

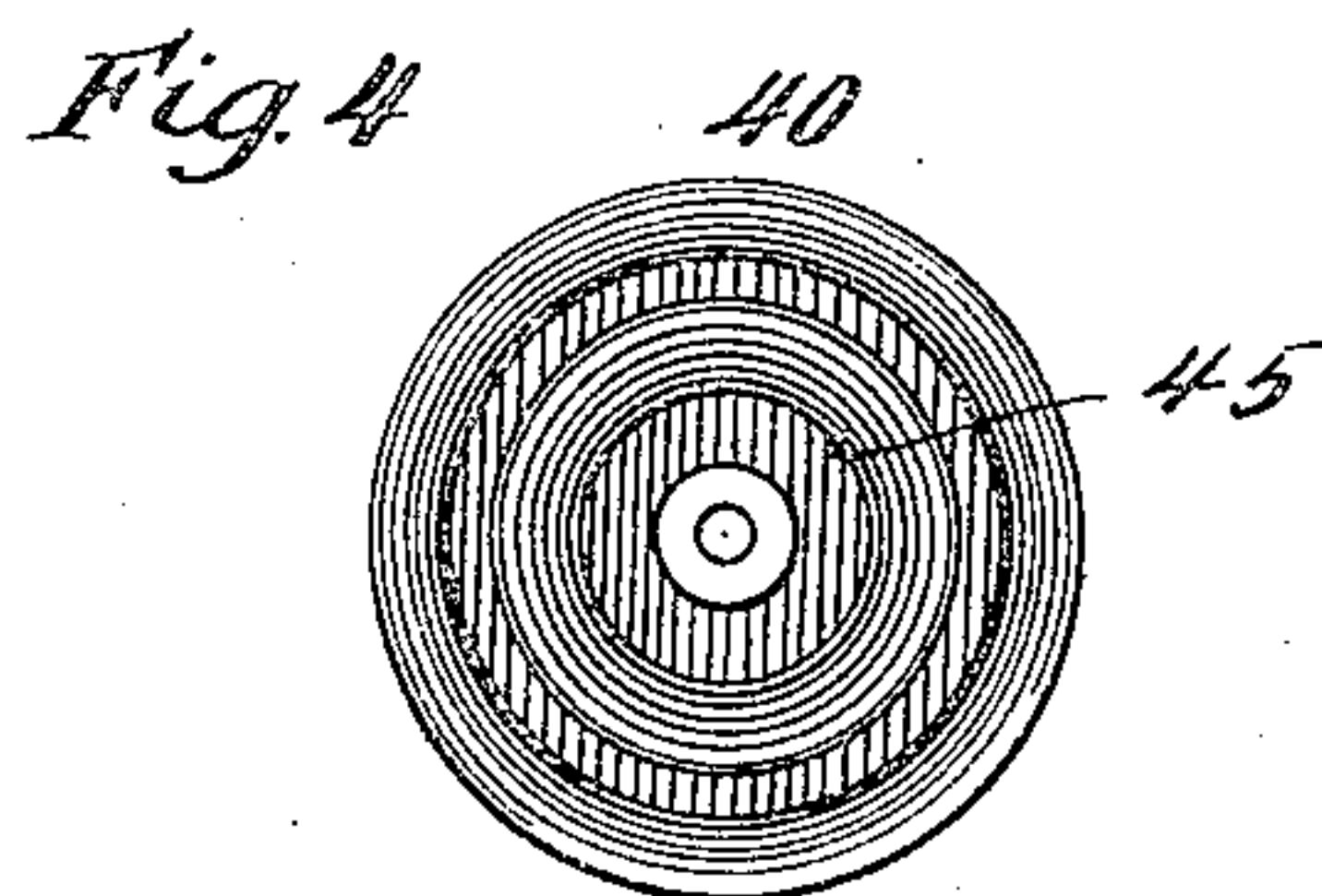
