

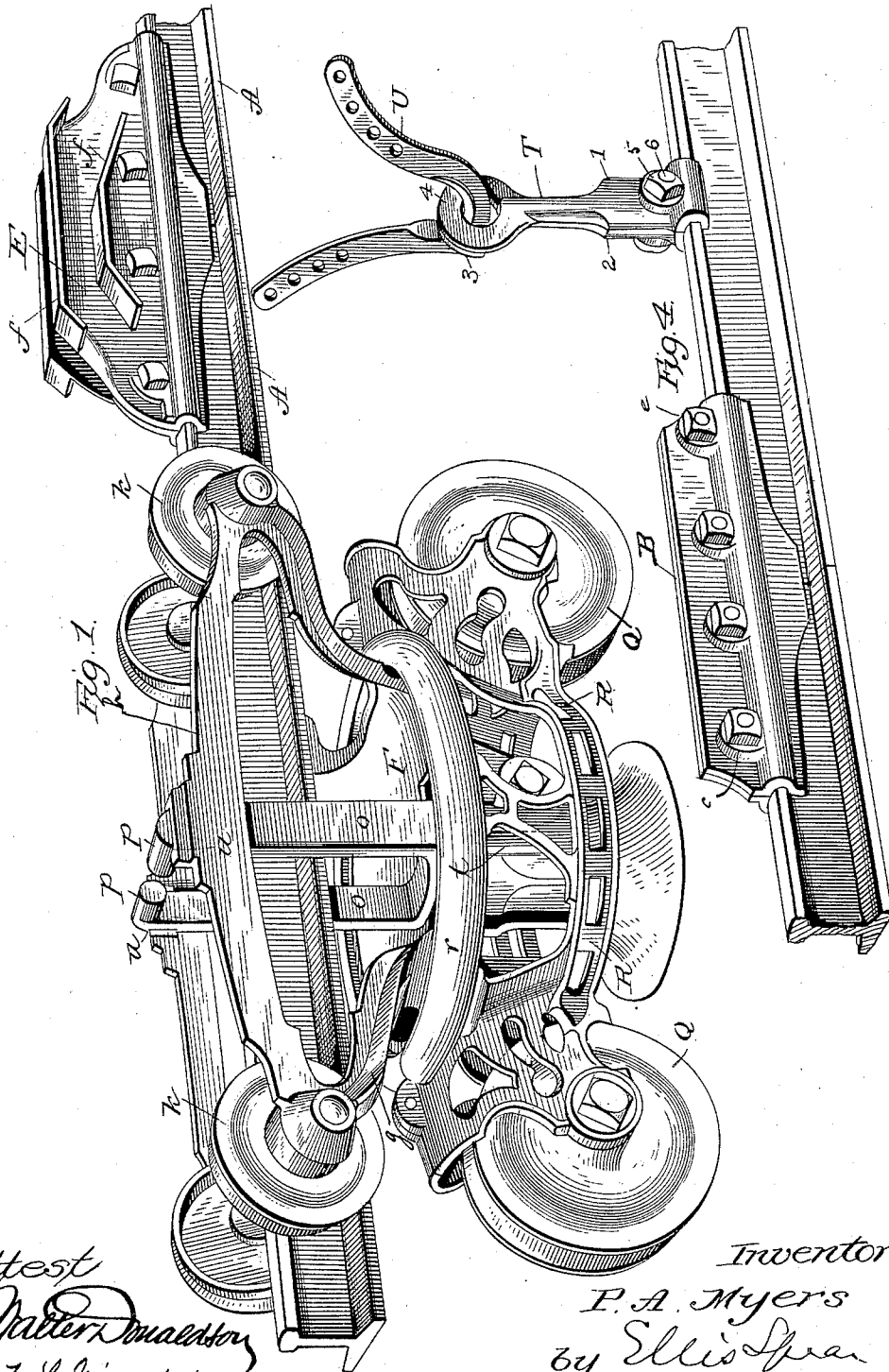
(No Model.)

2 Sheets—Sheet 1.

P. A. MYERS.  
HAY CARRIER AND TRACK.

No. 466,616.

Patented Jan. 5, 1892.



