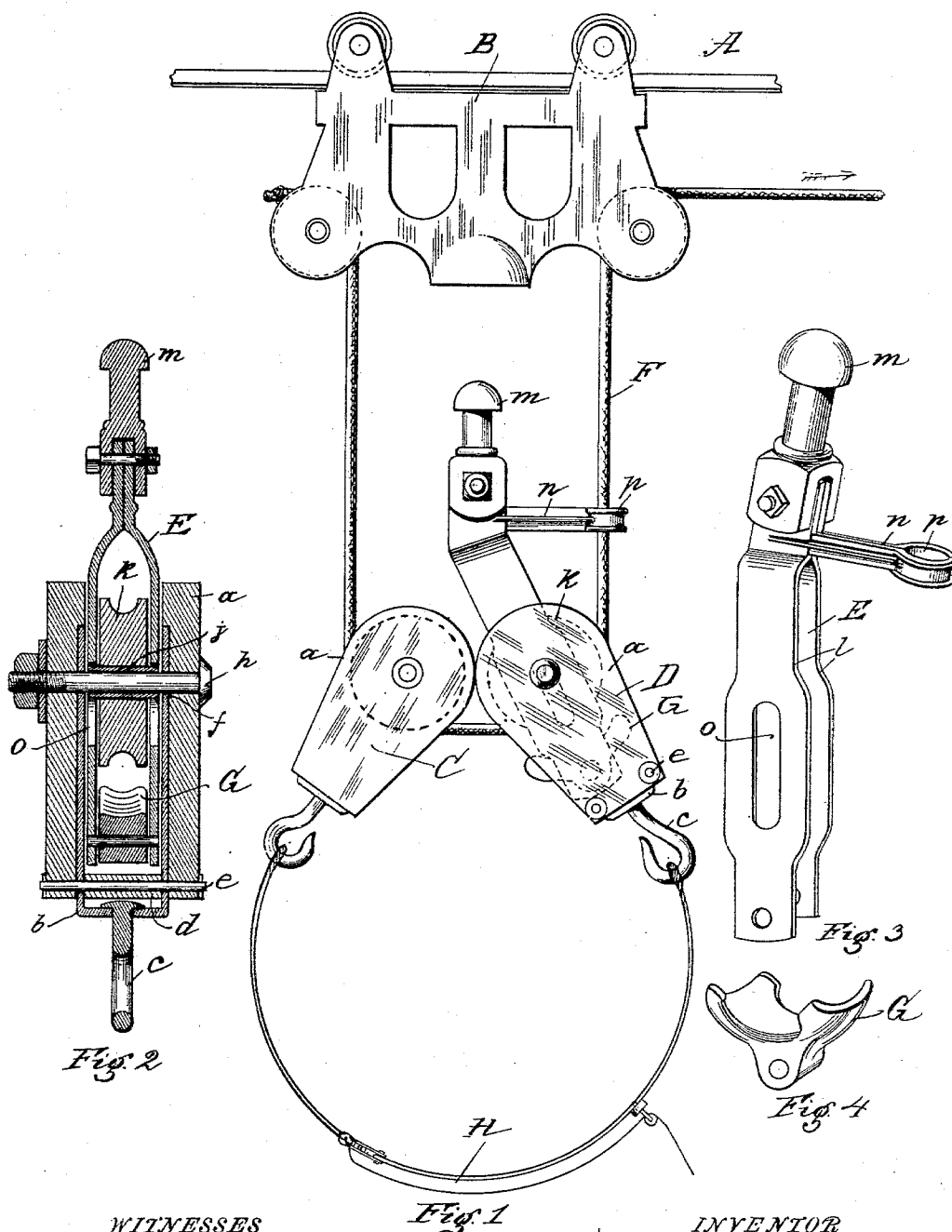


(No Model.)

L. L. HOLSER.
PULLEY BLOCK FOR HAY SLINGS.

No. 566,759.

Patented Sept. 1, 1896.



WITNESSES
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LEVI L. HOLSER, OF ASHLAND, OHIO.

PULLEY-BLOCK FOR HAY-SLINGS.

SPECIFICATION forming part of Letters Patent No. 566,759, dated September 1, 1896.

Application filed December 2, 1895. Serial No. 570,803. (No model.)

