

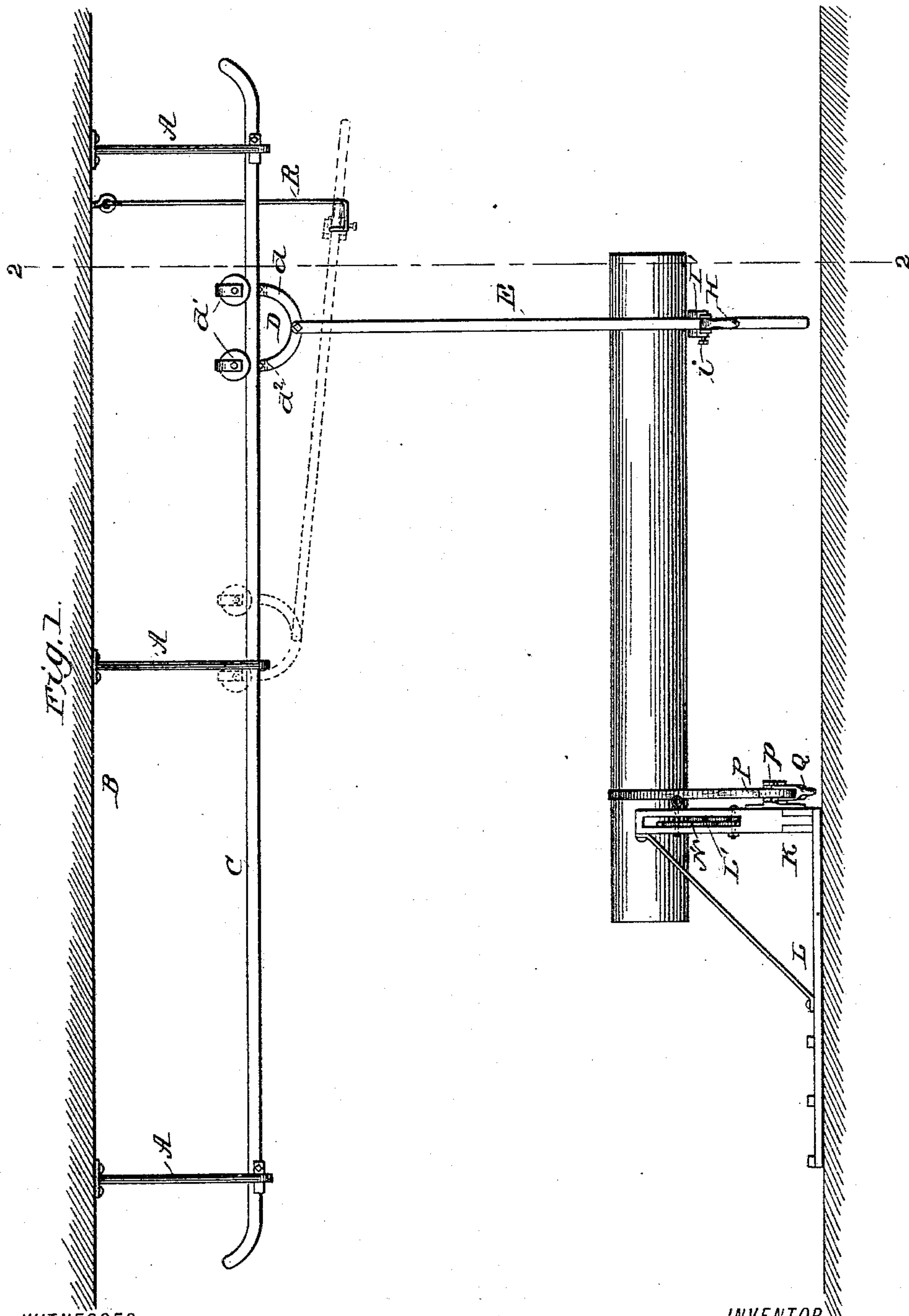
(No Model.)

