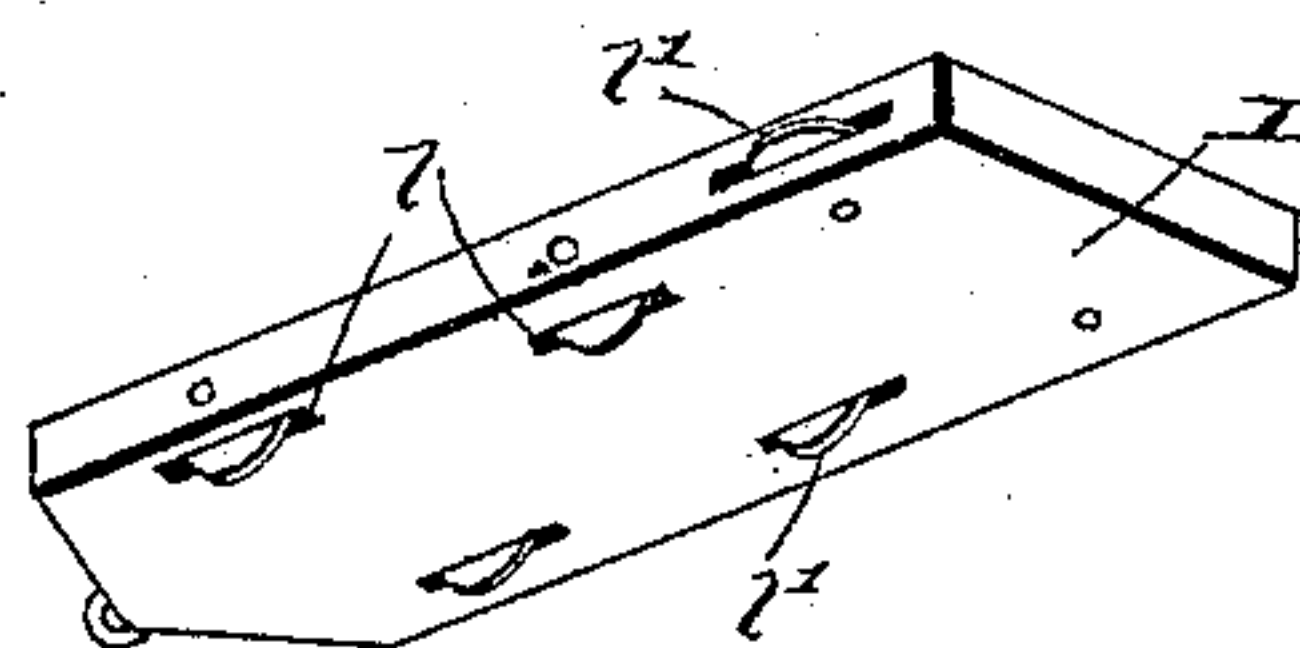
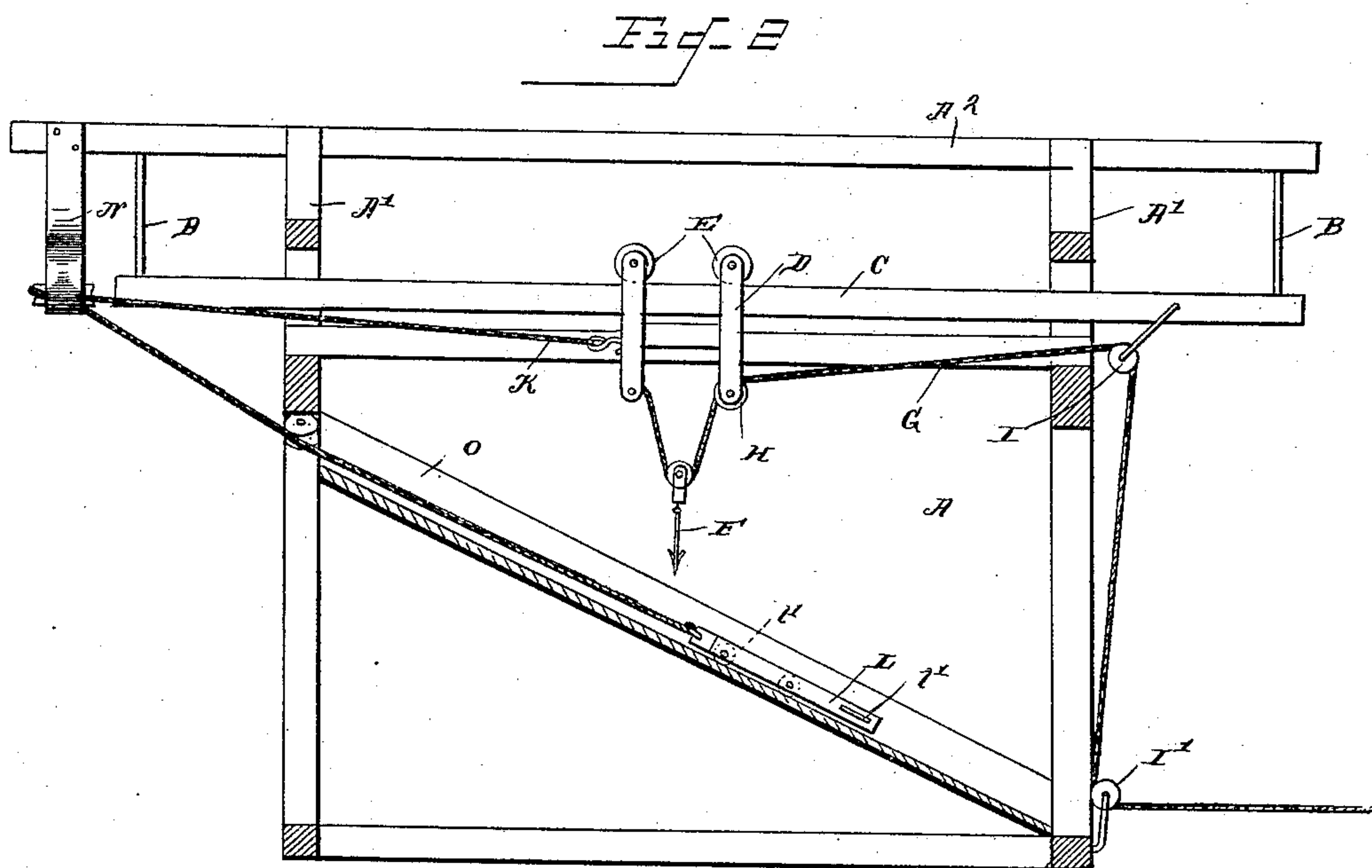
