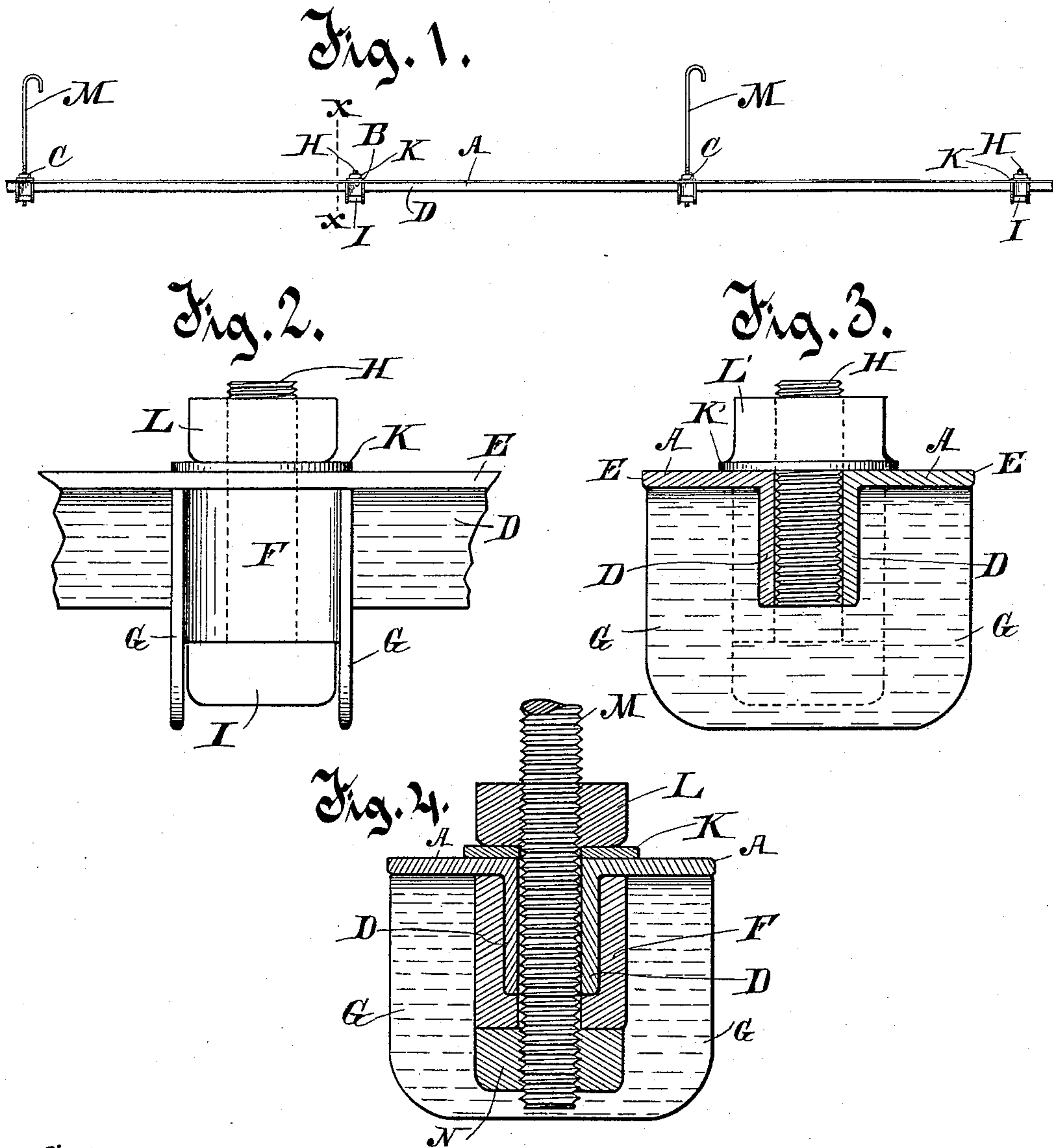


(No Model.)

M. G. GROSSCUP.
HAY CARRIER TRACK.

No. 397,124.

Patented Feb. 5, 1889.



Witnesses.

A. Keeney,
Rena Faust.

Inventor.

Marion S. Grosscup
By Edwin P. Benedict
Attorneys.

UNITED STATES PATENT OFFICE.

MANIAS G. GROSSCUP, OF MILWAUKEE, WISCONSIN.

HAY-CARRIER TRACK.

SPECIFICATION forming part of Letters Patent No. 397,124, dated February 5, 1889.

Application filed October 30, 1888. Serial No. 289,528. (No model.)

To all whom it may concern:

Be it known that I, MANIAS G. GROSSCUP, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented new and useful Improvements in Hay-Carrier Tracks; and I do hereby declare the following to be a full, clear, and exact description of said invention, reference being had to the accompanying drawings, and to the letters or figures of reference marked thereon, which form a part of this specification.

