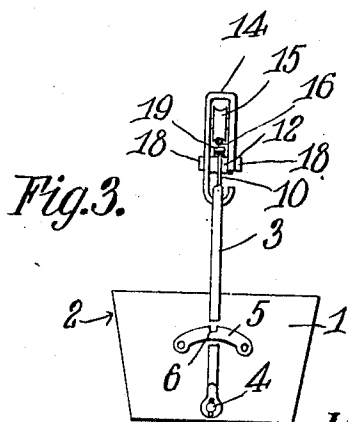
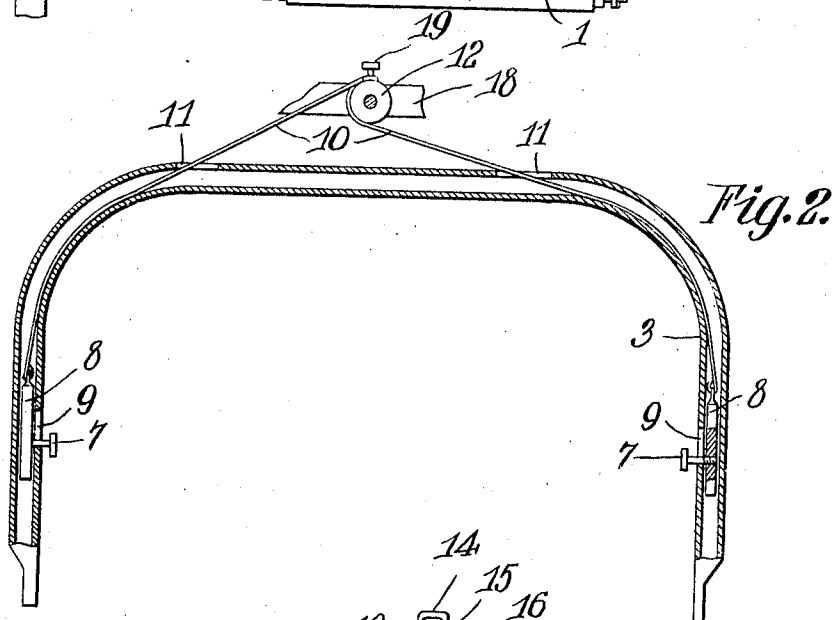
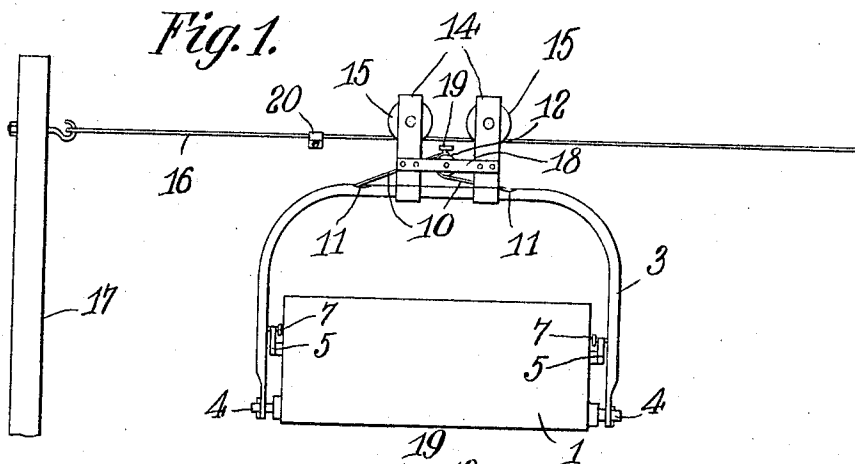


No. 870,718.

PATENTED NOV. 12, 1907.

J. C. FITZGERALD.  
MANURE CARRIER.

APPLICATION FILED APR. 18, 1907.



Witnesses

*C. E. Smith.*  
*C. H. Giesbauer.*

Inventor

*J. C. Fitzgerald.*

By

*A. B. Wilson & Co.*

Attorneys

# UNITED STATES PATENT OFFICE.

JEREMIAH C. FITZGERALD, OF KILBOURN, WISCONSIN, ASSIGNOR OF ONE-HALF TO WILLIAM BLUME, OF PORTAGE, WISCONSIN.

## MANURE-CARRIER.

No. 870,718.

Specification of Letters Patent.

Patented Nov. 12, 1907.

Application filed April 18, 1907. Serial No. 368,924.

*To all whom it may concern:*

Be it known that I, JEREMIAH C. FITZGERALD, a citizen of the United States, residing at Kilbourn, in the county of Columbia and State of Wisconsin, have invented certain new and useful Improvements in Manure-Carriers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to an aerial tramway, but more particularly to such a device as is applicable for use upon the farm for carrying products of the same, more particularly manure, and it has for its object to provide a device of this kind which will be simple, cheap and efficient, and which can be installed and operated by the ordinary farmer or mechanic without the use of peculiar or costly apparatus.