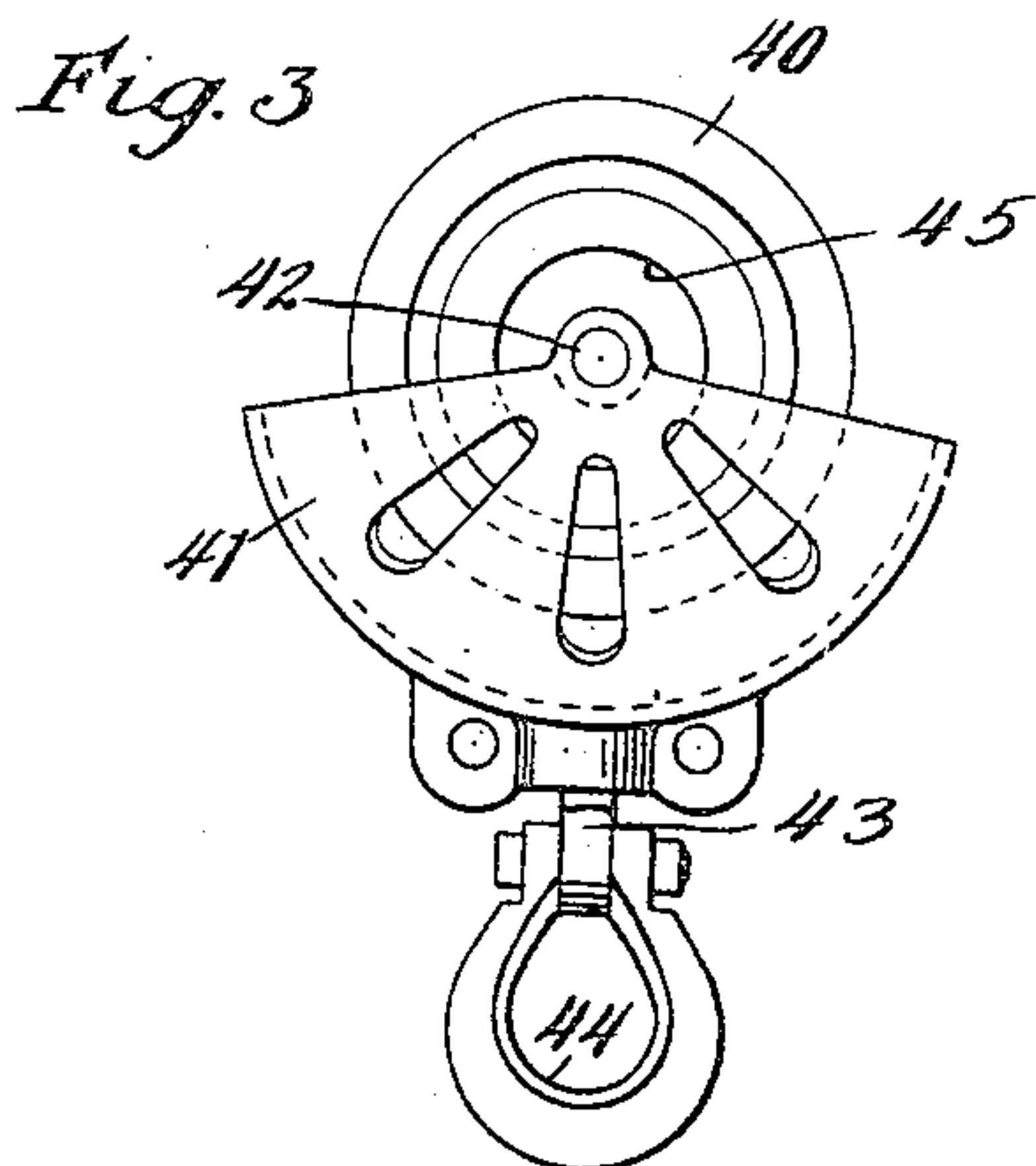
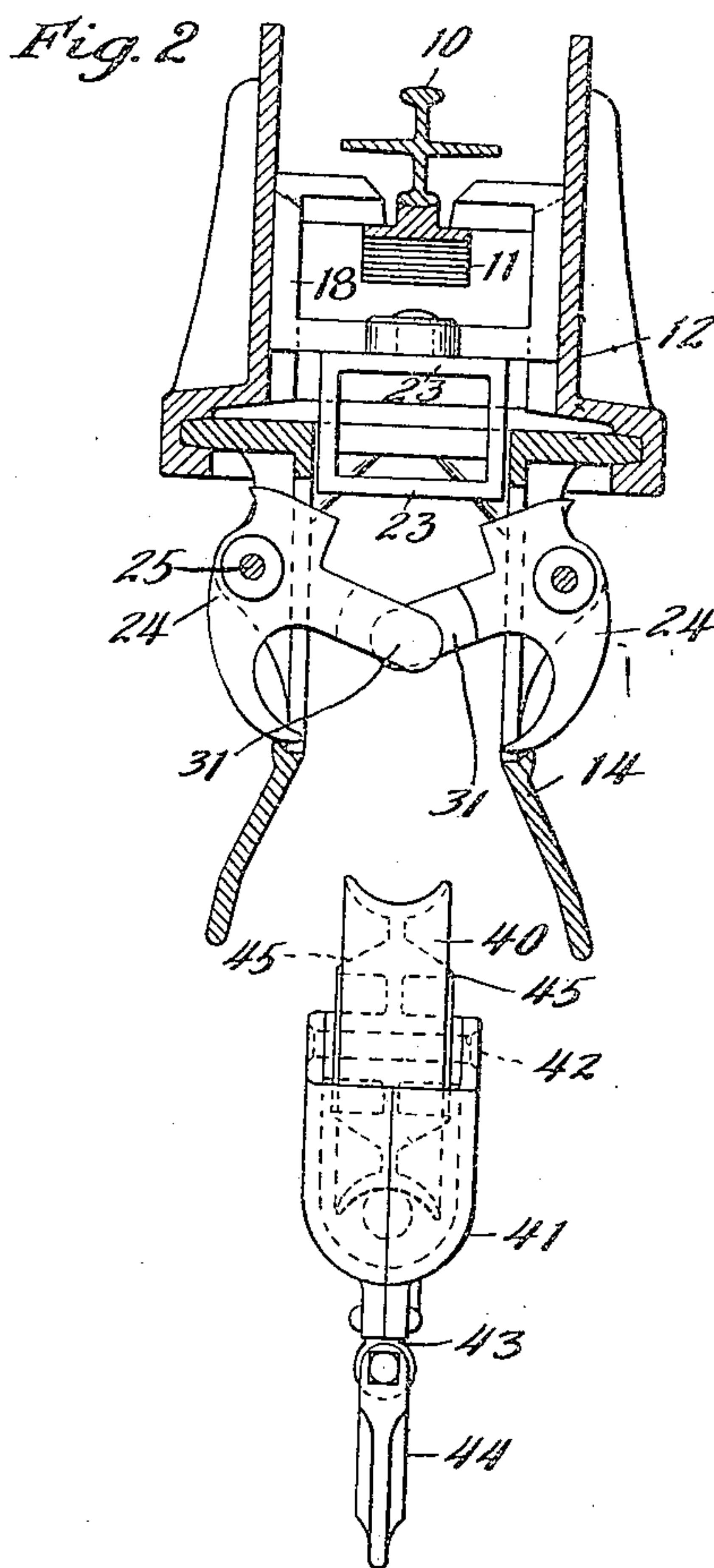
