R. B. DILLON.

POLE TRACK EXTENSION FOR LITTER CARRIERS.

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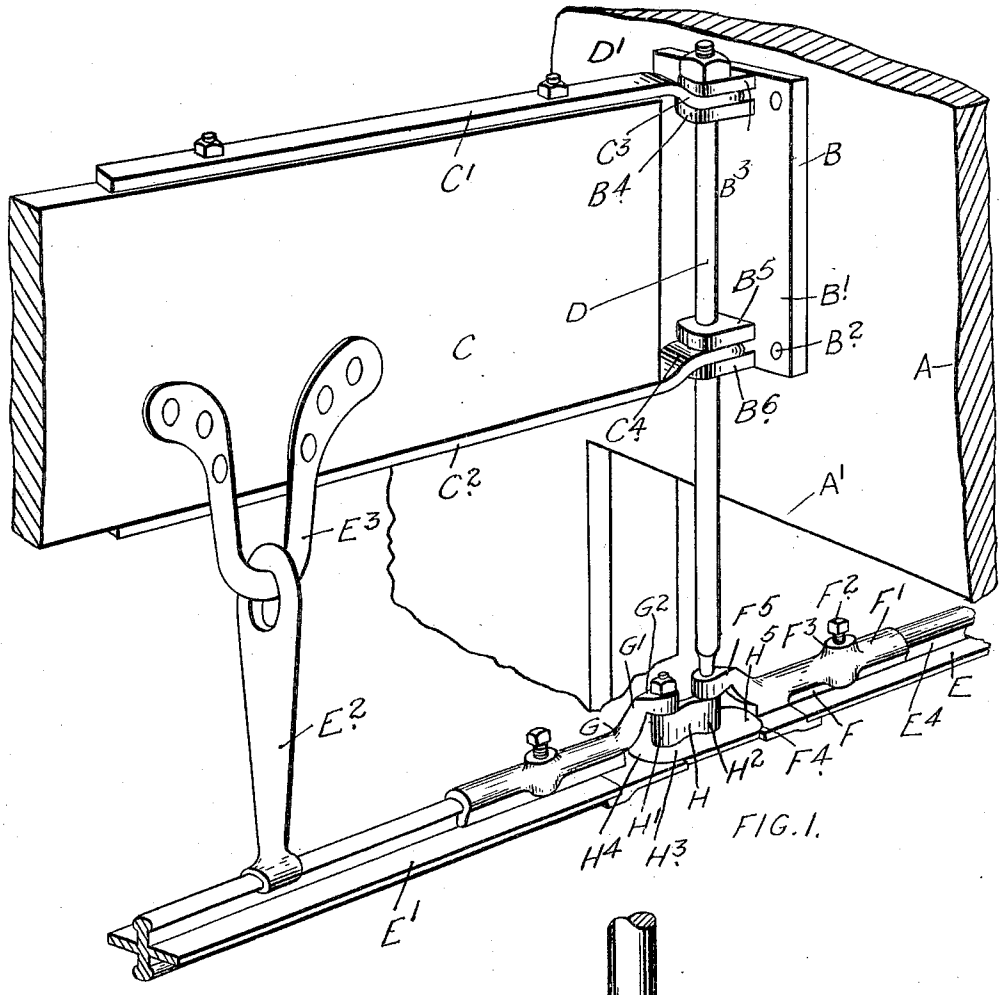


FIG. 1.