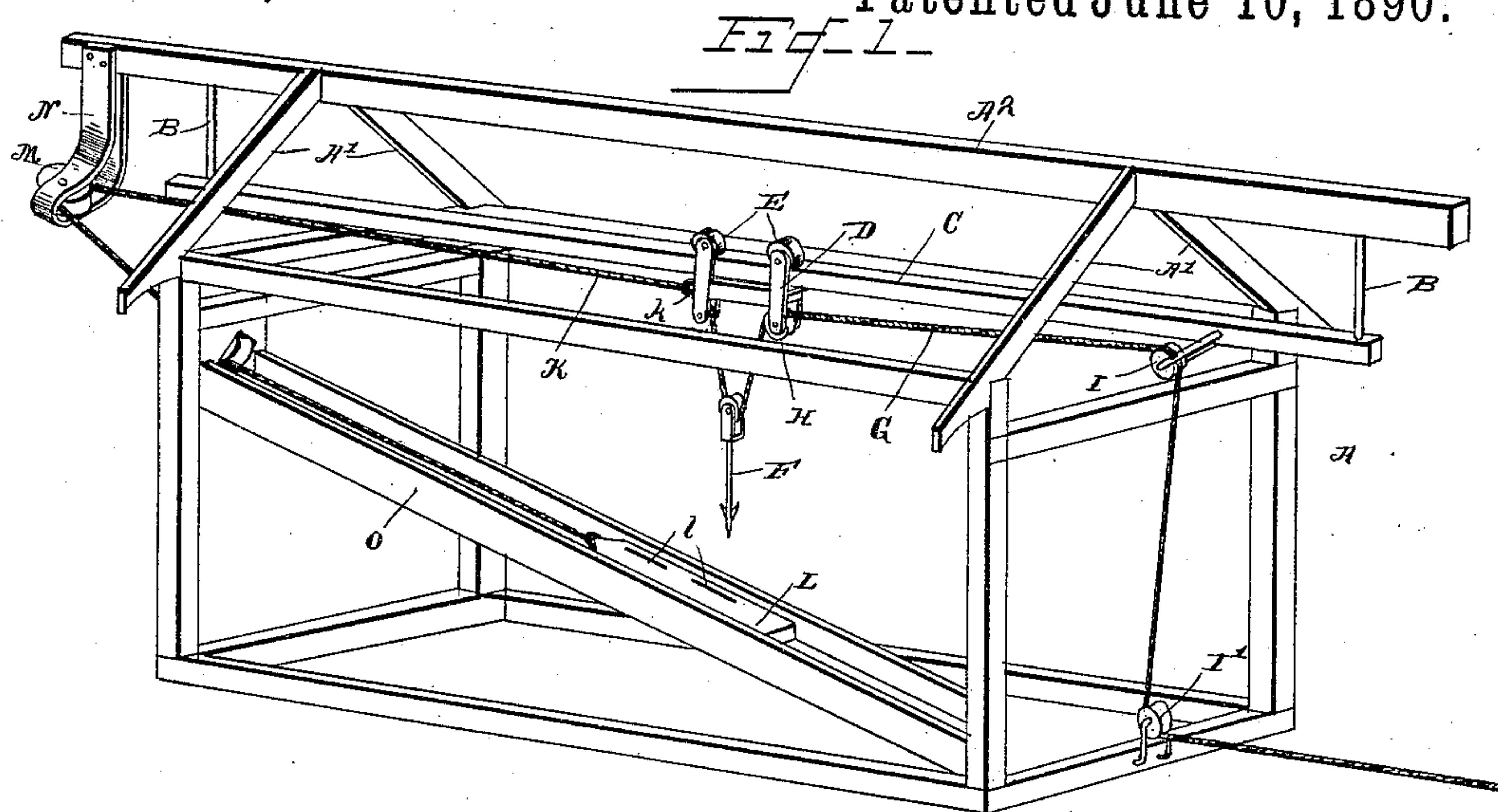


