

(No Model.)

C. A. GUTENKUNST.
TRACK FOR HAY CARRIERS.

No. 486,711.

Patented Nov. 22, 1892.

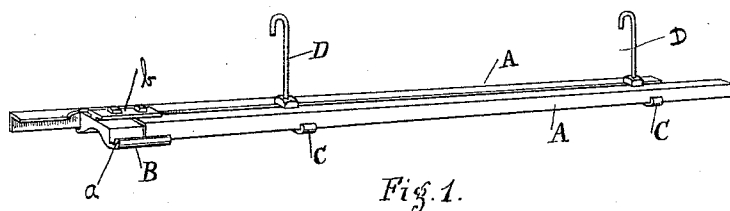


Fig. 1.

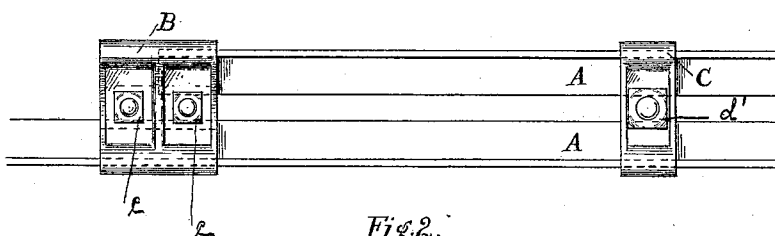


Fig. 2.

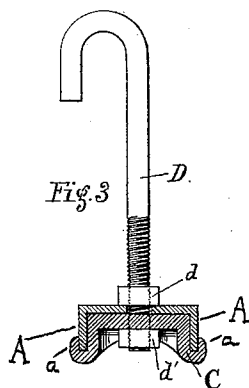


Fig. 3.

WITNESSES:

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TRACK FOR HAY-CARRIERS.

SPECIFICATION forming part of Letters Patent No. 486,711, dated November 22, 1892.

Application filed March 21, 1892. Serial No. 425,765. (No model.)

To all whom it may concern:

Be it known that I, CHARLES A. GUTENKUNST, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Tracks for Hay-Carriers, &c.; and I do hereby 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.

My invention relates to tracks for hay-carriers, &c., and will be fully described hereinafter.

In the drawings, Figure 1 is a perspective view of a portion of a track embodying my invention. Fig. 2 is a bottom view of the same. Fig. 3 is a section on line 1 1, Fig. 2.

A A are two parallel angle-bars, the horizontal flanges of which point toward each other, but are prevented from contact by one or more spacing-blocks B, which also serve as splicing-blocks that connect different lengths of angle-bars. The bars A A are also connected with each other by blocks C, through each of which the lower end of one of the hangers D passes.

The blocks B are formed with side flanges *a* and with a groove between each flange and the body of the block to receive the edge of a vertical flange of an angle-bar, and the upper portion of the block is made rectangular to conform to the angle-bars which fit on it, as shown in Fig. 1, and the joint is completed by a plate *b*, which with bolts *c* and their nuts clamp the angle-bars to the spacing-blocks, which latter are concaved to receive the nuts *c*.

The blocks C are very much like blocks B, except that each block C has a single opening for the lower end of one of the hangers D, each of which hangers is screw-threaded on

its lower end to receive nuts *d d'*, between which nuts the bars A A and a block C are clamped, as shown in Fig. 3. The adjustment of the track is accomplished by raising and lowering the nuts *d d'*—that is, if the track is to be raised the nuts *d* are turned up and the nuts *d'* act as followers—and when the track is to be lowered the operation is reversed.

The angle-bars A A serve as rails to receive the wheels of the carrier (not shown) and are solid and durable.

I am aware that angle-bars have been arranged in pairs to make hay-carrier tracks; but as far as I can find I am the first to have combined these angle-bars, as above described—that is, with the horizontal flanges adjacent and the vertical flanges on the outside. By this I put the greatest strength of the rail where the greatest strain comes, and do away with all liability of warping the rails between their supports, and thus I make a rigid track without increasing the weight of the rails.

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

In a track for hay-carriers, the combination, with separate angle-bars arranged with the edges of their horizontal flanges in proximity to each other, said horizontal flanges forming the trackway, of spacing-bars that clamp the vertical flanges and a plate and bolts for clamping the horizontal flanges onto the spacing-block.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CHAS. A. GUTENKUNST.

Witnesses:

S. S. STOUT,
W. H. RUFF.