Attest  
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Inventor  
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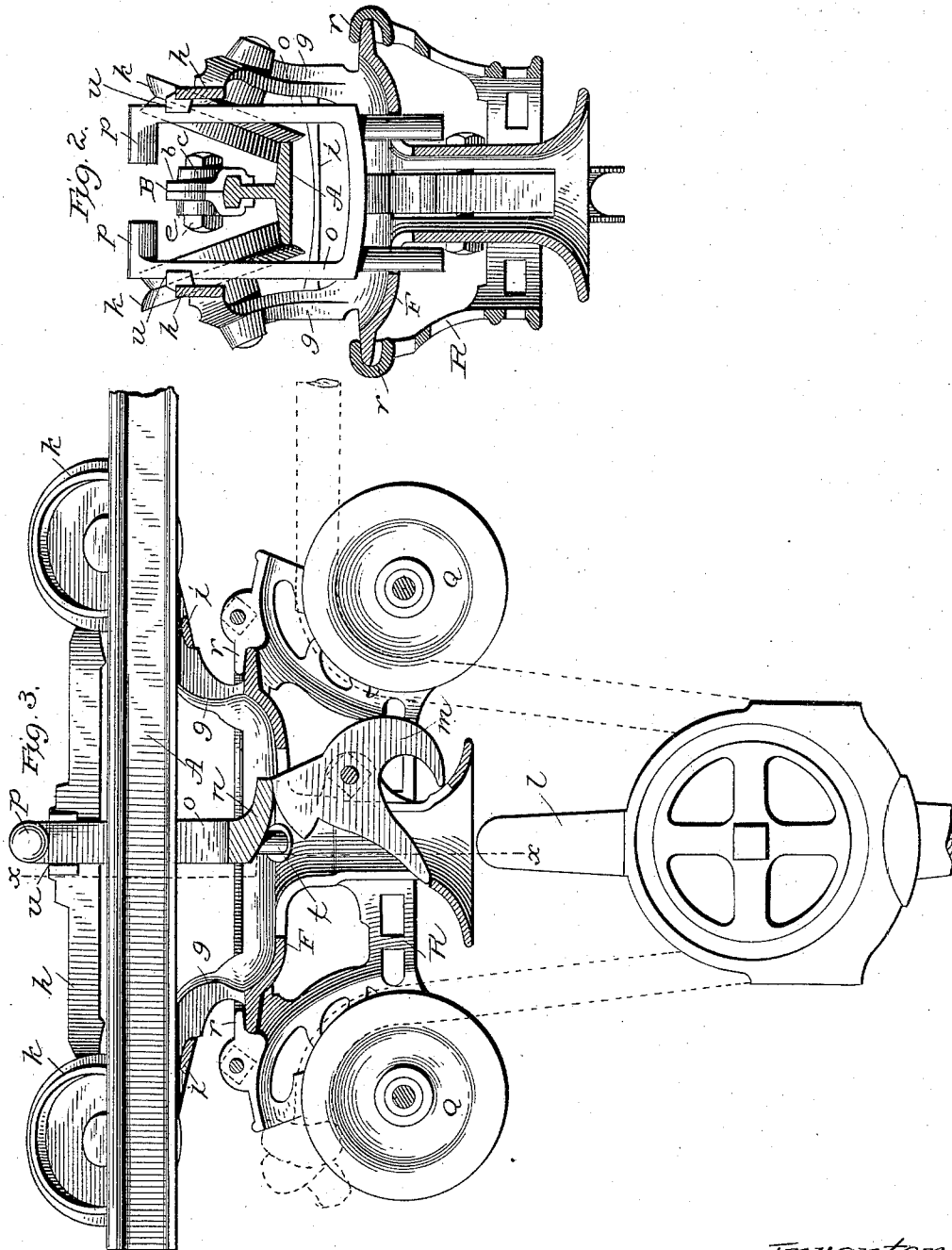
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HAY CARRIER AND TRACK.

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Patented Jan. 5, 1892.



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# UNITED STATES PATENT OFFICE.

PHILIP A. MYERS, OF ASHLAND, OHIO.

## HAY-CARRIER AND TRACK.

SPECIFICATION forming part of Letters Patent No. 466,616, dated January 5, 1892.

Application filed April 8, 1891. Serial No. 388,177. (No model.)