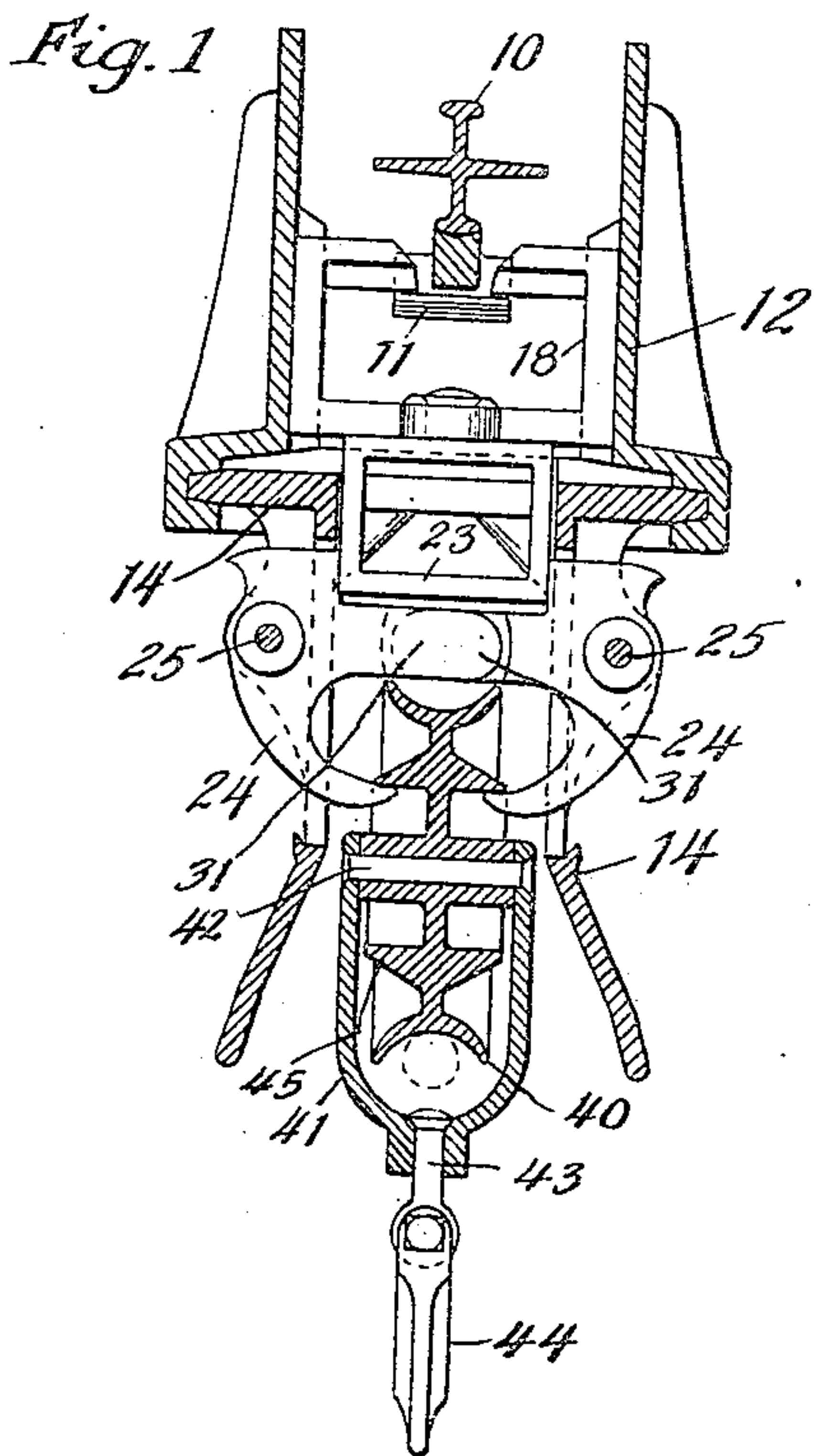
No. 816,698.

