

(No Model.)

3 Sheets—Sheet 1.

T. MILAR & H. PRITCHARD.  
HAY CARRIER.

No. 405,714.

Patented June 25, 1889.

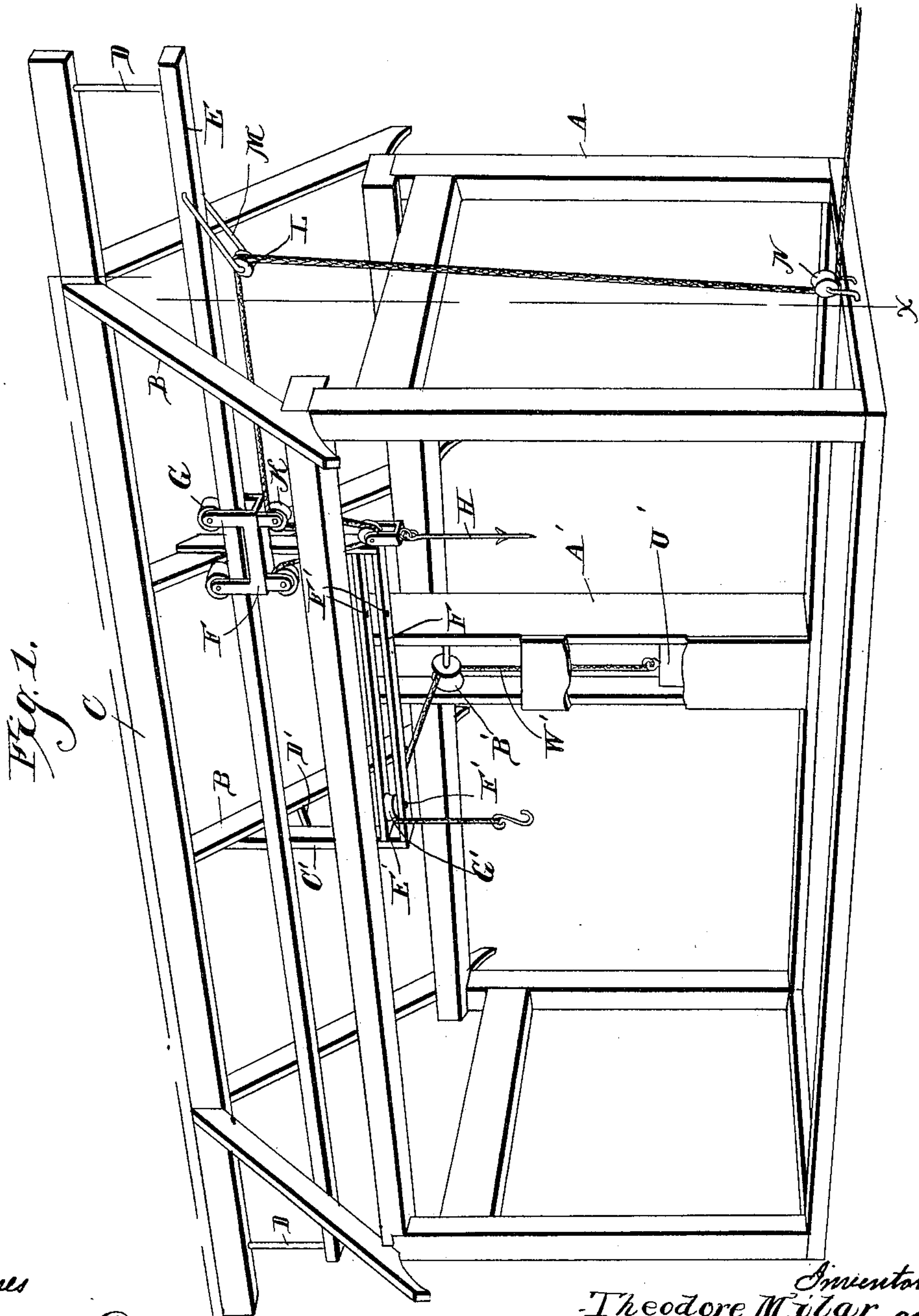


Fig. 1.

