(No Model.)

C. E. PATRIC & R. H. RODGERS.

TRACK FOR HAY CARRIERS.

No. 403,443. Patented May 14, 1889.

Fig 1

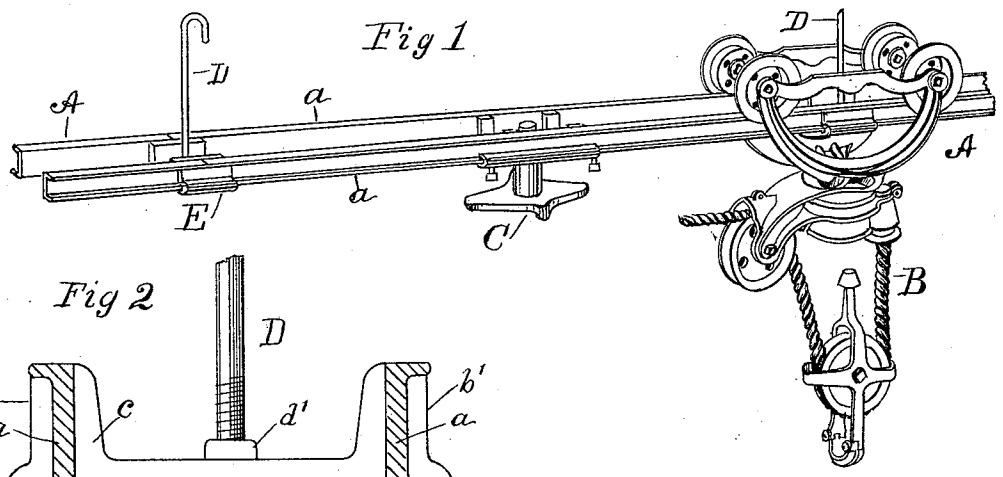


Fig 2

Fig 3

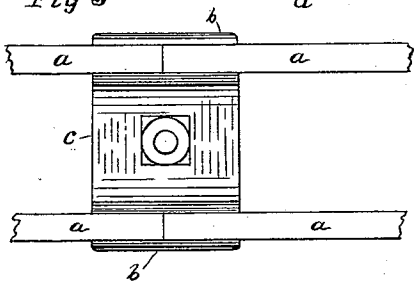


Fig 4

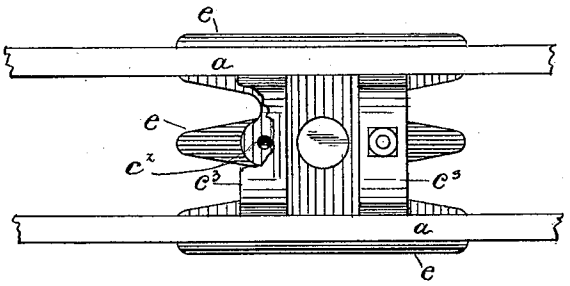


Fig 5

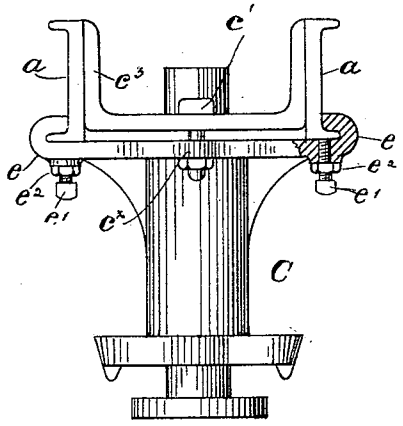
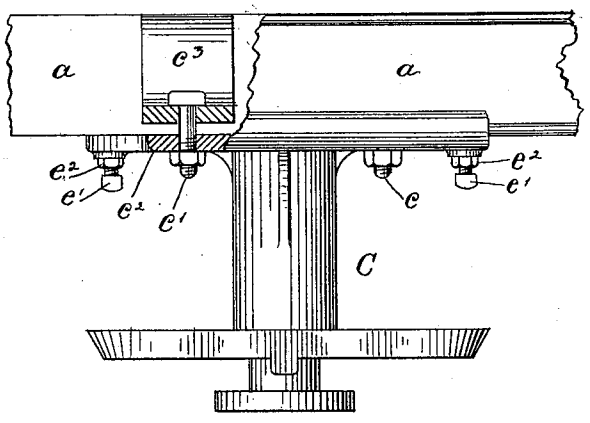


Fig 6



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UNITED STATES PATENT OFFICE.

CHARLES E. PATRIC AND RICHARD H. RODGERS, OF SPRINGFIELD, OHIO, ASSIGNORS TO THE SUPERIOR DRILL COMPANY, OF SAME PLACE.

TRACK FOR HAY-CARRIERS.

SPECIFICATION forming part of Letters Patent No. 403,443, dated May 14, 1889.

Application filed December 17, 1888. Serial No. 293,890. (No model.)

To all whom it may concern:

Be it known that we, CHARLES E. PATRIC and RICHARD H. RODGERS, both citizens of the United States, residing at Springfield, in the county of Clark and State of Ohio, have invented certain new and useful Improvements in Tracks for Hay-Carriers, of which the following is a specification.

