

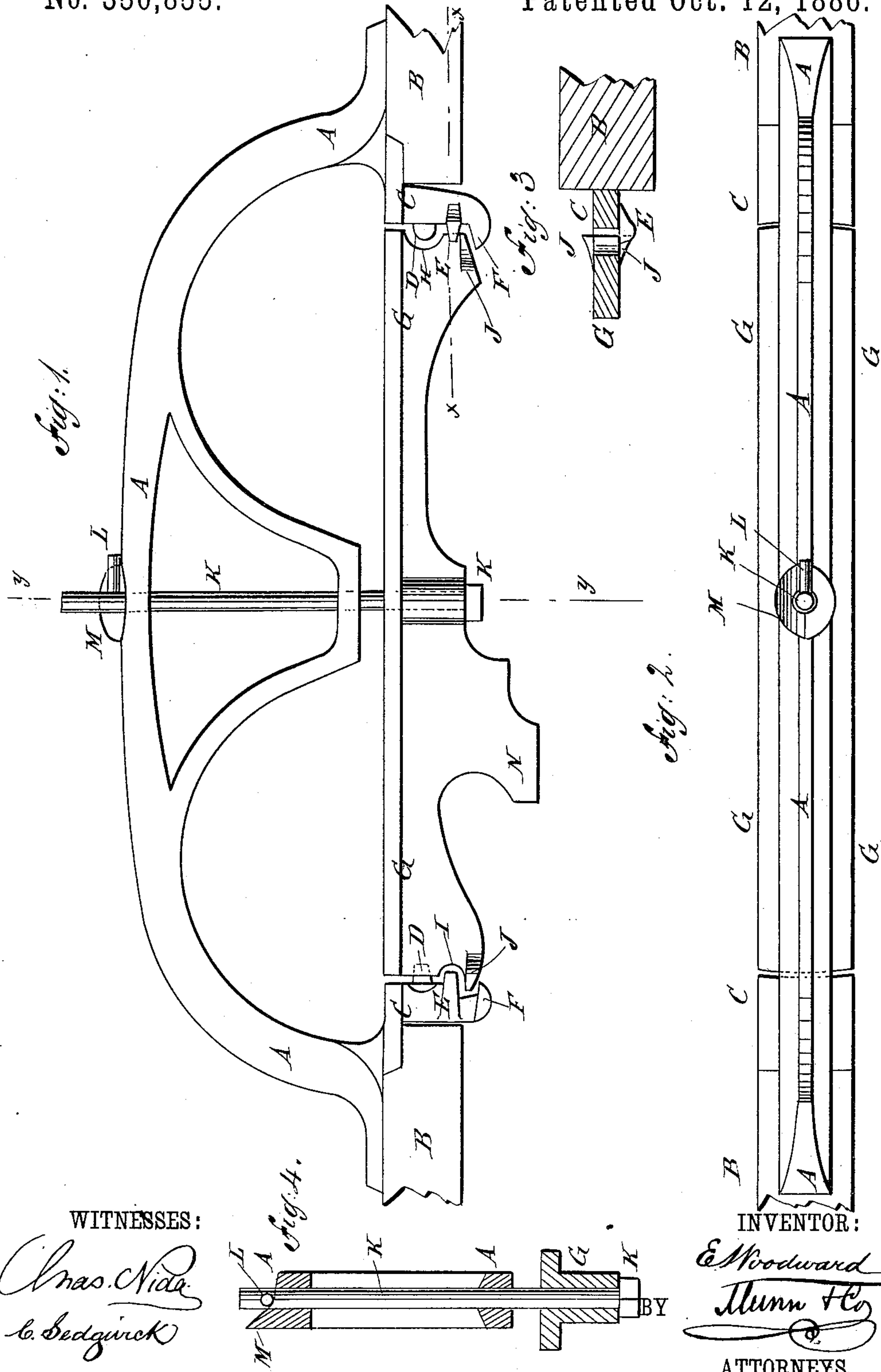
(No Model.)

E. WOODWARD.

TURN TABLE FOR HAY CARRIERS.

No. 350,855.

Patented Oct. 12, 1886.



WITNESSES:

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UNITED STATES PATENT OFFICE.

EDWIN WOODWARD, OF STRYKER, OHIO.

TURN-TABLE FOR HAY-CARRIERS.

SPECIFICATION forming part of Letters Patent No. 350,855, dated October 12, 1886.

Application filed February 6, 1886. Serial No. 191,003. (No model.)

To all whom it may concern:

Be it known that I, EDWIN WOODWARD, of Stryker, in the county of Williams and State of Ohio, have invented certain new and useful Improvements in Turn-Tables for Hay-Carriers, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of my improved turn-table. Fig. 2 is a plan view of the same. Fig. 3 is a sectional plan view of a part of the same, taken through the line *xx*, Fig. 1. Fig. 4 is a sectional end elevation of the same, taken through the line *yy*, Fig. 1.

The object of this invention is to provide turn-tables for hay-carriers, constructed in such a manner that an ordinary hay-carrier can be readily reversed when it is desired to deposit the hay or grain in the other end of the barn, and which shall be simple in construction, convenient in use, and reliable in operation.

The invention consists in the construction and combination of the various parts of the turn-table, as will be hereinafter fully described.

A represents an arched bar or truss to span a cut-away part of a hay-carrier track, B, and which has downwardly-projecting arms C upon its ends to rest against the ends of the track B at the opposite sides of the cut. Upon the same sides of the upper parts of the arms C are formed projecting lugs D, and upon the parts of the said arms opposite from the lugs D are formed projecting lugs E. Upon the lower ends of the arms C are formed projecting flanges F.

G is a track-section, of such a length as to pass in between the end arms, C, of the truss A, and thus form a continuation of the track B. The track-section G has a recess, H, in the upper part of one end to pass the lugs D, and a recess, I, in the lower part of the other end to pass the lugs E, so that the said track-section can be turned back and forth through half a revolution to reverse its ends, and will always be stopped in line with the track B.

Upon the lower corners of the ends of the track-section G are formed flanges J, which, when the said section G is in line with the

track B, rest upon the flanges F of the arms C.

To the center of the track-section G is secured a pin or bolt, K, which passes through a bearing in the center of the truss A, and by which bolt the said track-section G is supported and pivoted.

To the upper end of the pin or bolt K is attached a pin, L, which projects at one side, and which, when the track-section is turned to reverse the carrier, moves up one side and down the other side of a double incline, M, formed upon the upper side of the truss A, so that the track-section G will rise during the first half of its movement when being reversed, and descend during the last half of its movement, and will be held in line with the track B by its own weight. Upon the middle part of the lower side of one arm of the track-section G is formed a projection, N, for the hay-carrier to engage with when it comes over the middle part of the barn-floor, where the loaded wagon stands, to stop the carrier in position for the fork to be loaded for another load. With this construction, when the carrier is to be reversed, it is drawn upon the track-section G, the fork is lowered, and the guide-pulley for the hoisting-rope is changed from one end of the barn to the other. Then, when power is applied to the hoisting-rope, the first effect will be to turn the track-section G through half a revolution, and thus reverse the carrier.

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

A turn-table for hay-carriers, constructed substantially as herein shown and described, and consisting of the arched truss A, provided with arms C, having lugs D E and flanges F, and with a double incline, M, at its top, the track-section G fitting between the said arms C and provided with end recesses, H I, and flanges J, and with a stop, N, and the pivoting pin K, having at its upper end a pin, L, projecting at one side, whereby the track-section will be turned through a half-revolution by a draft-strain upon the carrier standing upon the said track-section, as set forth.

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Witnesses:

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