My invention is in the novel features hereinafter to be distinctly claimed, and relates to that class of hay-carrier tracks in the construction of which two parallel rails of angle-iron are used, my device being intended and adapted for strengthening, holding in position, and supporting such rails by means of a device which is light in weight, but which is so formed and constructed as to have the greatest amount of strength possible, in combination with the greatest capability for strengthening, staying, and supporting the rails.

In the drawings, Figure 1 is a perspective view of a portion of a carrier-track constructed with angle-irons having my improved clamping and supporting blocks in connection therewith. Fig. 2 is an enlarged side elevation of my newly-improved device in the form as used and shown at B of Fig. 1. Fig. 3 is an end view of the same device slightly modified, the rails being in vertical transverse section on line X X of Fig. 1. Fig. 4 is a vertical central transverse section of the device in the modified form shown at C of Fig. 1.

The same letters refer to like parts in all the views.

Two bars of angle-irons, A A, are placed near to and parallel with each other, having one flange of each, D D, projecting downwardly and placed opposite to each other, and having their other flanges, E E, projecting outwardly in opposite directions, forming a track, on the outer upper surfaces of which the wheels of the carrier are intended to travel. The clamping and supporting block is a U-shaped band, F, integral with which, at its ends, are the flanges or wings G G, extending outwardly at right angles thereto. A bolt, H, having a head, I, passes upwardly through an aperture therefor in the central

part of the band F, between the sides of the band and between the downwardly-projecting flanges D D of the angle-irons, and a washer, K, is placed upon and about the bolt above the angle-irons and bearing on their upper surfaces, and a nut, L, is put on the bolt and turned down against the washer, whereby the band F is held up firmly to and against the lower edges of the downwardly-projecting flanges D D. The sides of the band F are only so far apart as to admit easily within them the downwardly-projecting flanges D D of the angle-irons and the bolt H, so that when these downwardly-projecting flanges D D and the bolt H between them are in position within the band F the angle-irons will be held steadily in place against any lateral movement therein. The depth or vertical length of the sides of the band F on their inner surfaces is equal to the width of the flanges D D, so that when the outer edges of the flanges D D rest on the inner surface of the band F on its bottom the lower surfaces of the outwardly-projecting flanges E of the angle-irons will also rest on the top or outer edges of the sides of the band F and be supported thereby. The wings G G, projecting outwardly from the band F at its ends, also extend upwardly as far as the sides of the band F and outwardly preferably as far as the width of the outwardly-projecting flanges E E, and these flanges E E rest upon the tops of the wings G G and are strengthened and supported thereby, thus providing against any twisting or depression or yielding of the track under the weight of the carrier traveling thereon. By this mode of construction it will be seen that the clamping and supporting block is, by means of the bolt H and the washer K and nut L thereon, held rigidly to the angle-irons A A, and the angle-irons are thereby held fixedly in position with reference to each other and against any separate tilting or twisting movement. For the purpose of suspending the track in a barn or elsewhere the hooks M M are provided, which have long shanks, which shanks at their lower ends are screw-threaded for a sufficient distance to receive thereon a nut, N, intended and adapted to serve as a head for the shank of the hook in the place of the head I of the bolt, the shank of the hook being used for

and in the place of the bolt, receiving thereon the washer K and nut L in the same manner as they are placed and used on the bolt H. As many of these hooks may be used with the
5 blocks as are necessary to properly support the track, and as many of the blocks, with bolts H in the form shown at B, may be used between the hooks as may be deemed necessary to properly strengthen and support the
10 track. By using these blocks the angle-irons are not only held firmly in position and also greatly strengthened and supported under the flanges which support the weight of the carrier, but also the entire strength of the an-
15 gle-irons is preserved, since no apertures are made through them for inserting bolts or any similar devices. The washer K serves for a bearing between the angle-irons A A and the nut L; but a nut alone—preferably like the
20 one, L', shown in Fig. 3, having an enlarged face, K'—will be sufficient to accomplish all that is required of the nut and washer, and, in fact, a washer K is not a requisite of the construction, but is only a convenient and cheaper
25 means for obtaining a broad bearing on the angle-irons than a large nut or a nut with an enlarged face would be.

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination of a clamping and sup- 30
porting block consisting of a U-shaped band having two wings, one at each end, each of which wings projects outwardly laterally from the body of the band as great a distance as
35 the lateral width of the flange of the rail resting thereon, with two parallel angle-iron rails, one flange of each of which rails is within and the other upon the end of such band and the wings projecting therefrom, and a bolt
40 and nut whereby the angle-iron rails are secured rigidly to the block, substantially as described.

2. The combination of two angle-iron rails located at a distance apart but parallel to each other, with a U-shaped block within 45
which the two downwardly-projecting flanges of the angle-irons are received, and a bolt and nut whereby the block is clamped to the an-
50 gle-irons, the bolt being inserted through the band and between the angle-irons, substantially as described.

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

MANIAS G. GROSSCUP.

Witnesses:

C. T. BENEDICT,
JAS. B. ERWIN.