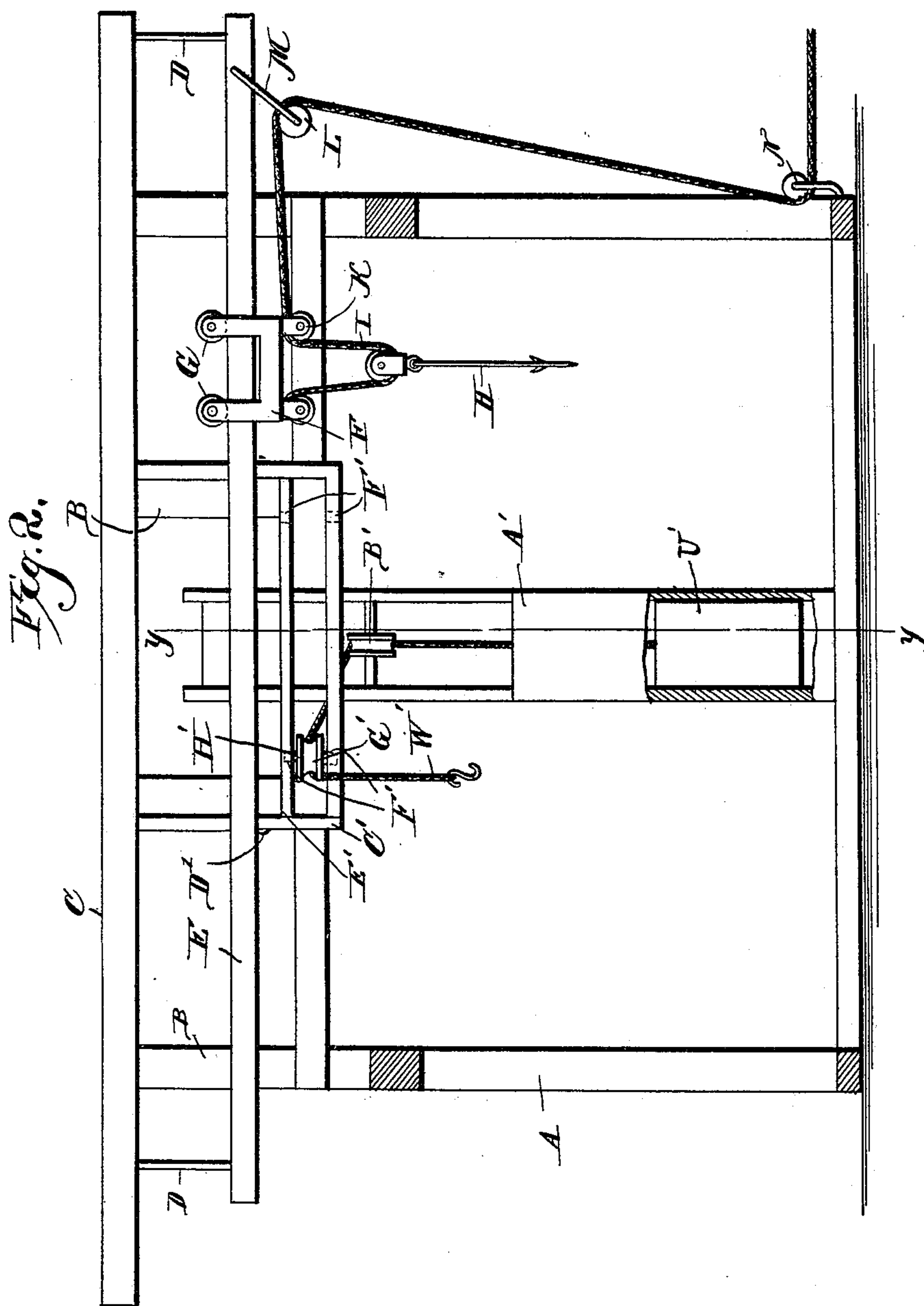
Witnesses  
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*H. J. Riley*

Inventors  
*Theodore Milar, and*  
*Henry Pritchard*  
By their Attorneys  
*C. A. Snow & Co.*

3 Sheets—Sheet 2.

No. 405,714.

