

(No Model.)

3 Sheets—Sheet 1.

J. NEY.
HAY ELEVATOR.

No. 360,816.

Patented Apr. 5, 1887.

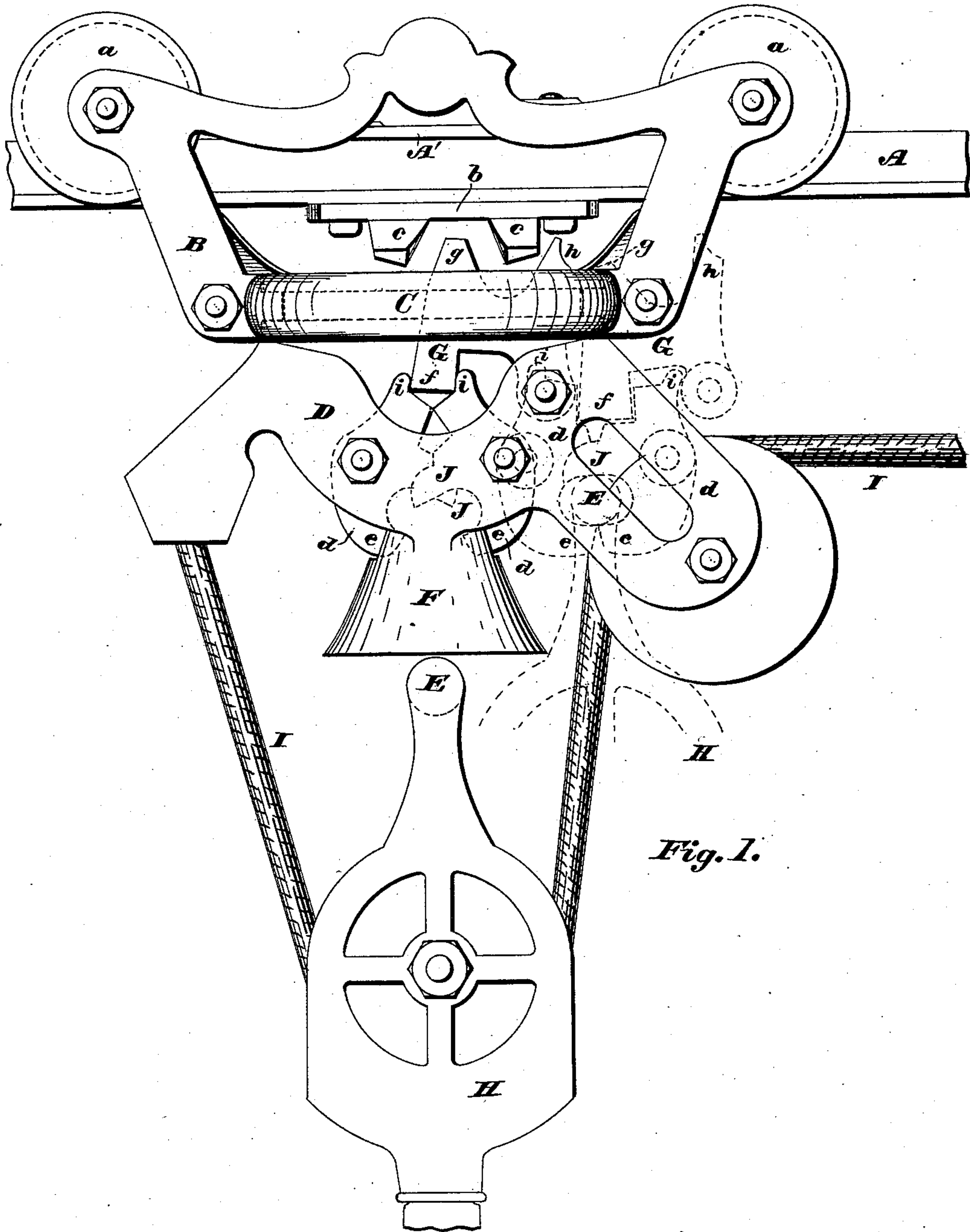


Fig. 1.