*To all whom it may concern:*

Be it known that I, PHILIP A. MYERS, a citizen of the United States of America, residing at Ashland, in the county of Ashland and State of Ohio, have invented certain new and useful Improvements in a Hay - Carrier and Track, of which the following is a specification.

The invention which is the subject of the foregoing petition relates to hay-carriers of that class in which the track is composed of rail-sections having a central vertical web, and horizontal flanges on the lower edge thereof, upon which the wheels of the carrier run, the sections of the rail being united by clamps or splice-pieces applied to the upper edge of the web, and the whole track being suspended by suspending devices connected to a web, also at its upper edge. The carrier in its general form and general features of construction is substantially the same as those of its class heretofore well known. I have modified this general form of hay-carriers in some important details of construction, whereby I have adapted it to run upon the lower horizontal flanges of an iron or steel track by wheels bearing directly upon said flanges without interfering with the fastening devices by means of which the track is suspended, or with the splice-piece, or with the stop or knocker. In connection with this construction of the track and the carrier, I have arranged a knocker upon the upper side of the track and made up of such form that it may be applied at any point on the track, or may serve as a splice-piece if it happen to be located at the junction of two sections of rails, and in connection with this I have provided an extension of the dog which holds up the hook on which the pulley-block is suspended, the said dog-extension being carried around the rail to a point above where it moves in the path of the cam track on the knocker. The object sought in this class of tracks is to provide a construction such that the sections may be united, the suspending devices applied, and the stop or knocker located at any desired point without requiring cutting, punching, or any kind of machine-work when the track is put up. While therefore my in-

vention includes some special details of the splice-pieces and stop, its main features are in the special adaptation of carrier to this form of track and its connections, and in a releasing device above the track, the construction and arrangement of the knocker or releasing device on the upper edge of the track, and a construction and arrangement of the dog extension or extensions whereby the dog may be operated from a point near the track.

My invention is shown in the accompanying drawings, in which—

Figure 1 is a perspective view of the carrier and the section of the track. Fig. 2 shows a transverse vertical section on line *x x* of Fig. 3. Fig. 3 shows a vertical longitudinal section through the carrier. Fig. 4 shows in perspective parts of two rails united by a clamp and provided with a suspending device.

In the drawings, the sections of the track are represented at A A. They are in the general form of an inverted-T iron, horizontal flanges being below and the central web vertical; but the web has upon its upper edge narrow horizontal flanges, so that the rail resembles an ordinary railroad-rail. The splice-pieces are shown at B, Figs. 2 and 4. They consist of two parts, which are duplicates of each other, each part consisting of a plate *b*, having perforated bosses *c*, while the lower edge is formed with a curved flange adapted to fit around and snugly underneath the narrow flange on the upper edge of the web. When these splice-pieces are in place, the perforations through the bosses and plates register and the plates are clamped upon the flanged head by bolts and nuts *e*. This forms a secure and rigid splice-piece, no part of which projects far laterally, and the vertical plates give sufficient resistance to vertical strains. The knocker, which acts in the ordinary manner to release the load, is shown at E. The lower part of this knocker, which clamps the upper edge of the web, is formed exactly like the splice-piece just above described. The upper part of each half is raised and is provided with cam-faces on the outer face, these cam-faces being shown at

*f*. They are adapted to lift the dog which holds the hook and thus to relieve the load. These cam-faces are the same on each side, being preferably in duplicate, but have the same incline at each end, so as to operate on the carrier moving in either direction. The body of the carrier has a concave plate *F*. From this arms *g* extend upward, two on each side. These are connected at their upper ends by side bars *h*, and each pair in front and rear is provided with a cross-bar *i*, extending from arm to arm closely underneath the track to take up the lateral strain upon the arms and retain the carrier in place.