Patented June 25, 1889.



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(No Model.)

**3 Sheets—Sheet 3.**

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Fig. 3.

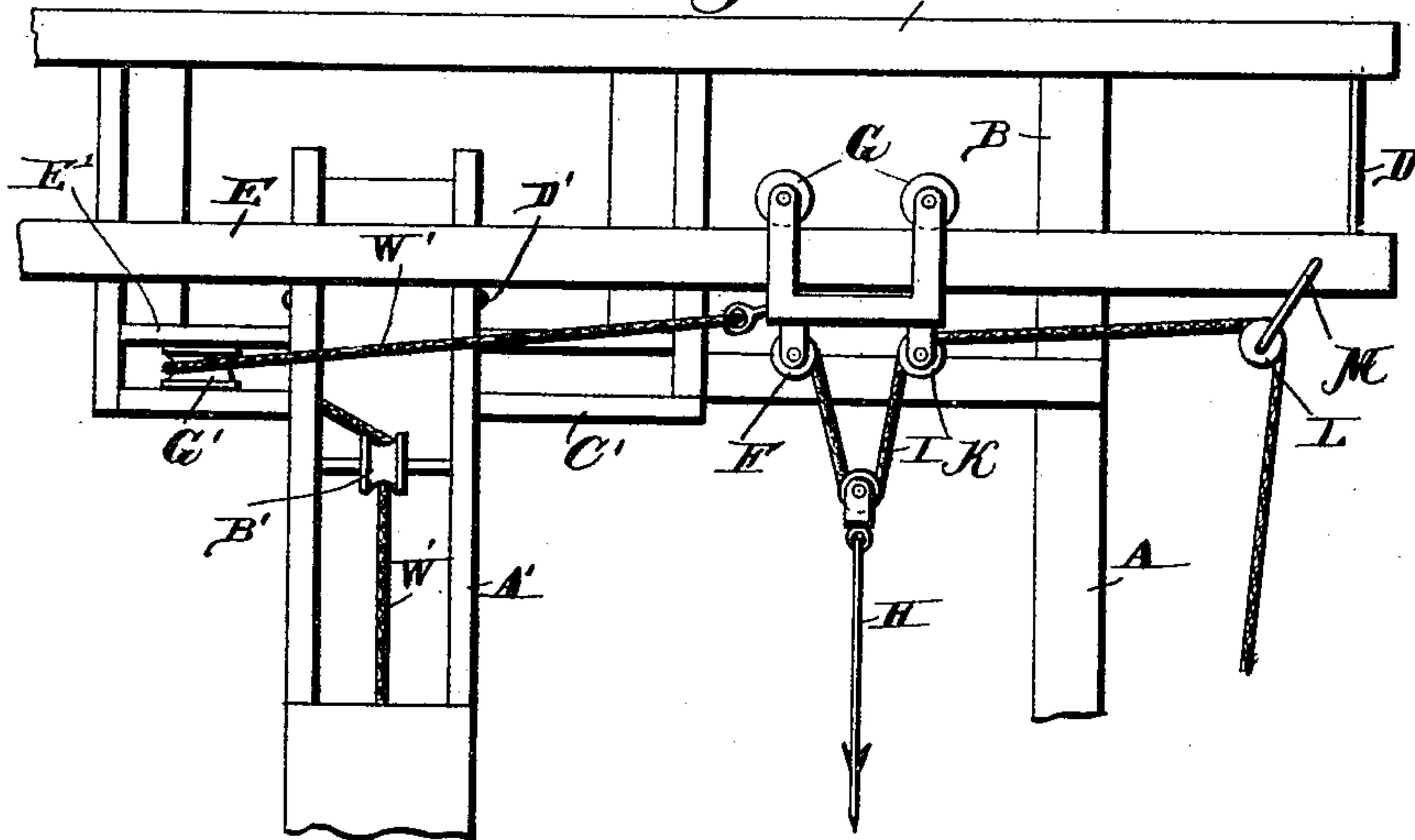
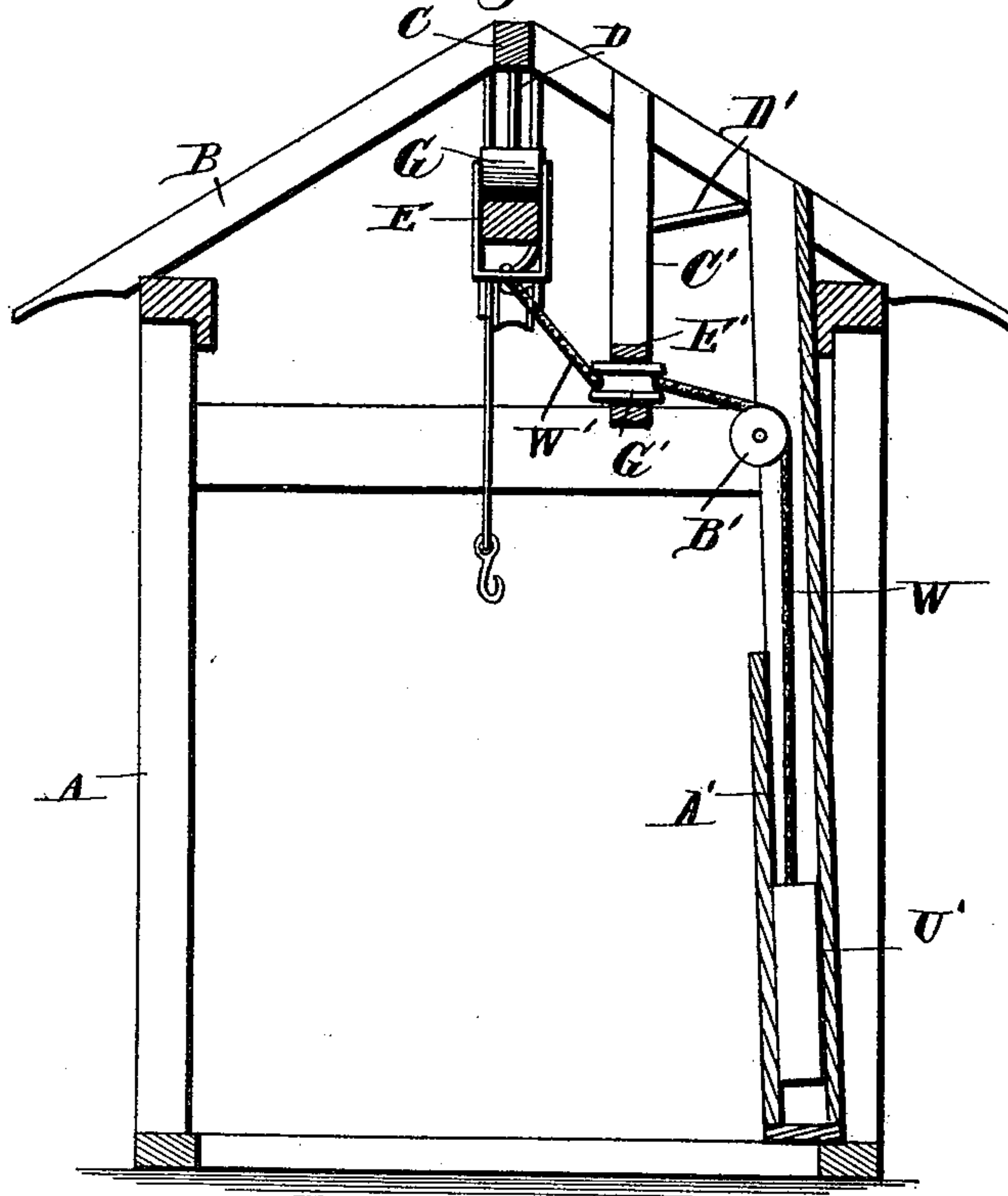


