W. L. BANKS & W. CONING.

HAY-ELEVATOR.

No. 193,107. Patented July 17, 1877.

Fig. 1.

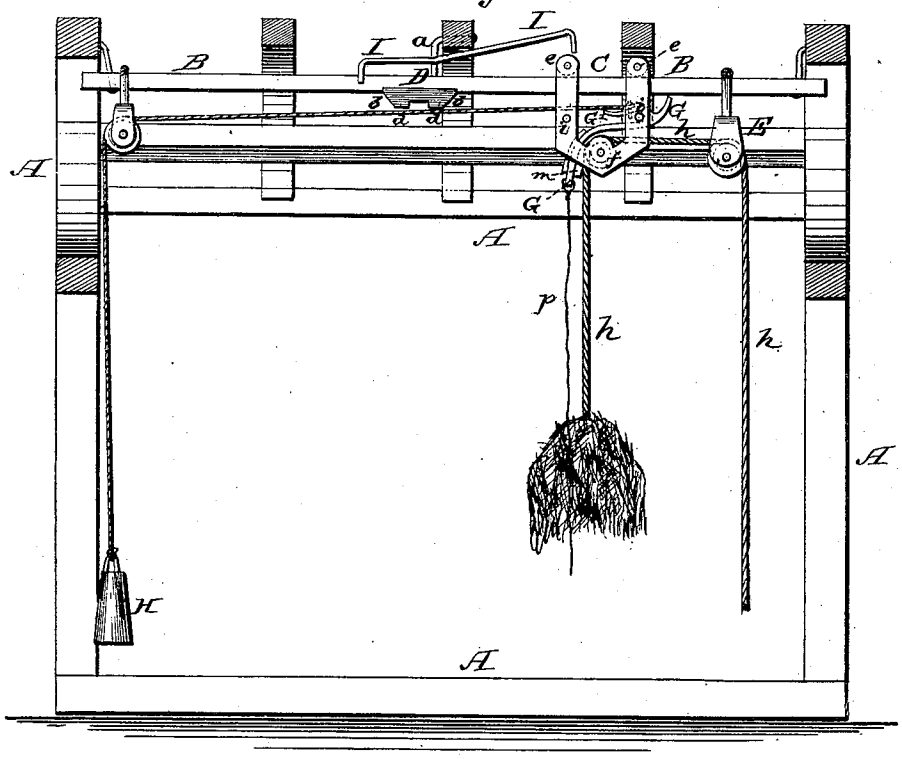


Fig. 3.

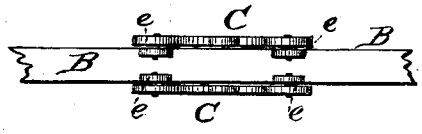


Fig. 4.

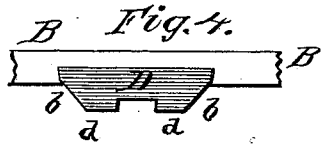
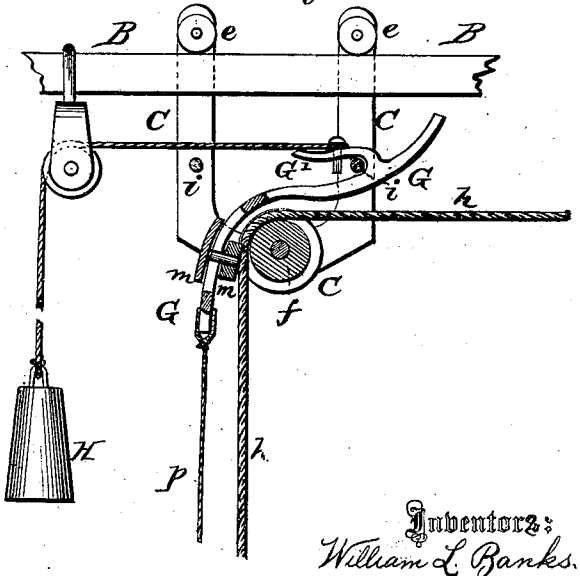


Fig. 2.



Witnesses:

P. Dieterich

Frank H. Duffy

Inventors:

William L. Banks.

William Coning.

Per C. H. Watson & Co. Attorneys.

N. PETERS, PHOTO-LITHOGRAPHER, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

WILLIAM L. BANKS AND WILLIAM CONING, OF WILMINGTON, DELAWARE.

IMPROVEMENT IN HAY-ELEVATORS.

Specification forming part of Letters Patent No. **193,107**, dated July 17, 1877; application filed June 16, 1877.

To all whom it may concern:

Be it known that we, WILLIAM L. BANKS and WILLIAM CONING, of Wilmington, in the county of New Castle and State of Delaware, have invented certain new and useful Improvements in Hay-Elevators; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The nature of our invention consists in the construction and arrangement of a hay-elevator, as will be hereinafter more fully set forth.

In the annexed drawing, which fully illustrates our invention, Figure 1 is a section of a barn, showing our invention. Fig. 2 is an enlarged sectional view of the carriage, and Fig. 3 is a top view of the carriage, and Fig. 4 is a detail view of our invention.

A represents the frame of a barn or other suitable place for containing hay. B represents a wooden beam suspended longitudinally along the apex of the roof of the barn by means of a central rod, *a*, as shown. This beam form a track for the carriage C to move on from either end to the center and back again. On the under side of the beam or track B, in the center, is secured a stationary catch, D, which is made of metal or other suitable material, having both ends beveled, as shown at *b b*, and shoulders *d d* formed on its under side, one near each end, for catching and holding the carriage from either direction. The carriage C is suspended from the beam or track B by means of rollers or wheels *e*, traveling on top of the beam, two on each side, as shown. In the center of the bottom of the carriage is a pulley, *f*, over which the hoisting-rope *h* passes, said rope passing over a pulley, E, suspended at one end of the track B. G represents a lever, provided near one end with an arm, G′, through the space or slot between which a bolt, *i*, in the carriage is passed, the lever turning upon said bolt as on a fulcrum, and also allowed to slide back and forth thereon. The other end of the lever G is curved downward, and provided with a rubber lock, *m*, to bind on the rope *h* at the pulley *f*. H is the weight that pulls the car back to the stop I, which stops the car when the lever hooks with the catch D, and removes the gum lock *m* from the hoisting-rope to allow the fork to descend to the floor of the barn.

When the hay is hoisted to the lever it removes the same from the catch D, which allows the car to carry the load back into the mow.

By removing the bolt *i*, and taking out the lever, said lever can be reversed and placed on the opposite side of the car, so that the hay may be carried in either direction from the center of the barn by simply reversing the lever from one side of the car to the other. The back stop I can be reversed by raising the long end of the lever, which makes the short end of the lever the back stop. This lever or back stop I is secured by the rod *a*, suspending the track B.

p is the trip-rope connected to the arm G′ of the lever G.

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

1. In combination with the carriage C, traveling on the centrally-suspended track B, the lever G, provided with the arm G′, and gum lock *m*, and capable of being reversed in the carriage, substantially as and for the purposes herein set forth.

2. The center-catch D and tilting stop I, in combination with the track B and carriage C, for the purposes herein set forth.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in presence of two witnesses.

WILLIAM L. BANKS.
WILLIAM CONING.

Witnesses:
CHARLES P. MARONEY,
E. J. MARTIN.