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Fred W. Bond

INVENTOR

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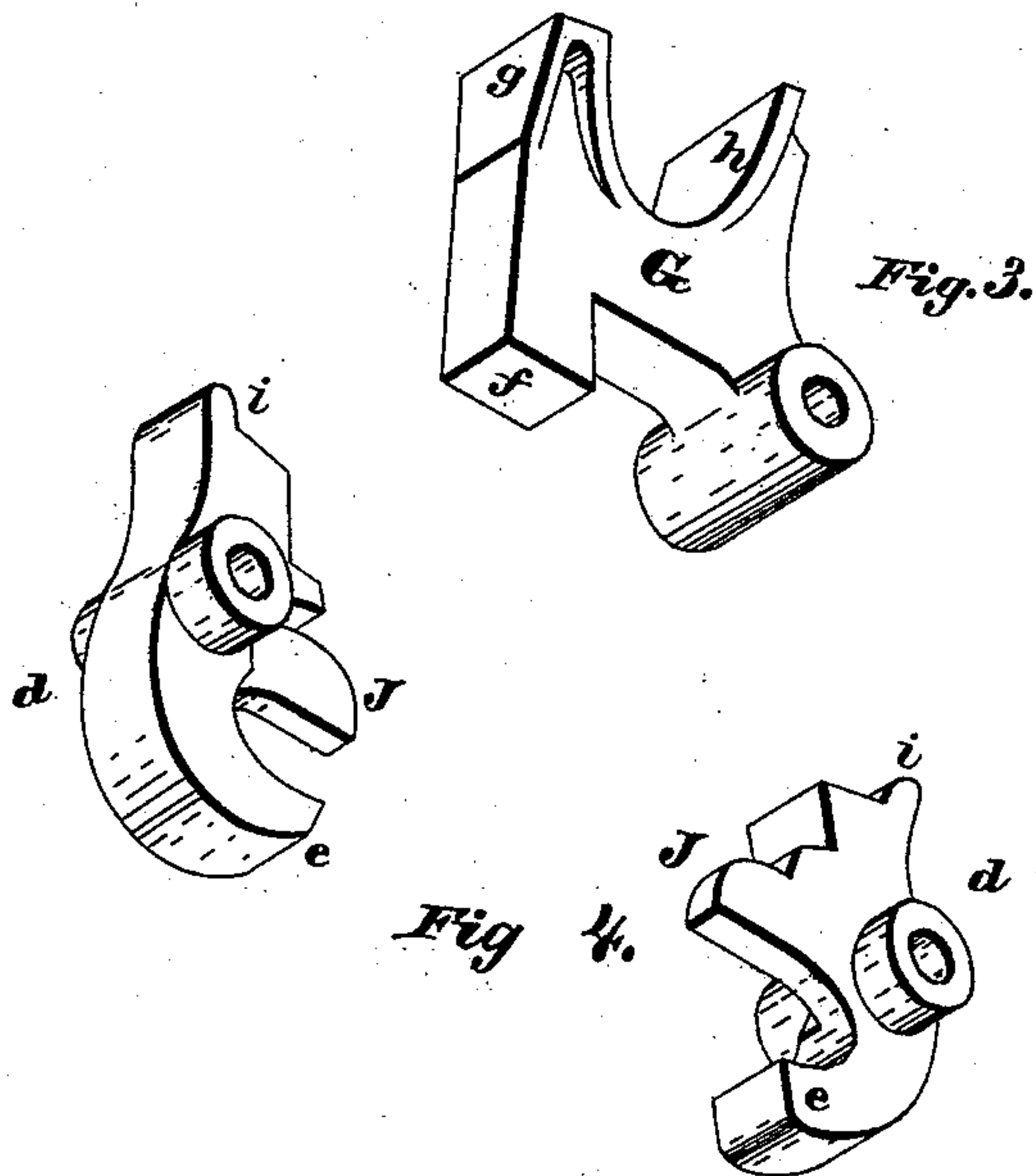
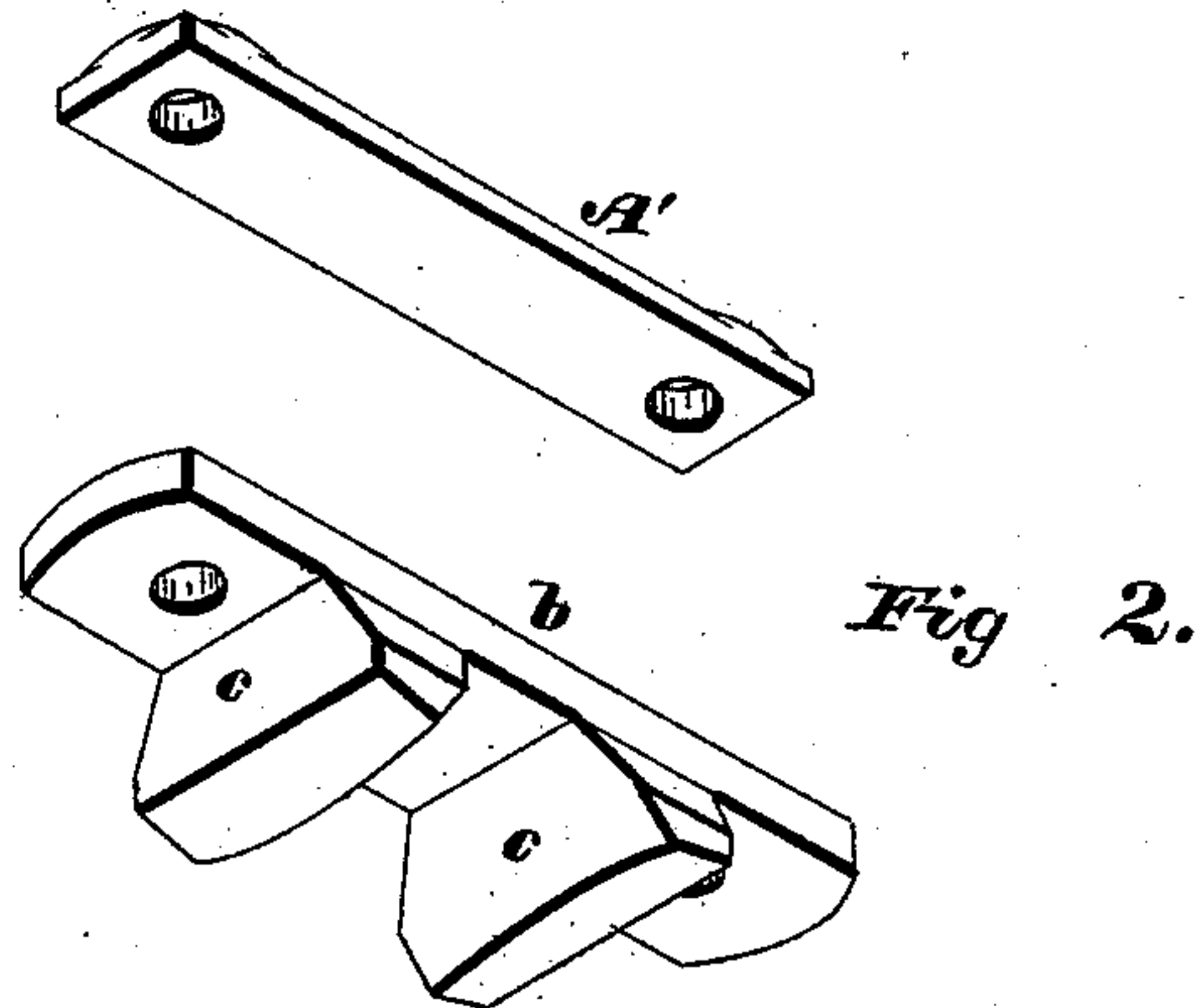
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