Fig. 4



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Theodore Milar and  
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# UNITED STATES PATENT OFFICE.

THEODORE MILAR AND HENRY PRITCHARD, OF ATKINSON, ILLINOIS.

## HAY-CARRIER.

SPECIFICATION forming part of Letters Patent No. 405,714, dated June 25, 1889.

Application filed October 4, 1888. Serial No. 287,149. (No model.)

*To all whom it may concern:*

Be it known that we, THEODORE MILAR and HENRY PRITCHARD, citizens of the United States, residing at Atkinson, in the county of Henry and State of Illinois, have invented a new and useful Improvement in Hay-Carriers, of which the following is a specification.

Our invention relates to an improvement in hay-carriers; and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

The object of our invention is to provide an apparatus by means of which the empty carrier will be caused to traverse the track to that point of the barn at which it is designed to take up the hay.

In the accompanying drawings, Figure 1 is a perspective view of the frame-work of a barn provided with a carrier and apparatus therefor embodying our improvement, shown partly in section. Fig. 2 is partly an elevation of the same and partly a sectional view on the line *xx* of Fig. 1. Fig. 3 is a partial elevation of a modified form of our invention, in which the apparatus is arranged so as to run the carrier and arrest the motion of the same at the center of the barn. Fig. 4 is a vertical transverse sectional view of the same, taken on the line *yy* of Fig. 2.

A represents the frame of the barn. B represents the rafters thereof, and C represents the ridge-beam, the ends of which project beyond the ends of the barn for a suitable distance. From the ends of the said beam C depend hangers D, which serve to suspend the track-beam E, the latter being arranged under the roof of the barn and extending throughout the entire length thereof.

F represents the hay-carrier, of suitable construction, which is provided on its upper side with wheels G, which bear upon the track-beam, and thereby adapt the carrier to traverse the track from end to end of the barn. A suitable hay-fork H is suspended from the carrier by a rope I, which passes over a pulley K at one of the lower corners of the carrier, from thence passes over the pulley L, which is suspended from the track-beam near one of its ends by means of a link M, and the said rope further passes under a pulley N, which is secured to one of the base-

timbers of the barn-frame, at one end of the latter.

C' represents a U-shaped frame, the vertical arms of which have their upper ends secured to two of the rafters at a suitable distance from the ridge-beam, and the said frame is supported in a vertical position by means of a pair of brace-rods D', which connect the arms of the frame C' with the said rafters. At a suitable distance from the lower side of the frame C' is secured a horizontal beam E'. The latter and the beam, which form the lower side of the frame, are provided near opposite ends, near the centers, with vertical openings F'.

G' represents a pulley, which is adapted to be secured in either end of the frame C' by means of a bolt or pin H', on which the said pulley is journaled, and which may be inserted and secured in either pair of the openings F'. A weight U' is arranged in the vertical guideway A', and is connected to one end of the carrier or carriage by means of a rope W', which passes over the pulleys B' and G'.

The pulley L, on which the operating-rope I travels, may be suspended from either end of the track-beam, and, as before stated, the pulley G' may be shifted to either end of the frame C', and the rope W', attached to either end of the carriage, and consequently the carriage or carrier, may be drawn by the weight U' from either end of the barn to a point above the center thereof after discharging the hay. The trough or way in which the weight travels, being entirely covered, is prevented from becoming choked with hay so as to interfere with the operation of the weight.

Having thus described our invention, we claim—

1. The combination of the track-beam, the carrier thereon, the pulley L at one end of the beam, the frame C' below the beam and having the pulley G' at one end, the guideway, the pulley B' at the upper end thereof, the weight in said guideway; and the rope attached thereto, passed around pulleys B' and G', and attached to the carrier, substantially as described.

2. The combination of the track-beam, the carrier thereon, the pulley L, and link to attach the same to either end of the track-beam, the frame C', adapted to be suspended from

the barn-roof and provided with the pairs of openings F' at opposite ends, the pulley G', having the bolt H', adapted to be secured in said openings at either end of the frame, the  
5 vertical guideway A', the pulley B' at the upper end thereof, the rope passed over said pulley, around pulley G', attached to the carrier, and the weight in the guiding-trough secured to said rope, substantially as described.  
10

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

THEODORE MILAR.  
HENRY PRITCHARD.

Witnesses:

EDWIN CAMP,  
ALBERT CLIFTON.