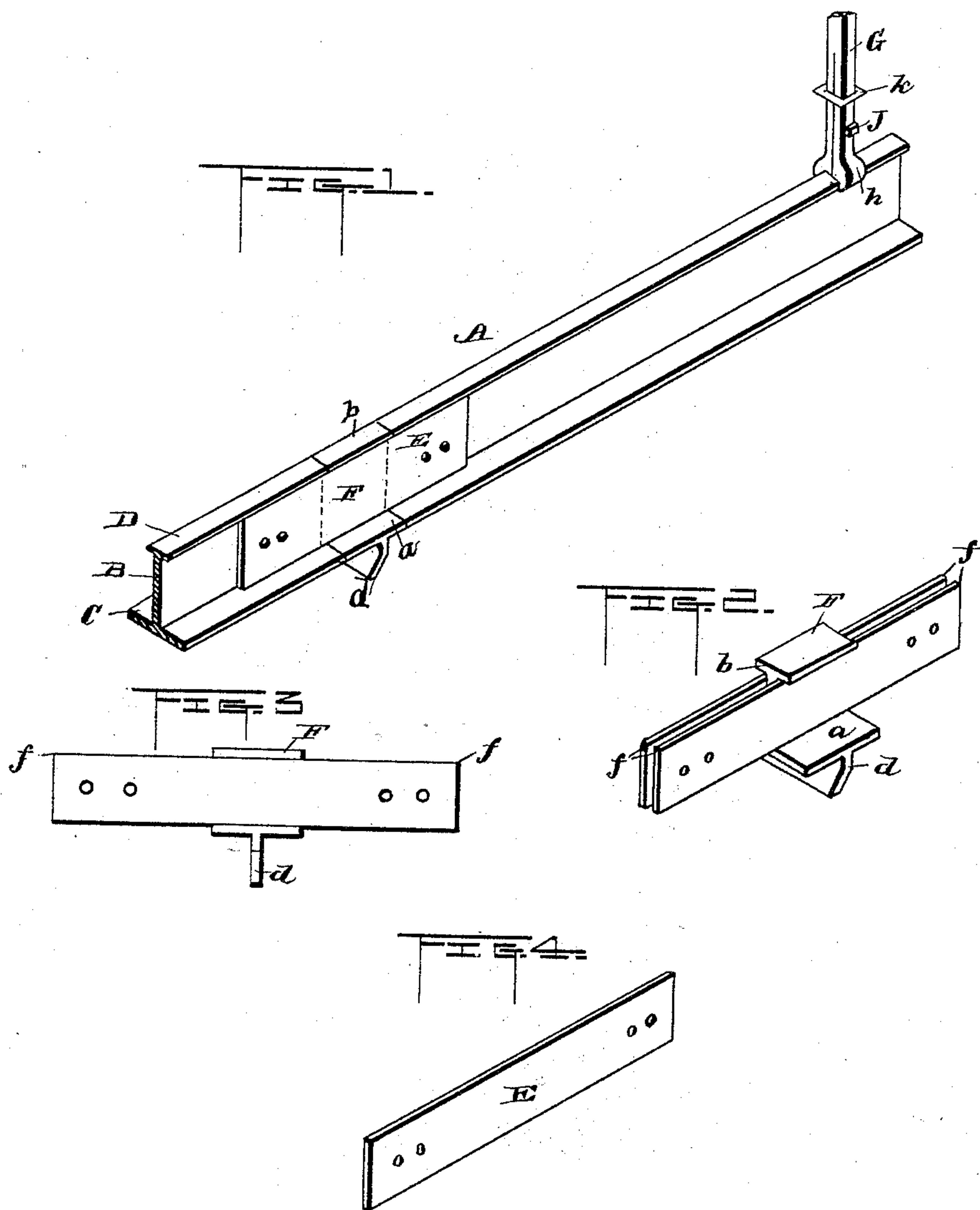


(No Model.)

L. Y. MYERS.
HAY CARRIER TRACK.

No. 440,602.

Patented Nov. 11, 1890.



WITNESSES.

R. B. Seward.
Benj. E. Cowl.

INVENTOR.

L. Y. Myers
W. H. Miller attorney
By E. B. Seward.
Ass. att.

UNITED STATES PATENT OFFICE.

LEWIS Y. MYERS, OF CANTON, ASSIGNOR TO F. E. MYERS & BRO., OF
ASHLAND, OHIO.