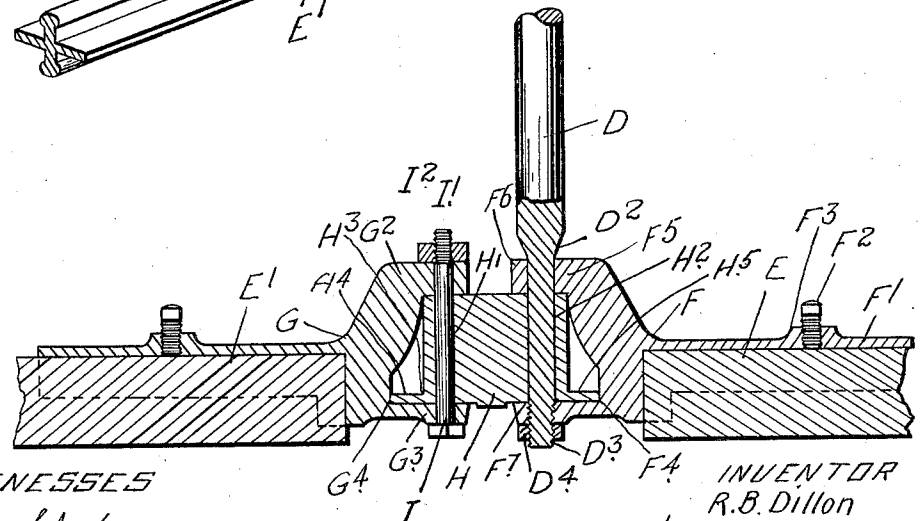


FIG. 2.

WITNESSES

Wm. A. Jordan.

C. F. Mead.

INVENTOR

R. B. Dillon

by Peter B. Fetherstonhaugh

atty.

COLUMBIA PLANOGRAPH CO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

RICHARD BURNETT DILLON, OF OSHAWA, ONTARIO, CANADA.

POLE-TRACK EXTENSION FOR LITTER-CARRIERS.

1,067,807. Specification of Letters Patent. Patented July 22, 1913.

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To all whom it may concern:

Be it known that I, RICHARD BURNETT DILLON, of the town of Oshawa, in the county of Ontario, in the Province of Ontario, Canada, have invented certain new and useful Improvements in Pole-Track Extensions for Litter-Carriers, of which the following is the specification.

My invention relates to improvements in pole track extensions for litter carriers and the object of the invention is to devise a hinged connection between the pole track and the main track which would be in vertical alinement with the hinged connection between the pole and its support and such a connection as may be swung into immediate proximity to the side of the building when not in use and it consists essentially of a pole supporting bracket having a hinge pin depending below the bracket, a hinge bracket member secured to the main track section having a vertically journal end and a semi-circular horizontal recessed end, a pole track section, a hinge bracket connected thereto having a vertical journal, and a semi-circular recess opposing the aforesaid recess, a link comprising a body portion having a pair of vertical bearings, one of the link bearings being in vertical aline with the journal portion of the main track bracket and through which the depending hinge bolt of the pole track support extends, the other hinged vertical bearing being in aline with the vertical journal of the pole track bracket, a bolt extending through the vertical journal bearing of the pole track bracket and a vertical link bearing in aline therewith and a horizontal plate forming part of the hinge bracket and having semi-circular ends fitting the semi-circular recesses of the pole track bracket and main track bracket as hereinafter more particularly explained by the following specification.

Figure 1, is a general perspective view of a portion of a pole beam, main track and pole track and hinge supporting connection between the main track and pole track. Fig. 2, is an enlarged vertical sectional view through the hinged connection between the main track and pole track.

In the drawings like letters of reference indicate corresponding parts in each figure.

A is a portion of a barn wall or other building provided with a door opening A′.

B is a pole beam supporting bracket comprising the base plate B′ secured to the wall A by bolts B^2.

B^3 and B^4 are lugs extending from the plate B′ at the upper end thereof. B^5 and B^6 are similar lugs arranged in vertical aline with the lugs B^3 and B^4 and extending from the lower end of the base plate B′.

C is the pole beam.

C′ and C^2 are straps extending along the upper and lower sides of the pole C. The inner ends of the straps C′ and C^2 are provided with lugs C^3 and C^4, the lugs C^3 extending between the lugs B^3 and B^4 of the supporting bracket B′ and the lug C^4 extending between the lugs B^5 and B^6 of the supporting bracket B′.

D is a journaled bolt extending at its upper end through the lugs B^3, B^4 and C^3 and through the lugs B^5, B^6 and C^4 intermediately of its length. The upper end of the bolt B is threaded and provided with a suitable nut D′. The lower end of the bolt D is reduced at D^2 and provided with a threaded lower end D^3.

E is the main track extending through the barn or other building and suitably hung from the roof thereof.

E′ is the pole track section connected by suitable hangers E^2 and loops E^3 to the pole beam C.

F is a bracket provided with a longitudinally sleeved portion F′ extending around the ball of the rail E and to each side of the vertical web E^4 of the rail.

F^2 is a securing set screw extending through the internally threaded boss F^3 against the ball of the rail.

F^4 is a semi-circular recessed portion located at the front end of the bracket F.