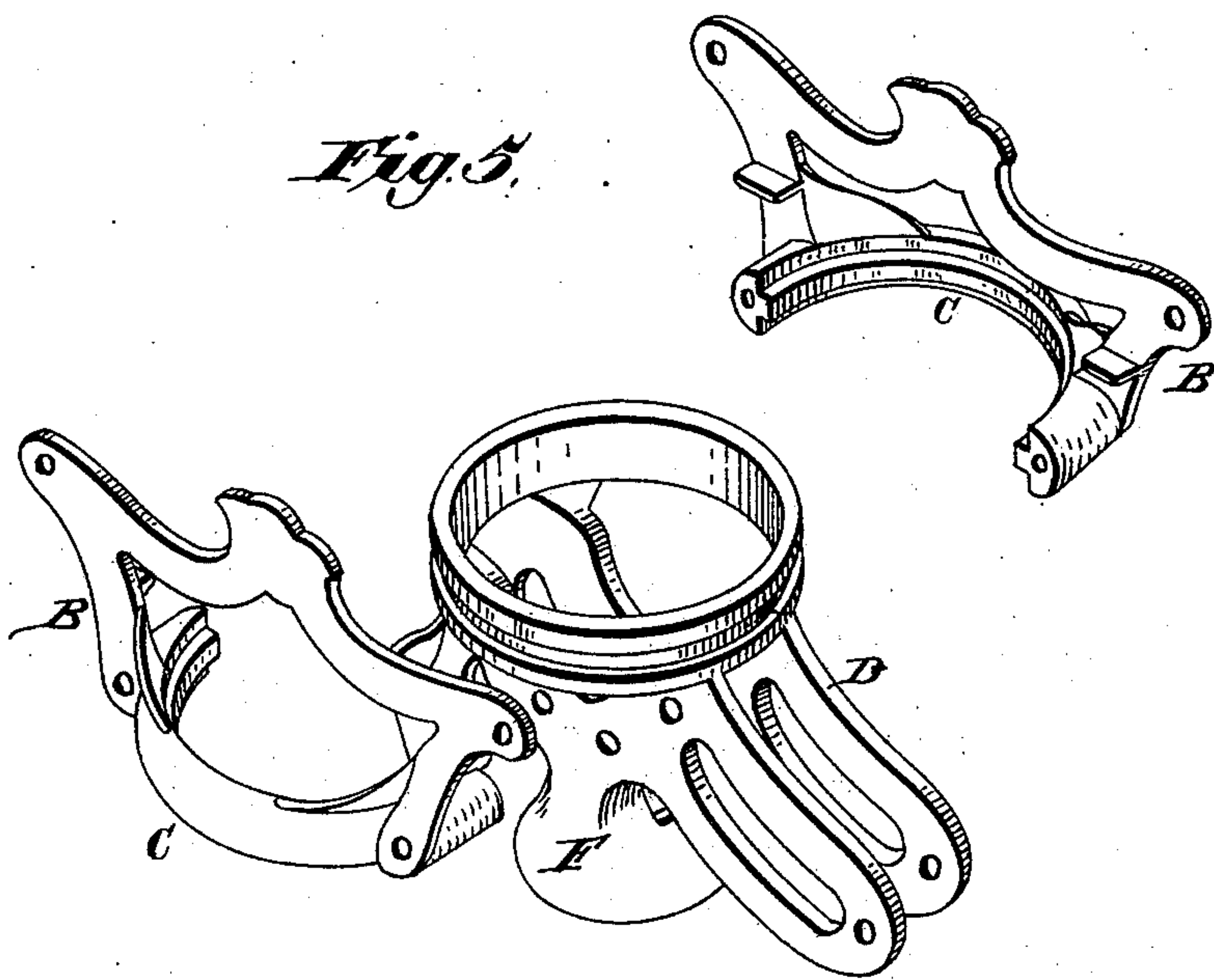
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HAY ELEVATOR.