2 Sheets—Sheet 1.

H. W. PETERSEN.
PIPE CARRIER.

No. 414,443.

Patented Nov. 5, 1889.



WITNESSES:

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Fred G. Dieterich

W.D. Blondel.

INVENTOR

H. W. Petersen

BY

Miss L

ATTORNEY

(No Model.)

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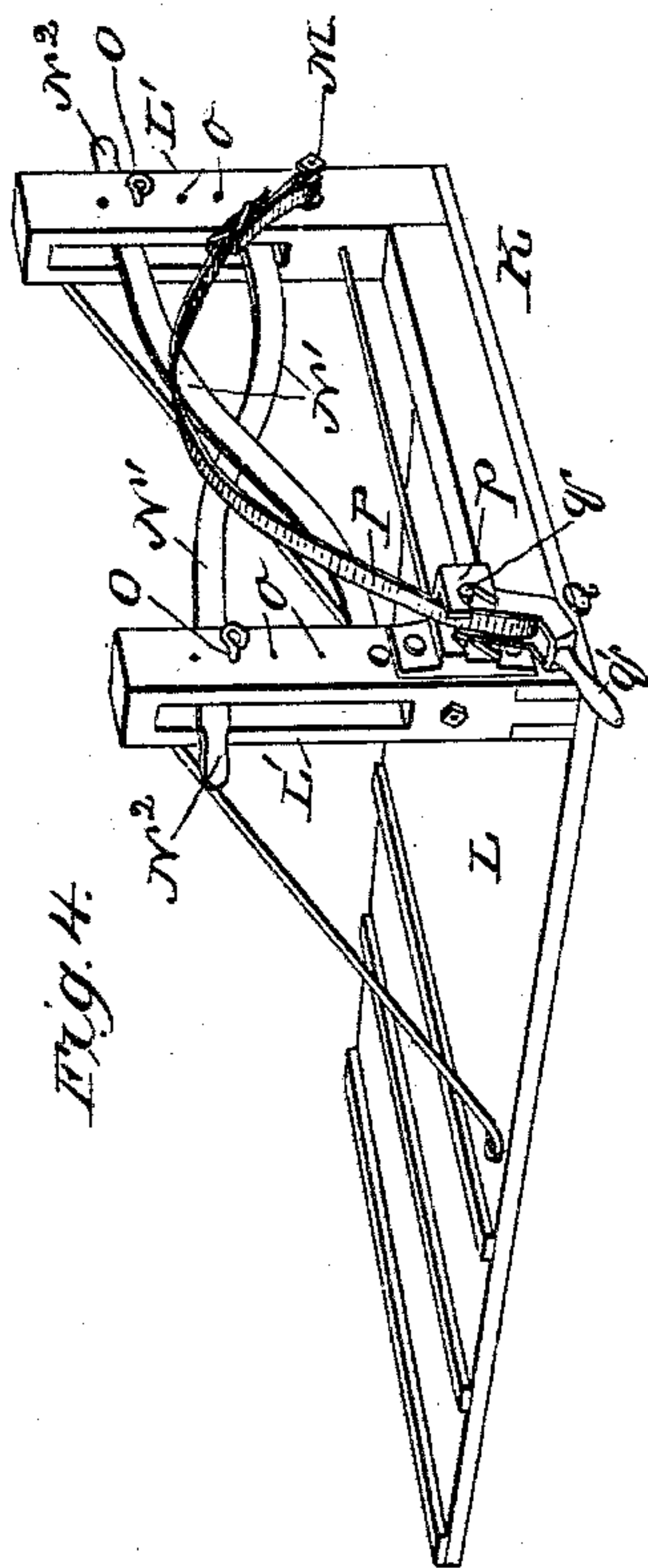


Fig. 4.