To all whom it may concern:

Be it known that I, LEVI L. HOLSER, a citizen of the United States, and a resident of Ashland, county of Ashland, State of Ohio, have invented a new and useful Improvement in Pulley-Blocks for Hay-Slings, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification.

My invention relates to an improvement in pulley-blocks for hay-slings or other elevating devices; and it consists of certain features of construction and combination of parts, as will be hereinafter described and claimed.

Figure 1 of the drawings is a side elevation showing the parts as seen when ascending with a load. Fig. 2 is a transverse section of the hoist-block and brake. Fig. 3 is a perspective of the register-head, guiding-arm, supporting-clevis, and brake-shoe; and Fig. 4 is a similar view of the brake-shoe.

A denotes the track, and B the carrier, which may be of any of the well-known and approved forms.

C denotes a single-sheave pulley-block, the operation of which will be hereinafter explained.

D denotes the hoist-block and brake. Preferably the block is constructed as shown in Fig. 2, having heavy hard-wood sides, as *a*, supported on a metal clevis *b*, at the closed end of which is provided the usual swiveled hook *c*. There is also provided at the closed end portion a sleeve *d*, that serves as a support for the sides of the clevis, through which is passed a through bolt or pin *e*. At the upper end of the prongs of the clevis is provided an aperture *f*, that receives the through-bolt *h*, on which is placed the sleeve *j*, that serves as a journal-support for the sheave-wheel *k*.

E denotes a suspension brake clevis having prongs *l*, that embrace the sheave *k* in the block D. At the upper end of the sides or prongs is provided a register-head *m* and a guide *n*, adapted to embrace the hoisting-rope F to guide the head *m* into the carrier B. In the sides of the clevis-prongs elongated apertures *o* are provided, in which the bolt *h* is placed, as shown in Fig. 2, which serves as a support for the sheave-wheel and block and to form a sliding engagement between

the block and the clevis E. At the lower end of the clevis E is pivotally secured the brake-shoe G, as shown by the dotted lines in Fig. 1. The shoe is formed substantially as shown in Fig. 4, the upper face adapted to grasp the rope in the sheave *k* and hold it against reverse rotation. At a point just below the arm *n* the clevis E is bent obliquely from a line drawn vertically through the register-head to the pulley-block D, as shown in Fig. 1, the object of which is to hold the register in a vertical position to enter the carrier.

The hoist-rope F is secured to the left-hand side of the carrier and passes down about the sheave in block C, through the block D, about the sheave *k*, up through the circular opening *p* in arm *n*, and around the sheave at the left-hand side of the carriage and out in the direction indicated by the arrow. For the purpose of this case I have shown my invention in connection with a hay-sling H, but it may be otherwise used.

In operation the sling is placed in the load in the usual way. The blocks C and D are drawn down and apart and hooked into the rings provided at the end of the sling. The team is then started to draw the rope in the direction indicated by the arrow, by which movement the blocks are drawn together, as shown in Fig. 1, the sling about the load, the register-head held in line with the entrance to the carrier, in which it may be secured by any of the well-known and approved clasps, at which instant the carrier will be started on the track, the slack of the rope allowing the block D to drop and carry the rope down onto the brake-shoe G. The weight of the load resting on the rope F in the shoe G will lock the rope against reverse movement, and thereby hold it suspended on the clevis and locked to the rope while it is being transferred to a place of deposit.

Having thus fully described the nature and object of my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination with a carrier and track of the hoisting-rope F, pulley-block D, clevis E, having at its upper end portion a register-head *m*, and in the prongs thereof, slots *o*, and at its lower end a brake-shoe G, whereby the rope may be grasped between

the sheave *k* and the shoe *G*, and the sheave held against reverse movement by the weight of the load, and the load held at a previously-determined height by the rope and the clevis, substantially as described and for the purpose set forth.

2. The combination with a track and carrier, a hoisting block and rope, of a supporting-clevis, having at its lower end portion, and pivotally secured thereto, a brake-shoe,

and in the sides thereof, elongated apertures, whereby the block may drop to grasp and lock the block, and its load, to the rope, substantially as set forth.

In testimony whereof I have hereunto set my hand this 9th day of November, A. D. 1895.

LEVI L. HOLSER.

Witnesses:

W. T. DEVOR,

A. F. MUMAU.