(No Model.)

J. H. PRATT.

ADJUSTABLE STOP BLOCK FOR HAY CARRIERS.

No. 267,015. Patented Nov. 7, 1882.

Fig. 1.

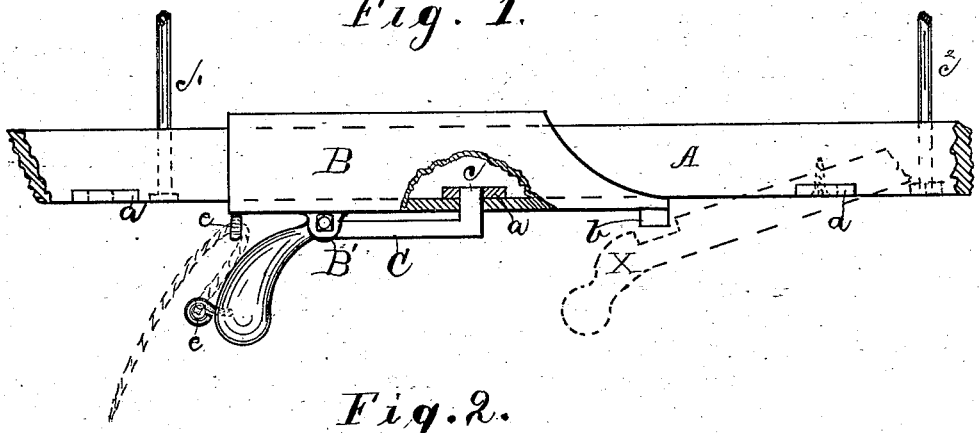
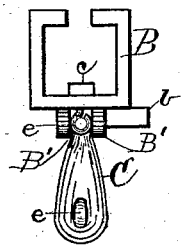


Fig. 2.



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UNITED STATES PATENT OFFICE.

JAMES H. PRATT, OF PANA, ILLINOIS, ASSIGNOR TO CHARLES CUTLER, OF SAME PLACE.

ADJUSTABLE STOP-BLOCK FOR HAY-CARRIERS.

SPECIFICATION forming part of Letters Patent No. 267,015, dated November 7, 1882.

Application filed April 15, 1882. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. PRATT, a citizen of the United States, residing at Pana, in the county of Christian and State of Illinois, have invented a new and useful Improvement in Adjustable Stop-Blocks for Hay-Carriers, of which the following is a specification.

My invention relates to a new and useful improvement in stop-blocks for use in connection with hay-carriers, the object of which is to provide a stop-block that may be adjustably secured to the track, which is suspended from the tie-beams of a barn, upon which the hay-carrier traverses, so that the operator may conveniently control the carrier and deposit the hay at any point within the barn; and the device consists of a box formed to fit the track, and provided with a weighted latch on its under side, which is controlled by the operator from the floor or loft of the barn by a cord attached to the weighted end of the latch, the lower side of the track being provided with metal plates placed at intervals its entire length, and which are provided with holes adapted to receive the forward end of the latch, and thereby secure the stop-block to the track, as hereinafter more fully described, and pointed out in the claims. I attain these objects by the device illustrated in the accompanying drawings, in which—

Figure 1 is a side view of the stop-block attached to the track, a small portion broken out to show the latch, the latch-lever of the carrier being shown in dotted lines. Fig. 2 is a rear end view of the stop-block.

Similar letters refer to similar parts throughout the several views.

A represents the beam or track upon which the hay-carrier traverses. c' and c^2 are bolts by means of which the track A is suspended from the tie-beams of the barn.

a a a represent the metal plates, which are let into the under side of the track, as shown, and are provided with holes adapted to receive the point *c* of the latch C.

B is the stop-block, having a forward extension, with a lower projecting lug or hook, B′, which is adapted to engage with the latch-bar X of the carrier. As this latch-bar is similar in different carriers, the stop-block is applicable for use with any of the well-known carriers now in use, and hence the carrier is not shown in drawings.

The rear lower part of the stop-block is provided with ears B′ B′, which support the latch by a bolt passing through both the ears and latch, as shown. The rear end of the latch is provided with a weight which overbalances the forward end and insures a constant engagement of the latch with the plates *a*, which are let into the under side of the track, as shown.

e e are loops, one secured to the rear end of the stop-box and one secured to the rear weighted portion of the latch. One end of a cord is tied to this loop and passed up through the loop secured to the block. From thence the cord passes down to the floor, and is constantly within the reach of the operator. By a downward pull on the cord the weight is lifted, and the point of the latch is withdrawn from the plate *a*, and the stop-block is allowed to move with the hay-carrier, by its engagement with the latch-bar X, which forms a part of the ordinary carrier, to the next plate, at which point it is again locked, as before.

The open slot at the top of the block, running its entire length, is for the purpose of allowing the block to pass by the bolts c' and c^2, which support the track.

The forward projection of the stop-block is provided with a downward-projecting lug, *b*, the form of which may be changed to suit the notch in the latch-lever of carriers of different constructions.

I am aware that stop-blocks are used which are rigidly secured to the extreme end of the track; but a stop-block constructed as herein shown and described, that may be adjustable on the track in order to stop the carrier at intervals along the track, I believe to be new.

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

1. In combination with the track of a hay elevator and carrier, the stop-block B, consisting of a box-shaped body with open ends, adapted to move on said track and slide freely

its entire length, and provided with lug *b* and a longitudinal slot on its upper side, substantially as and for the purpose set forth.

2. In combination with the track of a hay elevator and carrier, the stop-block B, having a tubular body, as set forth, and the weighted latch C, pivoted underneath the body to the lower projections or ears, B′ B′, and adapted to engage alternately with the series of perforated plates *a a*, let into the under side of said track, substantially as specified.

3. In combination with the tubular body B and weighted latch C, the loops *e e*, secured to each in the manner shown, for the purpose of connecting a cord by means of which the weighted latch may be operated from the floor, as described.

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