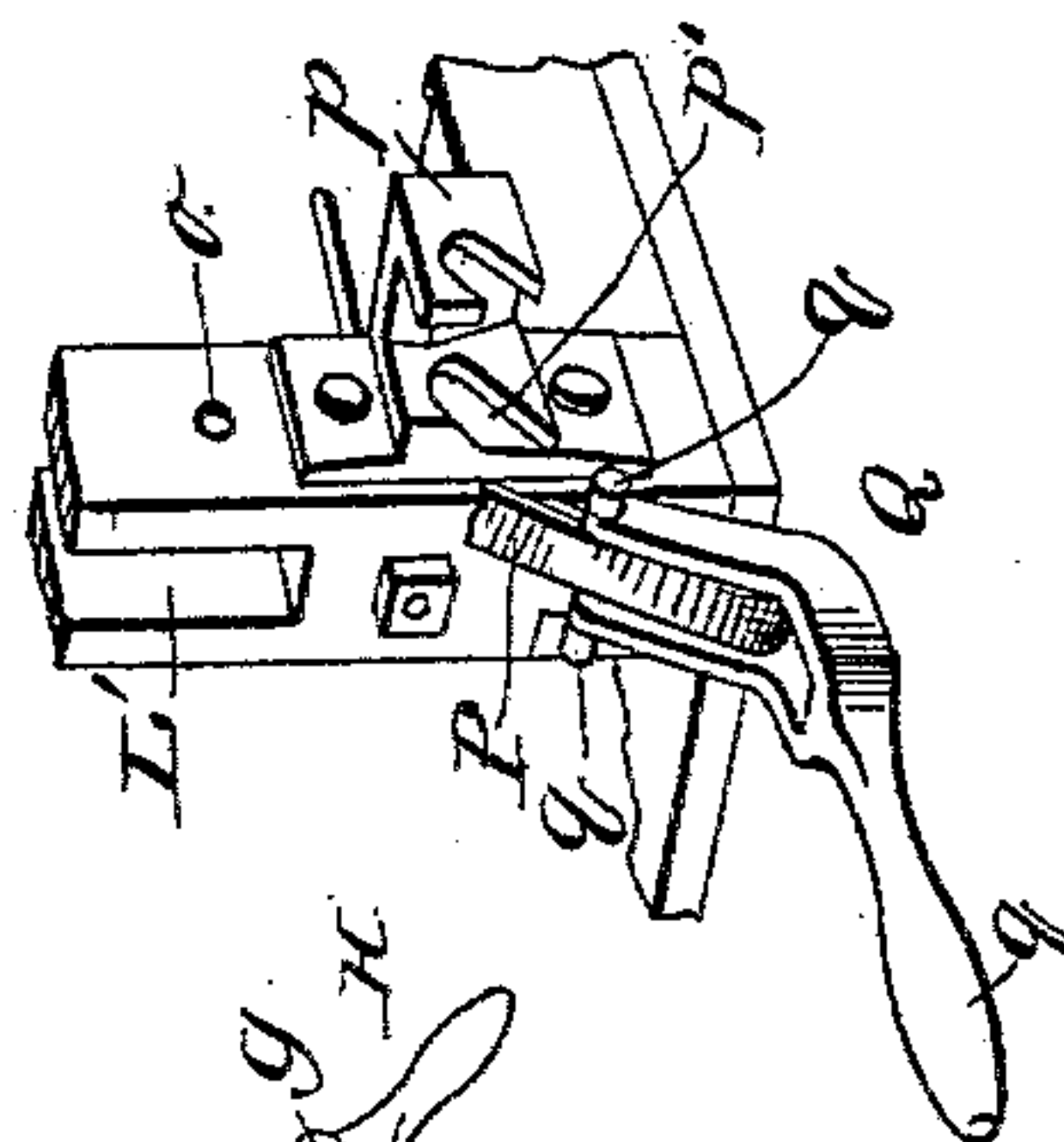


Fig. 5.