HAY-CARRIER TRACK.

SPECIFICATION forming part of Letters Patent No. 440,602, dated November 11, 1890.

Application filed February 2, 1889. Serial No. 298,544. (No model.)

To all whom it may concern:

Be it known that I, LEWIS Y. MYERS, a citizen of the United States, and a resident of Canton, county of Stark, State of Ohio, have
5 invented a new and useful Improvement in Hay-Carrier Tracks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making part of this specification.

10 The invention relates to tracks for hay-carriers.

It has for its object to provide a track upon which a hay-carrier may travel and be locked and released at the will of the operator; furthermore, to provide means for supporting
15 the track in operative position, and, finally, to provide a track which will be simple in construction, durable in use, and comparatively inexpensive of manufacture.

20 With these objects in view the invention consists in certain features of construction and combination of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, in which
25 similar letters of reference designate corresponding parts, Figure 1 is a perspective view of the track and the means for supporting the same. Fig. 2 is a detail perspective view of the combined stop-block and fish-plates. Fig.
30 3 is a side view of the same, and Fig. 4 is a perspective view of an ordinary fish-plate.

A denotes the track, which is similar to the ordinary T-track in form, having a vertical central web B, with laterally-projecting base-
35 flanges C to form a track or bed for the wheels of a traveling carrier on each side of the web, and narrow flanges, as D, at the upper portions of the web, to which a suspending clamp is secured, as hereinafter described. The track-sections may be made of
40 any desired length, and may be secured together by the fish-plates E in the usual manner.

To secure the carrier against progressive
45 movement while the load is being raised, a stop-block, as F, is provided, having a downwardly-projecting tooth *d*, adapted to engage mechanism upon the carrier. The said block may be placed between the ends of the track-
50 sections and secured to the fish-plates, as shown in Fig. 1, having its top and bottom

flanges *a* and *b* flush with the flanges of the track; or, if desired, the stop-block may be constructed with parallel fish-plates *f*, which are adapted to engage the sides of the vertical web of the track and be bolted thereto. In other words, instead of making the stop-block and the fish-plates separate, they may, if preferred, be constructed integral, as shown in Figs. 2 and 3.

60 G designates the lower end of one of the track-supporting rods, having a bifurcated extremity forming prongs *h*, having hooked ends to engage the top flanges of the track, in which position they may be secured by a bolt *j* or a slip-loop *k*. The upper end of the rod may be secured in any suitable manner.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from my invention. Hence I do not wish to limit myself strictly to the construction herein set forth.

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

1. The combination, with a track having flanges projected laterally from its top and bottom, the flanges at the bottom forming treads for the wheels of a carrier, of a suspending clamp consisting, essentially, of a bar having its lower end bifurcated, the ends of the branches or prongs being hooked to engage the flanges at the top of the rail, and means for holding the branches in engagement with the flanges of the rail, substantially as set forth.

2. The combination, with two rail-sections of a continuous track, of a stop-block located at the juncture of the ends of the sections and fish-plates serving the double purpose of securing the ends of the rails and securing the stop-block in position, substantially as set forth.

3. The combination, with two rail-sections of a continuous track, of a stop-block, a portion of the block being located between the ends of the rail-sections, and means for securing the stop-block in position, substantially as set forth.

4. The combination, with the adjacent ends of two rail-sections of a continuous track, of

a stop-block, a portion of the stop-block being located between the ends of the rail-sections and forming a continuation of the rail-sections flush with the treads of the rail-sections, and means for securing the stop-block in position, substantially as set forth.

- 5 5. A track provided with a stop-block, as F, having flanges *a* and *b*, and a downwardly-projecting tooth *d*, substantially as set forth.
- 10 6. The combination, with the track-sections, of a stop-block located between their ends and provided with flanges *a* and *b* and downwardly-projecting tooth *d*, and fish-plates for securing the ends of said track-sections and

the stop-block in the desired relative positions, substantially as set forth. 15

7. The combination, with the track-sections, of a stop-block located at the juncture of the track-sections and fish-plates formed integral with the stop-block and adapted to receive 20 the ends of the rails between them, substantially as set forth.

In testimony whereof I have hereunto set my hand this 21st day of January, A. D. 1889.
LEWIS Y. MYERS.

Witnesses:

W. K. MILLER,
CHAS. R. MILLER.