15 The upper ends of the arms *g* carry wheels *k*, which are provided with flanges and with treads formed in the section of a cone, the greater diameter being on the inner side. The wheels are arranged at an inclination

20 from the vertical plane, being inclined outward, so that while the treads bear upon the edges of the flanges the upper parts avoid the connections applied to the upper parts of the rails. The plate has the usual opening

25 below, with the trumpet-shaped mouth for receiving the upper end or eye of the pulley-block. It is provided in the throat with a hook, which engages the loop *l* of the said block. This hook is shown at *m* and is of ordinary

30 construction in its general form. It is held when in place to support the block by the vertical sliding dog *n*. This dog is provided with an arm or arms *o*, which extend laterally and vertically by the side of the rail to a position

35 above it, and the upper ends are provided with inwardly-extending prongs *p*, which engage with the cam-tracks of the stop, whereby the dog is lifted to release the catch and the load. I have also provided guide-fingers *t*, which

40 extend directly downward through holes in the plate, and these serve to guide the lower end or ends of the arm or arms *o*. The upper ends of these arms are guided in the side bars *h*, between lugs formed thereon, as shown at

45 *u*. I have shown the arms *u* in duplicate; but I do not limit myself to this duplicate form. It is essential that the connection between the dog and the releasing devices be carried around the rail and extending so as to be in

50 contact with the knocker. The pulleys *Q*, over which the hoisting-rope runs, are mounted one in each end of a skeleton frame *R*. This frame is made in two parts divided longitudinally, and has on its upper edge an annular rim *r*, which fits over the circular edge of the plate. The rope is thus reversible by the

55 turning of the pulley-frame on the body of the carrier.

The pulley-frame and the body of the carrier, as well as the splice-pieces and stops, may be made of malleable iron.

The construction operates in its main features as other carriers of this class; but the arrangement of the knocker upon the upper

65 part of the rail produces one very important result in the putting up of the apparatus. If

the knocker is attached to the under side and it is necessary to locate it when the track is put up, machine-work is required upon the rail in order to attach the knocker.

The suspending clamp *T* is formed of two parts 1 and 2, which are alike, except that the hooks 3 and 4 are reversed to each other. The lower end of each is formed to clamp the upper edge of the web and the two parts are held by a bolt 6 and nut 5. The hooks are first adjusted, as upon the bracket *U*, and then the lower ends clamped upon the rail, and the bolt and nut hold the whole securely.

I claim as my invention—

1. A track for hay-carriers, comprising a rail having a vertical web and lower side flanges, a knocker fixed to the upper edge of the web, combined with a carrier having wheels arranged to run on the side flanges and having a catch for the pulley-block, a dog for the catch, and an arm extending upwardly by the side of and above the track and formed upon its upper end to engage with the cam-faces on the knocker, substantially as described.

2. In combination with a track composed of rails having a vertical web and horizontal flanges, a knocker composed of two parts, each having a flange on the lower edge clamped upon the upper edge of the web and having also a cam-face, a carriage fitted to move on the way, and means for releasing the load, operated by the cam-face, substantially as described.

3. In a carrier, a circular plate *F*, having the wheel-supporting arms extending upwardly therefrom and the trumpet-extension projecting downwardly from the central part, the dog, the catch device for the pulley-block, the knocker on the track, and the vertical arms *o*, having extensions guided through openings in the circular plate *F*, substantially as described.

4. The combination, in a carrier, of the circular plate having the wheel-arms formed therewith, the trumpet-extension, the catch device for the pulley-block, the track and knocker, the dog *n*, the vertical arms *o*, and the side bars *h*, formed with the wheel-arms and plate, said bars having guides for the arms *o*, substantially as described.

5. In a carrier, in combination with the wheels and the swiveled frame carrying the pulleys, the supporting-frame formed from a single casting and including the horizontal plate *F*, the wheel-arms *g*, the rigid central trumpet-extension, the side bars *h*, and the cross-bars *i*, substantially as described.

6. In combination with the track having lower horizontal flanges and a knocker on its upper edge, a carrier adapted to run upon its flanges, said carrier being provided with a catch and dog, and an arm connected with the dog and extending upward and around the track and adapted to engage with the cam on the knocker, substantially as described.

7. In a carrier, a circular plate having arms  
on which the wheels are mounted, a lock and  
trip mechanism surrounding the track, adapt-  
ed to engage a stop or knocker secured to the  
5 upper portion of the track, and the annular  
frame on the circular plate, provided with pul-  
leys, substantially as described.

In testimony whereof I affix my signature in  
presence of two witnesses.

PHILIP A. MYERS.

Witnesses:

F. B. KELLOGG,  
W. O. McDOWELL.