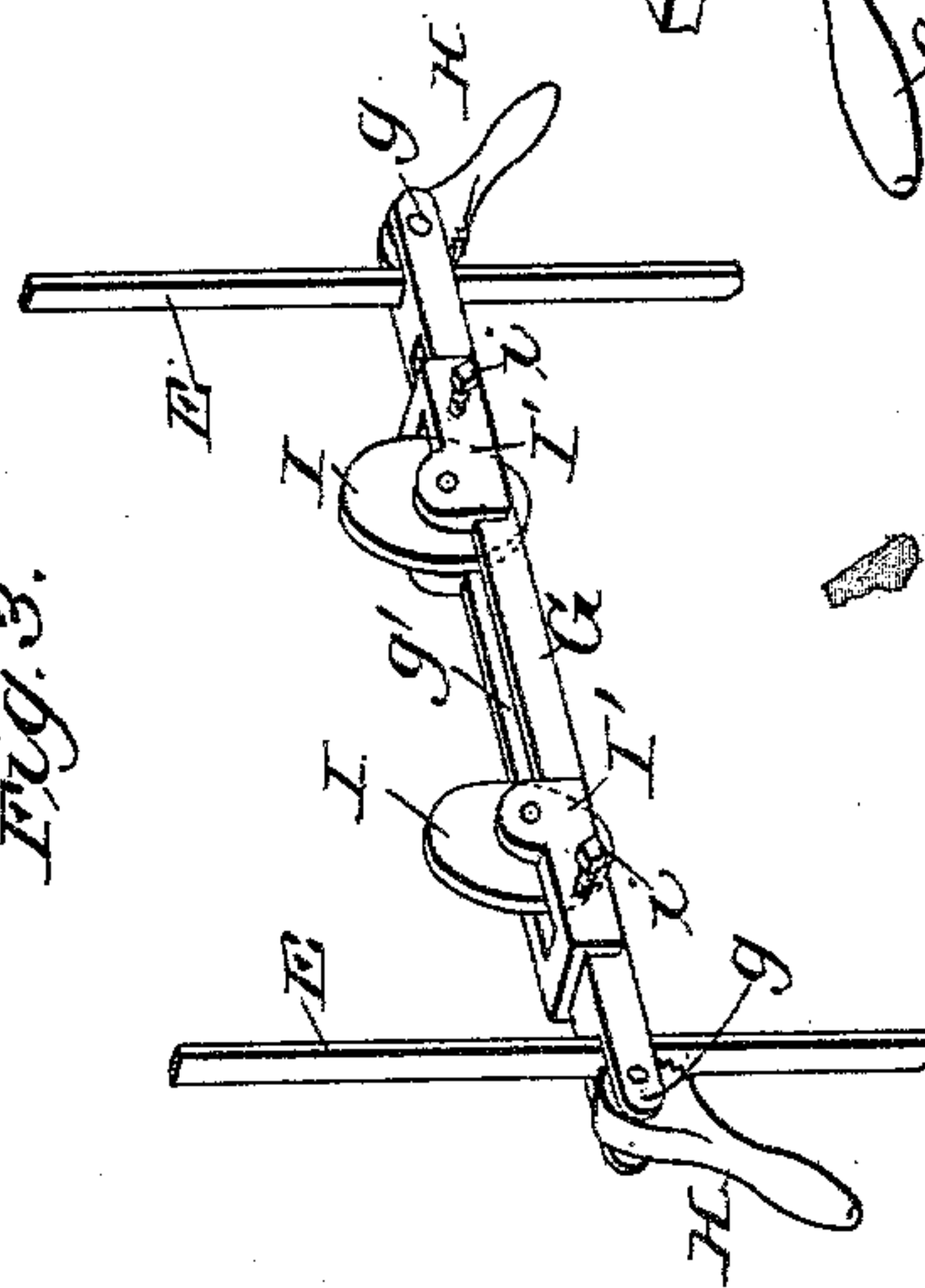