In the accompanying drawings, which illustrate the invention, Figure 1 is a side elevation of a car and its support, embodying the invention; Fig. 2 is a longitudinal sectional view of the bail and the means for tripping the car; and Fig. 3 is an end view of the car.

Referring more particularly to the drawings, 1 indicates a car, which may be of any ordinary construction, although I prefer to make it substantially rectangular with its sides, 2, more or less inclined or flaring, for the purpose of facilitating the emptying of its contents.

A bail, 3, is pivotally connected with each end of the car, as by means of a pivot bolt, 4, near the bottom of the car, which will permit of the car being tilted or turned upside down by gravity as soon as its upper end is released from the bail. The bail is preferably formed from hollow gas pipe with a curve or bend near each end to permit of its ends extending down upon the outside of the ends of the car, and causing the central portion to stand out a sufficient distance above the top of the car to permit of the movement of the car upon its pivot without interfering therewith.

Each end of the car, near its upper edge, is provided with a flange or rack, 5, which is recessed substantially midway of the width of the car, as shown at 6. A catch, 7, is adapted to engage with said recessed portion of the rack and lock the car in its upright or holding position. The catch 7 is reciprocally mounted in the lower end of the handle, as by means of a carrier 8, preferably in the form of a weight. The inner face of the bail is slotted vertically, as shown at 9, through which the latch or pin, 7, projects in position for engaging with the rack 5. The latches at the two ends of the bail are adapted to be moved simultaneously by means of cords, 10, which pass through holes, 11, in the upper portion of the bail, and are wound upon a pulley or roller, 12. The pulley is mounted in a sheave carrier which supports the bail, 3, as by means of hooks, 14, formed in the lower ends of its legs, and is provided with two sheaves

or wheels, 15, which are adapted to roll back and forth upon a cable, 16, or other suitable support, which is preferably suspended in any desired place, as by means of posts, 17, only one of which is shown in the drawings.

The sheave carrier is preferably provided with side pieces, 18, between which the roller, 12, is journaled at a slight distance below the cable, 16. A trip, as a projection, 19, projects radially from the roller, 12, in such position that when the pins, 7, are resting in the recess, 6, the trip, 19, will normally stand with its upper end immediately adjacent to the underside of the cable.

One or more stops, 20, are adjustably secured upon the cable at any desired point in any manner, so that when the carrier is being moved toward said stop the upper end of the trip will engage therewith and thereby cause the roller or pulley, 12, to be rotated sufficiently to wind up the cord, 10, and thereby lift the carriers, 8, and raise the pins, 7, out of the recess, 6. As soon as this is done, the car, 1, will immediately swing upon its pivots, 4, and discharge its contents in the well known manner. The car can then be returned to its original place, before or after it has been righted or turned upward, and the pins 7 re-inserted in the recesses, 6. The car can then be again refilled and emptied again as above described.

By constructing a device as above described, manure or other products of the farm can be transported either shorter or longer distances and from inconvenient or substantially inaccessible places, and placed in a pile upon the ground for subsequent removal, or the contents of the car may be emptied directly into a wagon or other conveyance by means of which said contents can be taken where desired.

Although I have described my invention as particularly applicable to use upon the farm, it is evident that it can be used in other places, as around mines, warehouses, etc., and it is also evident that changes and modifications may be made in the same, as, for instance, springs can be substituted for the weights, and I reserve the right to make all such variations as will come within the scope of the appended claims.

Having described my invention, I claim:

1. In an aerial tramway, a cable provided with a stop, a carrier mounted thereon, a roller journaled in said carrier and provided with a trip, a hollow bail suspended from the carrier, and curved near each end and provided with an opening and a slot, a car pivotally secured to the lower ends of said bail, a latch projecting through the slot in the bail and provided at its ends with shoulders in each end of position for engaging with one of said shoulders and holding the car upright, and a cord from said roller extending through said openings and engaging with one of said latches for releasing the car when said trip engages with said stop.

2. In an aerial tramway, a suspended cable provided with a stop, a sheave carrier mounted thereon, a roller journaled in the carrier, provided with a radially ar-

5 ranged trip in position for being moved into engagement with said stop, a hollow bail suspended from said carrier, having two openings in its intermediate portion and provided with a slot adjacent to each end, a car pivotally secured near its lower edges to the ends of said bail, the upper edges of the ends of said car being provided with a recessed track, a weight in each end of said bail, a pin from each weight projecting from one of said slots in position for engaging with said recessed track, and a cord

from each weight through said openings in the bail and 10 wound upon said roller in the sheave carrier.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JEREMIAH C. FITZGERALD.

Witnesses:

A. C. TENNISON,

L. N. COAPMAN.