F^5 is a vertical bracket journal bearing comprising the bearing members F^6 and F^7 in vertical alinement.

G is a track bracket secured around the ball of the pole track portion E′ and similar to the bracket F hereinbefore described. The bracket G is also provided with a vertical bearing G′ comprising upper and lower bearing members G^2 and G^3, and a semi-circular recess G^4.

H is a link member comprising the vertical bearings H′ and H^2 arranged in alinement respectively with the bearings F^5 and F^7 and the bearings G^2 and G^3. The link member H is also provided with a horizontal plate portion H^3 having semi-circular ends H^4 and H^5 fitting into the semi-circular re-

cessed ends F^4 and G^4 of the bearing brackets F and G. The lower reduced end D^2 of the bolt D extends through the upper and lower bearings F^5 and F^7 and link bracket H in which it is secured by the nut D^4.

I is a bolt provided with a threaded upper end I′. The bolt I extends through the upper and lower bearings G^2 and G^3 of the pole track bracket G′ and the hinge bearing H′ of the link H and is provided with a nut I^2.

By this construction it will be seen that the center of swing of the pole track and pole beams are in vertical alinement and therefore no binding can possibly occur as the pole beam and pole track are swung from a position parallel with the wall of the building to a position at right angles to the wall of the building. It will also be seen by such a construction that the point of swing of both the pole beam and pole track being in alinement they are necessarily close to the wall of the building and, therefore, both the pole track and pole beam may be swung into a position parallel with and adjacent to the wall of the building when not in use and thus be entirely out of the way.

I am aware that there are other constructions of pole beam and pole track in which the track is swung from a position at right angles to the building to a position parallel with the building but in such construction it has been found impossible to carry the pole track into close proximity to the wall of the building and also in such construction the center of the pole track and pole is not in vertical alinement and therefore it is impossible to swing the track to an extreme incline without binding at the point of swing.

What I claim as my invention is:

1. In a litter carrier, the combination with the pole beam support and pole beam, of a main track and pole track section pivotally connected together in vertical alinement with the pivotal connection between the pole beam and pole beam support, and means for adjusting the pivotal connection between the main track and pole track vertically, as and for the purpose specified.

2. In a litter carrier, the combination with the pole beam support and pole beam, of a pivotal connection between the pole and pole beam support having a vertical bolt depending downwardly therefrom and forming the center of swing of the pole beam, of a main track section and pole track section, and pivotal connection between the main track section and pole bracket section formed by the depending end of the bolt, as and for the purpose specified.

3. In a litter carrier, the combination with the pole beam support and pole beam, of a vertical bolt forming a pivotal connection between the pole beam support and pole beam having a threaded upper end, and a nut threaded thereon and bearing upon the pole beam support, and a depending end to the bolt, of a main track section and pole track section pivotally supported and connected by the lower depending end of the bolt, as and for the purpose specified.

4. In a litter carrier, the combination with the pole beam support and pole beam, of a vertical bolt forming the pivotal connection between the pole beam support and pole beam and having a depending lower end, a main track section, a pole track section, bearing brackets secured to the main track and pole track sections and having opposing vertical bearings, the bearings of the main track bracket being supported by the lower depending end of the vertical bolt, and a link swung on the depending end of the vertical bolt between the vertical bearings of the main track bracket and a bolt extending through the opposite end of the link and through the vertical bearings of the pole track bracket, as and for the purpose specified.

5. In a litter carrier, the combination with the pole beam support and pole beam, of a vertical bolt forming the pivot point of the pole beam, a main track section, a main track bracket secured thereto having a semi-circular horizontal recessed end, and vertical bearings located concentric with such recessed end and through which the vertical bolt of the pole beam support extends, a bracket secured to the pole track section having semi-circular horizontally disposed recessed ends opposing the recessed end of the main track bracket, vertical bearings located concentric with the center of the recesses of the pole track section, a bolt extending through such vertical bearings, a link pivoted on such vertical bolt at one end and upon the main bolt of the pole beam support at the opposite end, and a plate formed integral therewith and having semi-circular ends fitting the semi-circular recesses of the main track bracket and pole track bracket, as and for the purpose specified.

RICHARD BURNETT DILLON.

Witnesses:
E. A. Lovell,
Frank G. Greatrix.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."