No. 360,816.

Patented Apr. 5, 1887.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JACOB NEY, OF CANTON, OHIO, ASSIGNOR TO THE NEY MANUFACTURING COMPANY, OF SAME PLACE.

HAY-ELEVATOR.

SPECIFICATION forming part of Letters Patent No. 360,816, dated April 5, 1887.

Application filed November 4, 1886. Serial No. 217,947. (No model.)

To all whom it may concern:

Be it known that I, JACOB NEY, a citizen of the United States, residing at Canton, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Hay-Elevators; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon, in which—

Figure 1 is a side elevation showing the elevating block or head in proper position to be locked to the carriage. Fig. 2 represents detached views of the cap-plate and the stop-block. Fig. 3 is a detached view of the detent. Fig. 4 represents detached views of the locking and releasing dogs. Fig. 5 is a perspective view of the frames separated to show the swiveling connection.

The present invention has relation to hay-elevators; and its nature consists in the different parts and combination of parts, hereinafter described, and particularly pointed out in the claims.

Similar letters of reference indicate corresponding parts in all the figures of the drawings.

In the accompanying drawings, A represents the track or way, which may be of any desired style, and is supported at the required height by posts or standards, or attached by hangers to the rafters of a barn or other frame-work.

The frame B may be substantially of the form shown in Fig. 1. To the top or upper ends of the frame B are bolted the traveling wheels *a*, said traveling wheels being formed with reference to the style of track designed to be used. The bottom or lower portion of the frame B is provided with the circular portion C, which is for the purpose of receiving and holding the frame D by means of a circular portion fitting in said circular portion C.

To the track A is bolted or otherwise attached the stop-block *b*, said stop-block being located directly over the place where the load is to be elevated. This stop-block *b* is provided with the downwardly-projecting extensions *c c*, which are for the purpose hereinafter described.

To the frame D are pivoted the locking and

releasing dogs *d d*, said dogs being substantially of the form shown in the drawings, and are located substantially as shown in Fig. 1. The bottom or lower portions of the locking and releasing dogs *d d* are provided with the hooks *e e*, which are for the purpose of engaging the pin E, as shown by the dotted lines in Fig. 1. These dogs are also provided with interior extensions, J J, which are struck by the pin E of the elevating-head H in its upward movement, for a purpose to be hereinafter explained.

For the purpose of guiding the pin E and insuring its engagement with the dogs *d d*, the bell-shaped guide F is provided, which is located substantially as shown in Fig. 1.

The detent G is substantially of the form shown, and is pivoted to the frame D, as shown in Fig. 1. This detent G is provided with the extensions *f, g*, and *h*, the extension *f* resting on the shoulders *i i* when the elevating block or head H is detached from the carriage, thereby securely holding the locking and releasing dogs in the position shown in Fig. 1. It will be seen that as the elevating block or head H is elevated by means of the elevating-rope I the top or upper end of the pin E will strike against the bottom or under side of the extensions J J, thereby forcing the hooks *e e* beneath the pin E, thus throwing the top or upper portions of the locking and releasing dogs *d d* apart, and permitting the extension *f* to fall between said locking and releasing dogs *d d*, and thereby securely locking the elevating block or head H to the carriage, and at the same time releasing said carriage from the stop-block *b*, when the carriage is free to travel on the track or way A to any desired point. Upon the return of the carriage, the extension *g* passes under the extension *c*, and when the extension *h* reaches the extension *c* it strikes or bears against one of the extensions *c*, thereby lifting the extension *f* from between the locking and releasing dogs *d d* and releasing the elevating block or head from the carriage. It will be seen that as the extension *h* strikes or bears against one of the extensions *c* it will stop the movement of the carriage, thereby preventing said carriage from passing the stop-block *b*. It will also be seen that by providing the circular portion C, and attaching the frame D to said circular portion by

means of a corresponding circular portion, the frame D can be reversed end for end, thereby providing a carriage that will travel in either direction from or to the stop-block *b*.

5 When it is desired to reverse the frame D, the carriage is placed in the position shown in Fig. 1, and said frame D changed end for end, or turned one-half way around, the extension *g* turning between the downwardly-projecting
10 extensions *c c*, and the extension *h* coming around upon the outer side of the opposite extension, *c*. It will also be seen that when the extension *g* is elevated, as shown in Fig. 1, it cannot pass the extensions *c c* until it falls,
15 thus securely locking the carriage to the stop-block *b*.

The dotted lines in Fig. 1 indicate the positions of the locking parts when the device, as a whole, is moved to the indicated position, the
20 outlines of the frame work being omitted to avoid confusion.

The circular portion of the reversible frame is provided with a groove located upon the periphery of said circular portion, which is for
25 the purpose of receiving a corresponding-sized tongue located in the frame to which the traveling wheels are attached, thereby holding the reversible frame in proper position, and at the same time permitting said reversible frame to
30 be easily turned.

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

1. In a hay-elevator having a track or way, A, and a traveling carriage, the combination 35 of the stop-block *b*, having the downward extensions *c c*, with the detent G, having the extensions *f, g*, and *h*, substantially as and for the purpose specified.

2. The combination, in a hay-elevator hav- 40 ing the frames B and D attached together by a reversible connection, of the detent G, the locking and releasing dogs *d d*, pivoted to the frame D, the bell-shaped guide F, and with the elevating-block H, provided with the pin or
45 point E, substantially as and for the purpose specified.

3. The combination of the detent G, having the extensions *f g h*, and dogs *d d*, with the stop having extensions *c c* and reversible frame 50 D, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JACOB NEY.

Witnesses:

FRED W. BOND,
E. M. SMITH.