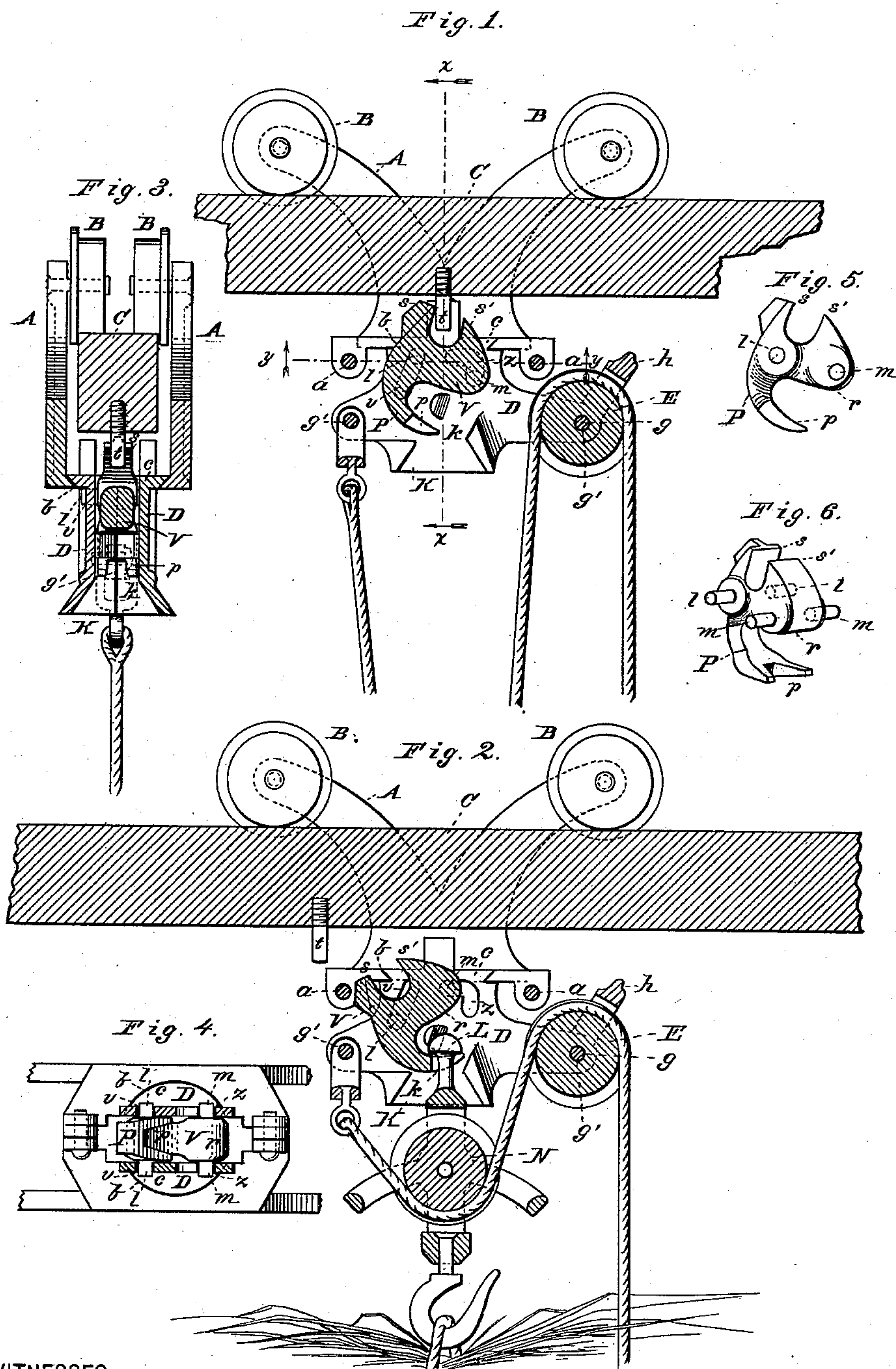
(No Model.)

A. L. JORDAN.

HAY CARRIER.

No. 347,178.

Patented Aug. 10, 1886.



WITNESSES

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# UNITED STATES PATENT OFFICE.

AMBROSE L. JORDAN, OF OTTAWA, ILLINOIS.

## HAY-CARRIER.

SPECIFICATION forming part of Letters Patent No. 347,178, dated August 10, 1886.

Application filed December 29, 1885. Serial No. 187,041. (No model.)