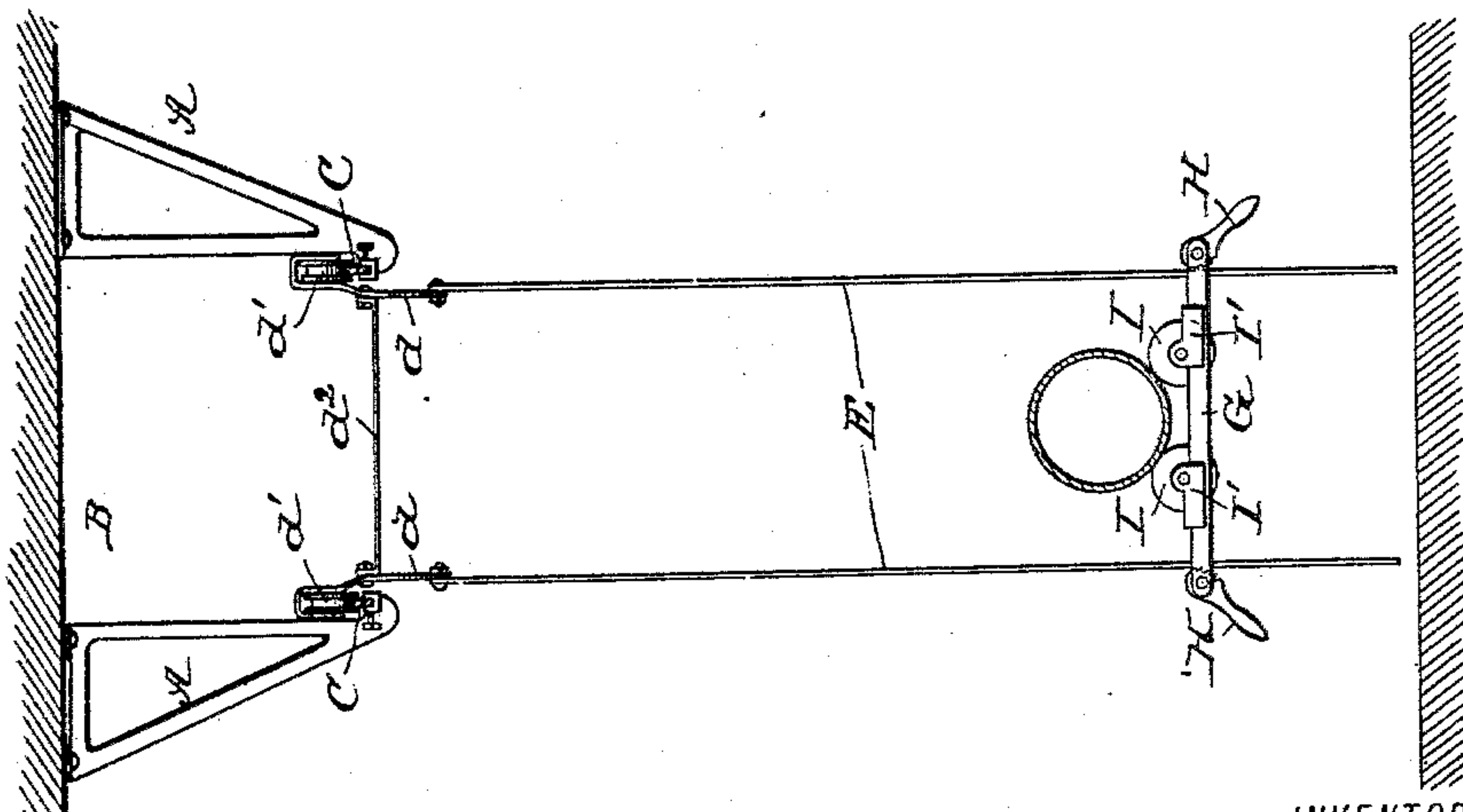