PATENTED APR. 3, 1906.

F. M. YENTZER.

HAY CARRIER.

APPLICATION FILED JAN. 13, 1906.



Witnesses:

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UNITED STATES PATENT OFFICE.

FRANCIS M. YENTZER, OF OTTAWA, ILLINOIS.

HAY-CARRIER.

No. 816,698.

Specification of Letters Patent.

Patented April 3, 1906.

Application filed January 13, 1906. Serial No. 295,880.

To all whom it may concern:

Be it known that I, FRANCIS M. YENTZER, a citizen of the United States, residing in Ottawa, in the county of Lasalle and State of Illinois, have invented a new and useful Improvement in Hay-Carriers, of which the following is a specification.

This invention relates to that class of hay-carriers wherein the fork-pulley instead of its frame is itself engaged by the grappling-dogs.

As heretofore constructed the dogs have engaged the rim of the pulley. While this construction is desirable, it is nevertheless open to some objections, principally because the engagement with the pulley takes place so far from its axis. The construction also adds to the height of the carrier, which is objectionable.

My present invention is intended to remove both of these objections and also to give strength to the parts which they do not now possess.

The nature of my improvement is fully explained in the description given below and illustrated in the accompanying drawings, in which—

Figure 1 is a vertical cross-section of the carrier, showing the fork-pulley entered therein. Fig. 2 is a similar view showing the fork-pulley about to enter the carrier. Fig. 3 is a side elevation of the fork-pulley detached. Fig. 4 is a side elevation of the pulley.

In said drawings, 10 represents a track; 11, the releasing block or stop attached to the track; 12, the car of the carrier, supported in the usual manner upon wheels (not shown) running upon the side flanges of the track. The rope-pulley frame is shown at 14 and is supported from the car by the engagement of its centrally-located outstanding circular rim with a corresponding groove in the depending portion of the car. Its swiveling attachment permits the frame 14 to swing entirely around horizontally or to make any portion of a turn desired or necessary when loading or unloading. The drop-lock is shown at 18, and the swiveling block or

frame pivoted thereto at 23. The grappling-dogs are shown at 24. They are pivoted to the frame 14 at 25 and they are adapted both to engage and support the swiveling frame in the manner indicated in my Patent No. 777,465, of December 13, 1904. The dogs are provided with inwardly-extending tongues 31, which lie in the path of the fork-pulley when it is raised into the frame 14, and serve as a means of shifting the dogs from the position of Fig. 2 to that of Fig. 1. In the latter position the dogs are forced into engagement with the fork-pulley 40, as clearly illustrated at Fig. 1.

41 is the frame of the fork-pulley, supporting the pivot 42 of the pulley and also supporting the swivel 43, carrying the eye or hook 44, to which the load is attached. The pulley is provided on both sides of its web with laterally-projecting flanges 45 45, the inner surfaces of which are horizontal and adapted to receive and hold the grappling-dogs in engagement, as shown, while the outer surfaces of the flanges are beveled, as clearly shown in Fig. 1. These flanges preferably extend outward slightly beyond the rim, so that when the device is entered in the mouth of the frame 14 of the hay-carrier they will coact with the rim by their contact with the sides of the mouth of the frame 14 in guiding the pulley into place. By thus devolving this function of supporting the pulley upon the flanges instead of the rim I am enabled to make the rim in the form which has heretofore been customary where the dogs were made to engage the frame of the pulley. I obtain also a more certain engagement by the dogs than where the engagement was with the rim and one less liable to be broken.

I claim—

The hay-carrier, the fork-pulley whereof is provided with lateral flanges between its rim and hub, said flanges being adapted to be engaged by the grappling-dogs.

FRANCIS M. YENTZER.

Witnesses:

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