

L. Y. MYERS.
Hay-Carrier.

No. 221,342.

Patented Nov. 4, 1879.

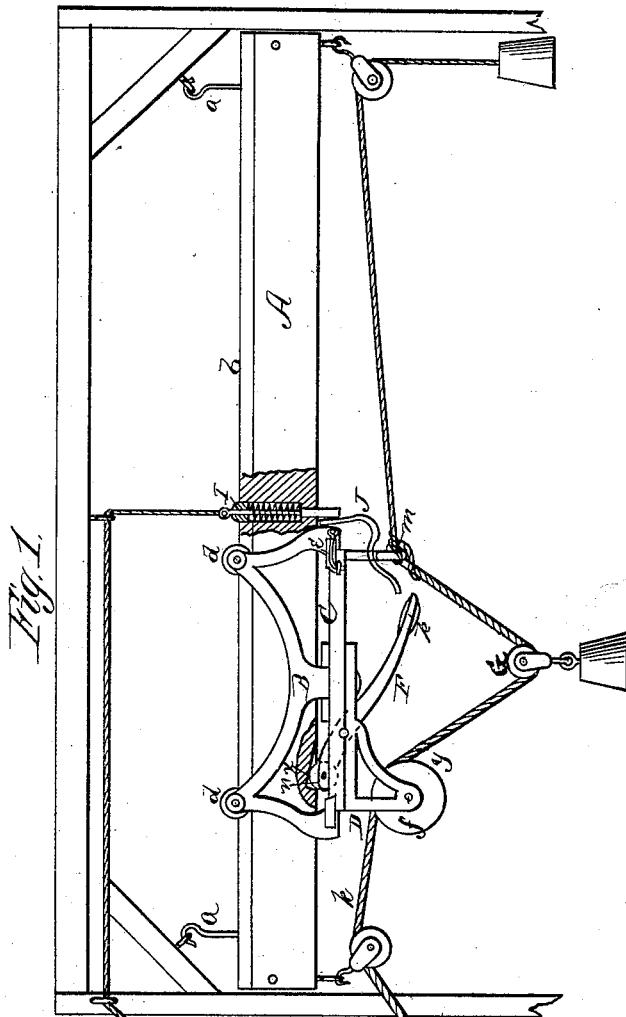
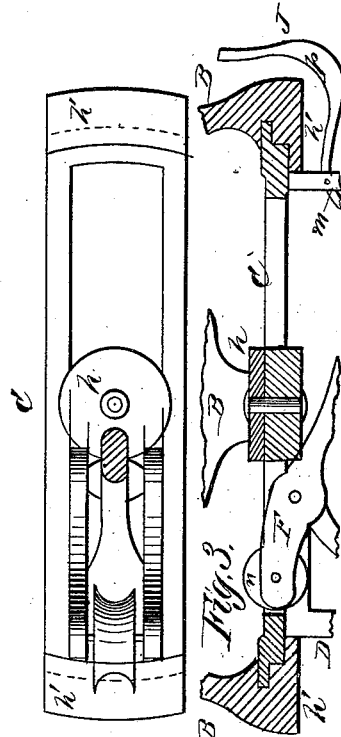


Fig. 2.



Witnesses:
W. C. Martin
John C. Rogers

For

Inventor:
Lewis G. Myers.
J. H. Alexander & Eliott
Attorneys.

UNITED STATES PATENT OFFICE

LEWIS Y. MYERS, OF CANTON, OHIO.

IMPROVEMENT IN HAY-CARRIERS.

Specification forming part of Letters Patent No. **221,342**, dated November 4, 1879; application filed May 24, 1879.

To all whom it may concern:

Be it known that I, LEWIS Y. MYERS, of Canton, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Hay-Carriers; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to hay-carriers; and it consists in the construction of the carriage to allow the same to be reversed without taking it from the rail or track, and in the construction and combination of parts, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawings, in which—

Figure 1 is a side view of my carrier. Fig. 2 is a bottom view of the frame, and Fig. 3 is a central longitudinal section of the frame.

A represents the track or rail suspended by means of hooks *a*, or otherwise, from the rafters of the barn or other place where the carrier is to be used.

The rail *A* is, on its upper surface, formed with a central longitudinal flange, *b*, on each side of which the wheels or rollers *d* of the carriage move.

The carriage consists of a frame, *B*, extending on both sides of the rail, and underneath the rail the carriage has a center cross-bar, *h*, and two end cross-bars, *h'*.

The rollers *d d* are mounted at the top of the frame at each end, and run on top of the rail at the sides of the central flange or rib, *b*, leaving a clear or open space in the center.

To the central cross-bar, *h*, is pivoted a frame, *C*, the ends of which are rabbeted, to fit in corresponding rabbets or grooves in the end bars, *h'*. The frame *C* is held in proper place by one or more hooks, *e*. The frame *C* is, on its under side, formed with a bracket, *D*, in which is mounted a roller, *f*, and over this roller the hoisting-rope *k* is passed, the end

of said rope being attached to an eye, *m*, in the end of the frame.

In the bracket *D* is pivoted a latch, *F*, the inner end of which carries a roller, *n*. The opposite end of the latch is weighted, as shown at *p*, to raise the roller *n* when it arrives directly below a recess, *x*, made in the under side of the rail *A*, thus forming a stop for the carriage.

When the load is hoisted the pulley-block *G* on the hoisting-rope, and to which the load is connected, raises the end of the latch, so that the roller *n* will get out of the notch or recess *x* and the carriage move along on the rail, the roller *n* then bearing against the under side of the rail. A stop, *y*, on the hoisting-rope, coming in between, and being caught by the pulley *f* and roller *n*, prevents the load from descending until the carriage arrives at the place where the unloading is to be done, when the latch falls, the roller entering another recess in the rail.

The frame *C*, being pivoted in the center, can be turned around, so as to reverse the parts and allow of the carriage being run either to the right or left without taking the carriage off the rail.

In the center of the rail is a spring-pin, *I*, which forms a stop in the rail. This pin may be raised by means of a cord or wire, to allow the carriage to pass when reversing the machine.

Above the eye *m*, in the frame *C*, is pivoted a trigger, *J*, which holds the weighted end of the latch to keep the same from dropping into the notches *x*. When the carriage reaches the stop *I* this trigger is tripped and the latch drops, as above described.

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

1. The frame *B*, provided with rollers *d* and cross-bars *h h'*, and the centrally-pivoted frame *C*, carrying the latching mechanism, all constructed and combined substantially as and for the purposes herein set forth.

2. The latch *F*, weighted at one end, and carrying a roller, *n*, in the other end, in com-

ination with the carriage B, having reversible frame C, to which the latch is pivoted, and the track A, with notches *a*, substantially as and for the purposes set forth.

3. The combination of the spring-stop I, arranged in the track A, the trigger J, pivoted in the movable carriage, and the latch F, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

LEWIS Y. MYERS

Witnesses:

J. W. SMITH,

A. HOUSEL.