Fig. 3.

Fig. 2.



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UNITED STATES PATENT OFFICE.

HENRY W. PETERSEN, OF APPLETON, WISCONSIN.

PIPE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 414,443, dated November 5, 1889.

Application filed July 9, 1889. Serial No. 316,966. (No model.)

To all whom it may concern:

Be it known that I, HENRY W. PETERSEN, residing at Appleton, in the county of Outagamie and State of Wisconsin, have invented certain new and useful Improvements in Pipe-Carriers, of which the following is a specification.

The object of my invention is to provide a new and improved carrier especially designed for conveniently holding pipe or other articles to be welded or brazed in the fire of a furnace, and then running the pipe from the fire to the stake or anvil convenient for welding, brazing, riveting, soldering, or putting the pipes together.

My invention consists of an overhead track, on which travels a truck supporting rods connected near their lower ends by a cross-piece, on which the pipe rests.

My invention further consists in certain novel features of construction and peculiar combination of parts, all of which will hereinafter be fully described in the annexed specification, and then be pointed out in the claims, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of my improvement, showing in dotted lines the carrier swung up out of the way. Fig. 2 is a transverse vertical section of the same, taken on the line 2 2, Fig. 1. Fig. 3 is a detail perspective view of the lower end of the carrier. Fig. 4 is a perspective view of the pipe-holder; and Fig. 5 is a detail view, hereinafter referred to.

In the accompanying drawings, A indicates a series of depending brackets secured to the ceiling B, upon which are supported the parallel track-rails C C, on which is mounted to travel the truck D, which consists of U-shaped brackets d d , provided with traveling pulleys d' d' , and which are connected by suitable cross-bars d^2 d^2 , as shown. Pivotaly secured at their upper ends to the brackets d d of the truck are two downwardly-extending bars E, which are connected with each other by a vertically-adjustable cross-piece G. The cross-piece G is provided with recessed ends g g , in which fit the bars E, and which are held in any vertical adjustment by means of cam-levers H, pivoted between the outer ends of said ends g g , and which serve to hold said bars E in frictional contact with the bar G. The central portion of said bars is pro-

vided with an elongated slot g' , in which are held to travel friction-rollers I I, journaled in adjustable sliding boxes I' I', which embrace the bar G and are held in position by the adjusting-screws i i , as most clearly shown in Fig. 3 of the drawings. By this construction it will be seen that the cross-piece G can be readily adjusted vertically on the rods E to any desired position, and that the friction-rollers I I can also be readily adjusted to or from each other, as the size of the pipe to be supported may require.

In order to conveniently hold the pipe in place on the carrier and to turn the said pipe, I employ a holder or clamp K. (Illustrated in detail in Figs. 4 and 5 of the drawings.) By reference to said figures it will be seen that said holder is formed of a suitable base or platform L, at one end of which are supported two slotted standards L' L', in which are pivoted one end of S-shaped rods N' N', respectively extending in opposite directions through the slotted standards, each being provided at their outer ends with a suitable handle N². The ends of said rods can be swung up or down in their respective slotted standards and held in place by pins O O, held in said standards in one of a series of vertically-arranged apertures o o , formed in the said standards, as shown.

On a stud M, projecting from the front face of one of the standards L, is secured one end of a strap P, of leather or other suitable material, connected at its other end with an angle-lever Q, fulcrumed in a suitable bearing-box p , secured to the outer face of the opposite standard L, as clearly shown in Fig. 5 of the drawings. By reference to said figure it will be seen that I form the box p with one of its sides open and provide the same with diagonally-arranged slots p' p' , in which are adapted to fit lateral pivot projections q q , formed on the lever. In practice, when the strap is placed over the pipe, the pivots fit in said slots, and by depressing the lever until the same passes the center the tension on the strap will tend to hold said lever tightly in position. By this construction the lever can be quickly detached from the bearing-box when desired.

The lever Q is provided with a handle q , for swinging the lever Q up or down to tighten or loosen the strap P whenever desired.