(No Model.)

T. MILAR & H. PRITCHARD.
ELEVATED HAY CARRIER.

No. 429,934.

Patented June 10, 1890.



Witnesses

Geo. C. Frick.
H. J. Wiley

By *their* Attorneys,

Inventors

Theodore Milar
Henry Bratchard.

CA Snow & Co.

UNITED STATES PATENT OFFICE.

THEODORE MILAR AND HENRY PRITCHARD, OF ATKINSON, ILLINOIS.

ELEVATED HAY-CARRIER.

SPECIFICATION forming part of Letters Patent No. 429,934, dated June 10, 1890.

Application filed August 24, 1889. Serial No. 321,821. (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 Elevated Hay-Carrier, of which the following is a specification.

The invention relates to improvements in elevated hay-carriers.

10 The object of the present invention is to provide means for automatically returning the carrier to its initial position after it has deposited its load, when the length of the track or distance traveled by the carrier is greater than the height of the track.

15 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

20 In the drawings, Figure 1 is a perspective view of the frame-work of a barn provided with a carrier and apparatus constructed in accordance with the invention. Fig. 2 is a vertical sectional view. Fig. 3 is a detail view of the weight.

25 Referring to the accompanying drawings, A designates the frame-work of a barn, A' the rafters thereof, and A² the ridge-beam, the ends of which project a suitable distance beyond the ends of the barn. From the ends of the beam A² depend hangers B, which serve to suspend the track-beam C, the latter being arranged under the ridge-beam and extends 30 nearly the entire length thereof.

35 D represents a hay-carrier of suitable construction, which is provided on its upper side with wheels E, 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 F is suspended from the carrier D by a rope G, which is secured to the carrier, and which passes over pulley H at one of the lower corners of the carrier, thence 40 passes over a pulley I, which is suspended from the track-beam near one of its ends by a link, and the said rope further passes under a pulley I', which is secured to the base-timbers of the barn-frame at one end of the 50 latter.

The above construction is similar to that shown in our patent, No. 405,714, dated June 25, 1889.

A rope K, which is provided at one end with a hook k and at the other end with a return-weight L, is attached by means of the hook k to the carrier D and passes around a pulley M, which is mounted in a hanger N, depending from one end of the ridge-beam that projects beyond the end of the track-beam. 55 60

The weight L slides up and down an inclined plane or trough O, and is provided with longitudinal and transverse slots l, in which are mounted rollers l', which engage the sides and bottom of the trough O and enable 65 the weight to move freely. The inclined trough is arranged at one side of the track and between the ends thereof, and it may be placed either inside or outside the barn. By inclining the trough the distance to be traveled by the weight is sufficient to return the hay-carrier to its initial position when the height of the track is greatly less than the length thereof, and by placing the inclined trough between the ends of the track it is rendered compact, and the carrier is enabled to 70 75 travel a great distance at no great height from the ground by apparatus placed within the ends of the track.

80 From the foregoing description and the accompanying drawings the construction, operation, and advantages of the invention will readily be understood.

What we claim is—

85 The combination of the frame-work provided with an elevated horizontal track, a carrier rolling upon the track, an inclined way or trough arranged beneath the track and within the ends thereof, and a return-weight slidable upon the inclined way or trough and 90 connected with the carrier by a cord, substantially as and for the purpose described.

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:

WILLIAM GRAHAM,
A. E. CLIFTON.