

(No Model.)

2 Sheets—Sheet 1.

M. E. BENSON.
ELEVATED CARRIER.

No. 476,600.

Patented June 7, 1892.

Fig. 1.

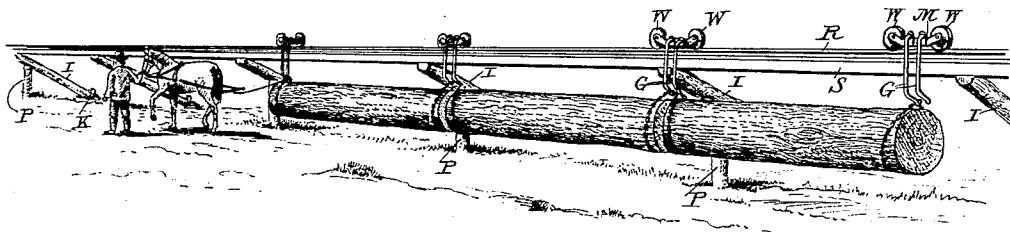
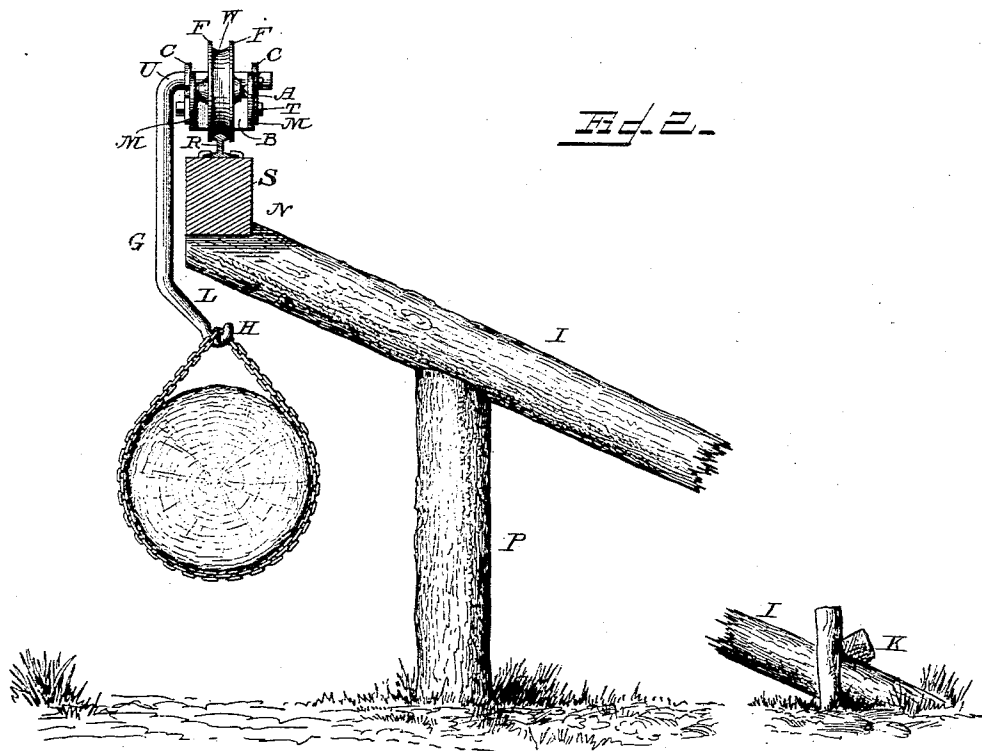


Fig. 2.



Witnesses

Chas. H. Ourand

Inventor

M. E. Benson

By his Attorneys,

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C. A. Snow & Co.

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2 Sheets—Sheet 2.

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Fig. 3.

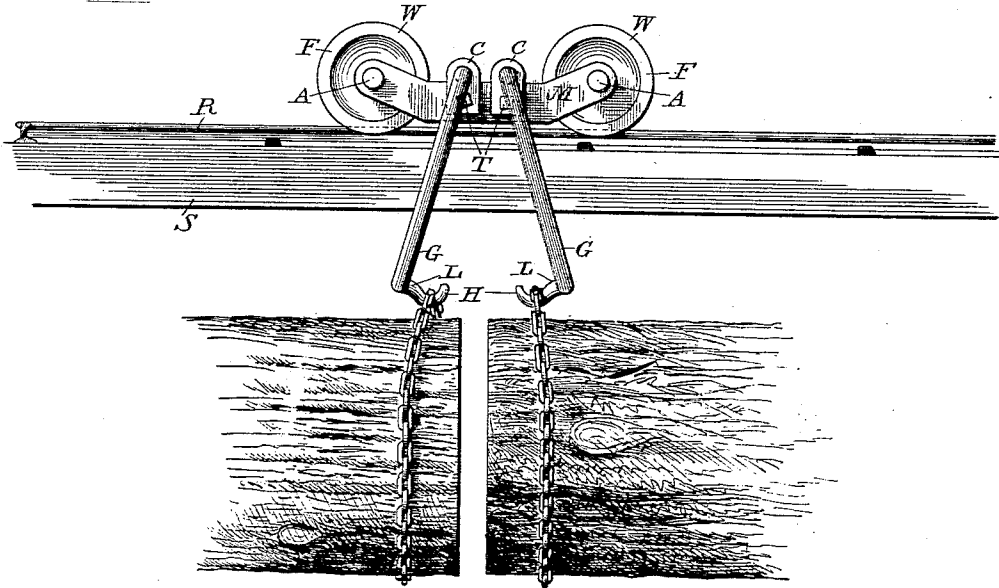
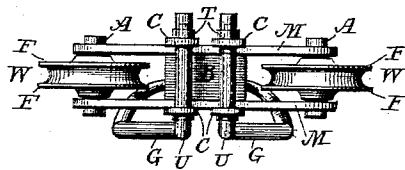


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

MARCUS E. BENSON, OF WEST PLAINS, MISSOURI.