The operation of my improved device is as

follows: When one end of the pipe is supported on the friction-rollers I I on the cross-piece G, the other end is passed over the arms N' N', so that the lower end thereof is supported thereon. Now as the operator moves the lever Q downward the strap will tighten on the pipe and be securely held in place on the holder K, thereby securely holding the pipe in the desired position on the carrier and holder. The operator then stands on the base or platform L, and can easily attach another joint of pipe on said pipe. After connecting the pipes the lever Q is thrown back, thereby loosening the strap P and leaving the pipe free to be moved backward or forward to stake or fire, as the occasion may require.

Pivotaly secured to the ceiling, near one end of the track, is a depending hook R, which will catch under the cross-piece G and support the carrier when it is desired to move the same out of the way, said carrier being shown swung up in dotted lines in Fig. 1.

While I have shown and described a double track and a double set of supporting-rollers, it is manifest that but a single track might be employed with one or more supporting-rollers.

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

1. A pipe-carrier comprising an overhead track, a truck traveling on said track, vertical arms supported on said truck, and a cross-piece held adjustably in the lower ends of said arms, on which the pipe is adapted to rest, substantially as shown and described.

2. A pipe-carrier comprising an overhead track, a truck traveling on said track, vertical arms pivoted at their upper ends to said truck, a cross-piece held adjustably in the lower ends of said arms, said arms and cross-piece adapted to be swung up out of the way, and a catch for holding said arms and cross-piece up out of operative position, substantially as and for the purpose described.

3. A pipe-carrier comprising an overhead track, a truck traveling on said track, vertical bars supported on the said truck, and a cross-piece held adjustably in the lower ends of said bars and provided with friction-rollers on which the pipe is adapted to rest, substantially as shown and described.

4. In a pipe-carrier, the combination, with an overhead track, a truck traveling on said track, and vertical bars connected to and depending from said truck, of a cross-piece adjustably held to the lower ends of said bars, friction-rollers journaled in said cross-piece, said rollers adapted for lateral adjustment to or from each other on said cross-piece, and means for holding them in adjusted positions, substantially as and for the purpose described.

5. In a pipe-carrier, the combination, with

an overhead track, of a truck held to travel on said track, bars secured to said track and extending downward, a cross-piece secured to the lower ends of the said bars, and friction-rollers mounted to travel on said cross-piece and adapted to support a pipe, substantially as shown and described.

6. The combination, with a pipe-carrier, substantially as described, of a clamp for securely holding in place the pipe supported by said carrier, substantially as and for the purpose shown and described.

7. The combination, with a track and a truck mounted to travel on the same, of vertical bars supported on the said truck, a cross-piece held on the lower end of the said bars, friction-rollers supported in the said cross-piece and adapted to receive a pipe, and a clamp adapted to clamp the said pipe to enable the operator to hold the pipe stationary on said friction-rollers, so that the pipe cannot move while connecting the next joint, substantially as shown and described.

8. The combination, with the overhead track, the truck supported thereon, said truck having downwardly-extending bars, and a cross-piece adjustably held to the lower ends of said bars and adapted to support one end of the pipe, of a support adapted to hold the free end of said pipe, said support provided with a clamping device, substantially as and for the purpose described.

9. A pipe-clamp comprising a base having slotted standards, lever-arms pivoted in said slotted standards and extending in opposite directions, a strap secured on one of said standards, and a lever pivoted on the opposite standard and connected with the other end of the said strap, substantially as shown and described.

10. A pipe-clamp comprising a base having slotted standards, arms pivoted at one end in said slotted standards and extending in opposite directions, said arms provided with handles, and means for adjusting the handle ends of said arms up or down in said slotted standards, substantially as and for the purpose described.

11. A pipe-clamp comprising a base having slotted standards, arms pivoted at one end in said slotted standards and extending in opposite directions through said slotted standards, a strap secured at one end to one of said standards, an angle-lever secured to the other end of said strap, provided with lateral pivot projections, and a box or bearing secured to the opposite standard, provided with diagonally-disposed slots adapted to receive the lateral pivots of the strap-lever, substantially as and for the purpose described.

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Witnesses:

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JNO. S. LESTER.