Our invention relates to improvements in tracks for hay-carriers, the object of our invention being to provide a metal track for hay-carriers of simple construction and adapted to be easily placed in position, removed, or adjusted, as desired.

Our invention consists in the various constructions and combinations of parts hereinafter described and claimed.

In the accompanying drawings, which form a part of this specification, Figure 1 is a perspective view of a portion of a track embodying our invention, a hay-carrier of the reversible type being shown thereon. Fig. 2 is a transverse sectional view of a track, showing the means for attaching the hangers and the means for adjusting the track to level the same in position. Fig. 3 is a plan view of the same, showing the means for joining the ends of the track-sections. Fig. 4 is a plan view of the track at the point where the carrier-stop is attached, a portion of the clamping-plates of said stop being broken away. Fig. 5 is an end view, partly in section, of the same. Fig. 6 is a side elevation view of the same, some of the parts being shown partly in section.

Like parts are indicated by similar letters of reference throughout the several views.

In the said drawings, A A represent the track; B, the carrier; C, the carrier-stop and tripping mechanism; and D, the hangers for supporting the track, as hereinafter more fully set forth.

The track A consists of two rails, *a a*, of channel iron or steel, connected together at suitable intervals by a clamping device, E, to which the hangers D are attached. The clamping device E consists of an outer U-shaped clamping or supporting piece, *b*, the projecting arms *b' b'* of which are adapted to fit in the channels of the said rails, the said U-shaped piece being formed at the bottom to receive the lower flanges of said channel-rails, as shown in Fig. 2, an inner U-shaped piece or spreader adapted to fit between the rails *a* and force them outward against the arms *b'* of the clamping-piece *b*, forming the other portion of the clamping device E. The hanger D is screw-threaded at its lower end and passes through the respective parts *b c* of the clamping device E, and is provided with adjusting-nuts *d d'*, which are adapted to draw the parts E *c* together and at the same time form means for adjusting the position of the track with reference to the said hangers as desired.

If it is desired to form the track in sections, the said sections are connected together by placing a clamping device, E, at each of the joints of the said sections, as shown in Fig. 3, the respective ends of the sections being securely held in place when the spreader *c* is inserted between the track-rails after the clamping or supporting piece *b* has been placed in position.

The carrier-stop C is secured to the rails *a a* of the tracks by providing the same with a top plate having hook-shaped flanges *e e*, adapted to extend over the bottom flanges of the track-rails, on which they are adapted to slide. Means are provided for holding the stop at any desired position along the track. This is preferably accomplished by set-screws *e'*, having suitable locking-nuts, c^3, which pass through the top plate of the stop C and bear against the bottom of the track-rails *a*. Two spreaders, c^3, are preferably used, one on either side of the stop device, the said spreaders being held in position by small bolts *c'*, which pass through the said spreaders and through ears or lugs c^2 on the stop C. It will be seen that by this construction the stop device may be readily adjusted to any desired position on the track and secured thereto.

In setting up the track as thus described the rails *a* are inserted in U-shaped pieces E and the spreaders *c* inserted between the said rails and driven or otherwise forced to position therein. In placing the stop device or intermediate hangers or clamping devices the

rails may be pressed together sufficiently to permit the flanges to engage with the U-shaped or hook-shaped pieces, after which the spreaders are inserted between the rails and hold the same firmly in position.

We have shown our invention in connection with a reversible carrier and a plug-stop. It is obvious, however, that the same may be used with any form of carrier or any desired form of stop and tripping mechanism, the parts being modified to suit the mechanism which it is desired to use. It is obvious that the device as described admits of modifications which will readily suggest themselves to the mind of a mechanic, and we do not, therefore, limit ourselves to the exact construction shown and described; but

We claim as our invention—

1. The combination, with the rails *a*, formed of channel-iron, having the top and bottom flanges on the outside thereof, of a U-shaped clamping or supporting piece having projecting arms the ends of which are formed to fit between the flanges on the said rails, and an inner spreading-piece between said rails to force the same against the projecting arms of said clamping or supporting piece, substantially as specified.

2. The combination, with the rails *a*, each provided with a lower projecting flange on the outside thereof, of an outer U-shaped clamping or supporting piece, the arms of which are adapted to rest against the outside of said rails, said projecting arms being grooved or formed to receive the lower flange of said rails and support the same, as described, and an inner U-shaped spreading-piece between said rails, substantially as specified.

3. The combination, with a track, as described, composed of channeled rails, of a stop mechanism having a top plate with hook-shaped flanges to engage the lower portion of said rails, a spreader between said rails to force the same in said hook-shaped top plate, and means for securing said flanges against longitudinal movement on the said rails, substantially as specified.

4. The combination, with a track composed of channeled rails connected together, as described, of a stop device secured to said channel-rails by hook-shaped flanges on a top plate adapted to engage with the lower part of said rails, spreaders between said rails, set-screws passing through said top plate and adapted to impinge against said rails, and means for connecting said spreaders to said top plate, substantially as specified.

In testimony whereof we have hereunto set our hands this 7th day of December, A. D. 1888.

CHARLES E. PATRIC.
RICHARD H. RODGERS.

Witnesses:
JOSHUA SCOTT,
PAUL A. STALEY.