ELEVATED CARRIER.

SPECIFICATION forming part of Letters Patent No. 476,600, dated June 7, 1892.

Application filed January 2, 1892. Serial No. 416,861. (No model.)

To all whom it may concern:

Be it known that I, MARCUS E. BENSON, a citizen of the United States, residing at West Plains, in the county of Howell and State of Missouri, have invented a new and useful Elevated Carrier, of which the following is a specification.

This invention relates to elevated carriers, and more especially to such as are adapted for carrying logs, lumber, coal, ore, and the like; and the object of the same is to provide an improved device of this character.

To this end the invention consists in the specific construction hereinafter more fully described and claimed, and as illustrated on the two accompanying sheets of drawings, wherein—

Figure 1 is a general perspective view of this improved carrier. Fig. 2 is a cross-section thereof, also giving an end elevation of the truck. Fig. 3 is a side elevation of the truck, showing how the adjacent ends of two logs are connected therewith. Fig. 4 is a plan view of the truck.

Referring to the said drawings, the letters P designate posts set in the ground about ten feet apart, and I are long inclined poles, beams, timbers, or logs, each of which rests at one end on the ground, to which it is firmly staked, as at K, passes over and rests upon the upper end of a post P, and is notched, as at N, at its other end to receive the beams or stringers S, which are secured therein by bolts, pegs, nails, or otherwise, so as to stand about four and a half feet above the ground and as nearly level as possible or with an even incline, in case the ground is hilly.

R designates steel rails secured on the upper side of the stringers, and on the track thus formed moves my improved truck. The said truck comprises two wheels W, having double flanges F and adapted to fit over the rails R. The wheels are mounted on axles A, which connect the ends of two metal plates M, and between the latter, at their centers, is firmly bolted a wooden block B by transverse bolts T. Under the heads and nuts of these bolts are clamped clip-plates C, which rise above the body of the truck.

G are pendent carriers, each of which has its upper end U turned at right angles to its

body and passed through eyes in aligned clip-plates C, while its lower end L is bent in under the track and provided with a hook H, standing directly beneath the point of support. This hook is adapted to support the load, which may be a bucket of ore or coal, but which is preferably a log, as shown, in which case chains pass around the log and over the hooks. By reason of the fact that the carriers G are pivoted in the trucks the logs can be arranged in a train, the two carriers of each truck supporting the contiguous ends of two logs, and by this arrangement when the horse or draft-animal first starts to move the train the carriers will swing and will give a yielding resistance to the draft. This will facilitate the starting of the train, as it avoids throwing the entire draft at once on the horse, as would be the case if the carriers were rigid.

The posts and poles are of rough unhewn timber or logs, while the stringers are preferably of squared lumber, their dimensions depending upon the distances apart at which the posts are set. The stringers give great strength to the track and prevent its sagging or breaking between the posts, while the employment of steel rails adds further strength. Each truck is preferably entirely of metal, except the block, which may be of wood, and the exact sizes, shapes, and proportions of parts are not material, except as hereinafter specified.

It will be noted each truck is composed of two wheels and two carriers, the latter arranged and pivoted between the wheels and disposed in divergent planes from their pivots. This arrangement provides for a free swinging movement of the carriers endwise of the trucks, insures a steady even motion without jolting, and less strain on the draft-animal.

What is claimed as new is—

1. A support for an elevated carrier-track, consisting of a post set in the ground, an inclined beam resting between its ends on said post, staked at one end to the ground and notched at its other end, and wooden stringers resting in said notches of the various beams, as set forth.

2. An elevated carrier-track consisting of posts set in the ground, inclined beams, each

resting between its ends on one post, secured to the ground at its lower end and notched at its upper end, and wooden stringers resting in the notches of the various beams, and 5 steel rails mounted on said stringers, as set forth.

3. In a lumber-carrier, the combination, with posts set in the ground, inclined beams resting at their lower ends upon and secured 10 to the ground and at their centers on the posts, wooden stringers connecting the upper ends of the beams, and steel rails mounted on the stringers, of a truck consisting of a grooved wheel and a pendent carrier pivotally supported by said wheel and having a hook at 15 its lower end, as set forth.

4. A truck for lumber-carriers, consisting of a body, grooved supporting-wheels journaled therein and adapted to move on a suitable track, clips carried by the body, and two 20 carriers, each mounted on a transverse pivot in the clips and having a hook at its lower end, as set forth.

5. A truck for lumber-carriers, consisting 25 of two metal plates connected near their ends by axles, wheels journaled on said axles, a wooden block between the wheels, clip-plates

at the sides of and having eyes above the main plates, transverse bolts passing through the clip-plates, main plates, and block, and two 30 carriers, each having a horizontally-bent upper end pivoted in a pair of said eyes and an inturned lower end provided with a hook standing directly beneath the line of the supporting-wheels, as hereinbefore set forth. 35

6. A truck for elevated carriers, comprising the body, the wheels at the ends, and two carriers pivotally mounted on the body between the wheels, substantially as set forth.

7. A truck for elevated carriers, comprising 40 the body, the wheels at the ends, and two carriers pivotally mounted on the body between the wheels and disposed divergently from their pivots and provided with inwardly-facing hooks at their lower ends, substantially 45 as set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

MARCUS E. BENSON.

Witnesses:

W. E. GILLESPIE,
GEO. I. WILLIAMS.