*To all whom it may concern:*

Be it known that I, AMBROSE L. JORDAN, a citizen of the United States, residing at Ottawa, in the county of La Salle and State of Illinois, have invented certain new and useful Improvements in Hay-Carriers; and I do 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.

Figure 1 of the drawings is a representation of this invention, and is a vertical section, and shows the catch locked upon the stud. Fig. 2 is also a vertical section, but shows the catch disengaged from the stud. Fig. 3 is a vertical cross-section taken where the broken line *xx* is marked on Fig. 1. Fig. 4 is a horizontal section taken where the broken line *yy* is marked on Fig. 1. Fig. 5 is a side elevation of the double-acting tumbler-catch, and Fig. 6 is a perspective view of the same.

This invention has relation to hay-carriers; and it consists in the construction and novel arrangement of parts, as will be hereinafter set forth, and pointed out in the claim.

In the accompanying drawings, the letter A designates the body of the hay-carrier, having the flanged wheels B, running upon the track C. Usually the body A is made in two portions, which are bolted together, as indicated at *a a*. In the lower portion or base of the body A is the circular bearing *b*, for the swivel portion D of the carrier. The swivel portion is formed with the turning or pivoted head *c*, which engages the bearing *b*. Usually the swivel D is made in two portions or halves, which are bolted together, as indicated at *g' g'*.

E represents the swivel-pulley, which is mounted on the pin or bolt *g*, and is provided with the rope-guard *h*.

K is the bell-mouth in the base of the swivel, having a central opening or throat, *k*, for the passage of the head L of the fork-pulley N.

V indicates the double-acting tumbler-catch of the carrier. This is formed with two pivotal axes or points of support, *l* and *m*, on opposite sides of the axial line of the bell-mouth. Inclined guide-slots *v* and *z* are to regulate the movements of the pivots *l* and *m*,

respectively. On the side of the pivot *m* the catch V extends downward in the form of a curved arm, P, having a forked end, *p*, which is the supporting-catch for the head L of the fork-pulley N. Under the pivot *m* a bearing, *r*, is provided, which, when the head of the fork-pulley rises, is pushed upward, causing the catch-arm P to descend and engage said head. At the same time this reversing of the position of the catch V effects a disengagement of the upward projection *s* of said catch from the catch-block or catch-stud *t* of the main track, so that the carrier is allowed to move upon the track away from said catch-block. It cannot, however, leave the catch-block until the disengagement of the catch V is effected by the action of the head of the fork-pulley. In this disengaged position it will be observed that the parts *m* are higher than the pivots *l*, and that the curved hook P has descended across the throat of the bell-mouth. Now, upon the return of the carrier to the catch-block, the catch V, by means of the raised projection *s'*, which is located on the opposite side of the catch from the projection *s*, engages the catch-block, which by the stroke again reverses the position of the catch V, causing the projection *s* to rise and lock the catch to the catch-block and the curved catch P to recede from the throat of the bell-mouth, and thereby disengage the head of the fork-pulley, allowing the latter to descend. It will therefore appear that whenever the carrier is locked to the catch-block of the track its fork-pulley is out of engagement, and, on the other hand, whenever said fork-pulley is engaged with the carrier the latter is unlocked from the catch-block. By means of the swivel portion of the carrier, it can be reversed to operate upon the track-bar on the opposite side of the catch-block without resorting to any mechanical adjustment further than simply turning the swivel portion around to bring its pulley on the opposite side. This tumbler-catch is very simple and strong. It consists, essentially, of but one removable piece, having the pivots or studs *l* and *m*, which work in the guide-slots. These guide-slots incline toward each other from below upward, so that when the pivots *l* are down the pivots *m* will be raised, and when the latter are depressed the pivots *l* will be moved upward. The carrier cannot leave

the catch-block until the fork-pulley is locked in it, and upon the return the fork-pulley is not freed until the carrier is again fastened, so that perfect work is insured.

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

In a hay-carrier, the combination of the body A, made in two parts, the swivel portion D,  
10 having the inclined guide-slots *v* and *z*, the double-acting tumbler-catch having the two

pivoted points *l* and *m*, adapted to tie on opposite sides of the axial line of the bell-mouth, the fork-pulley, and the head L, all adapted to operate substantially as specified. 15

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

AMBROSE L. JORDAN.

Witnesses:

J. L. PEIRGUI,  
E. W. WEIS.