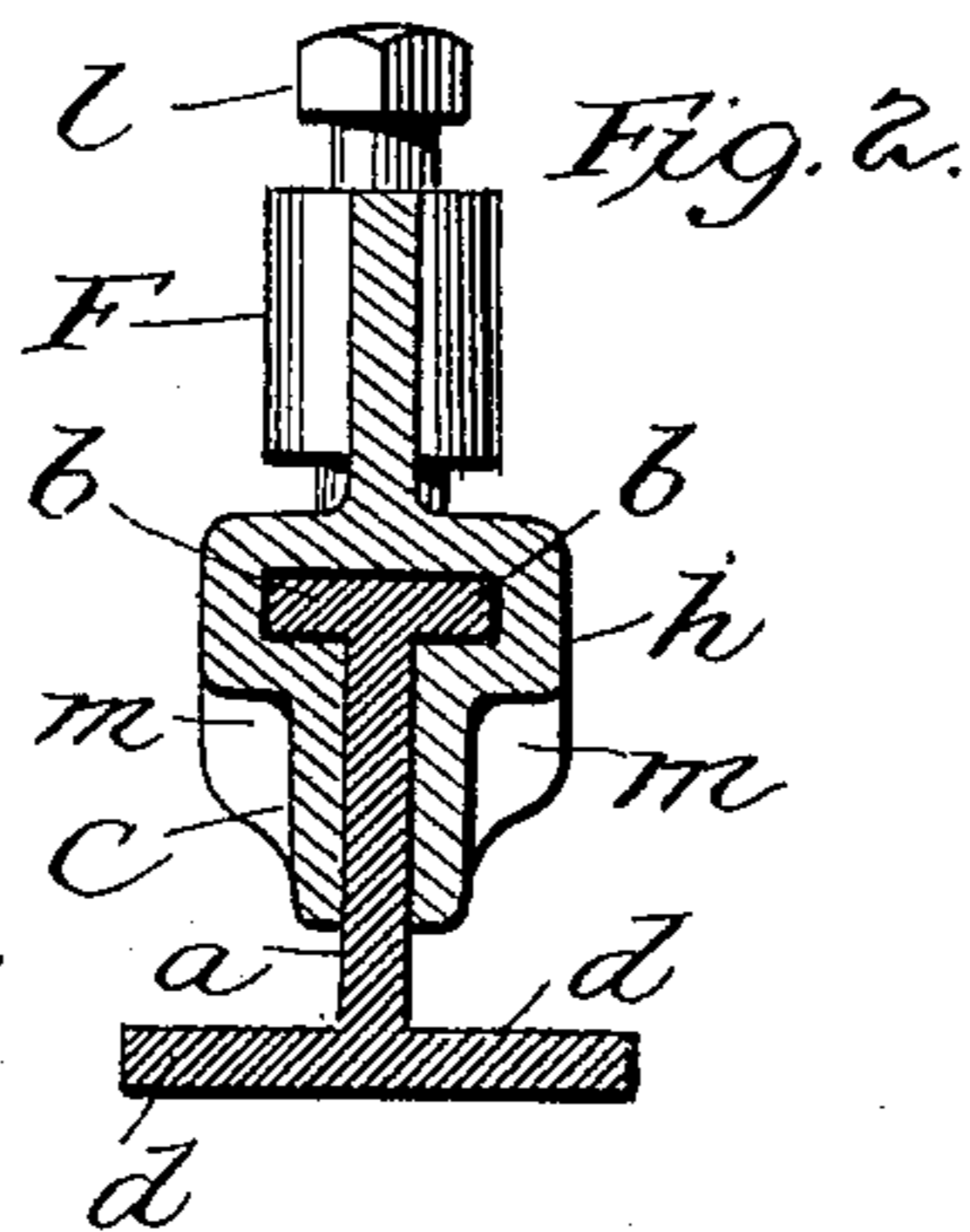
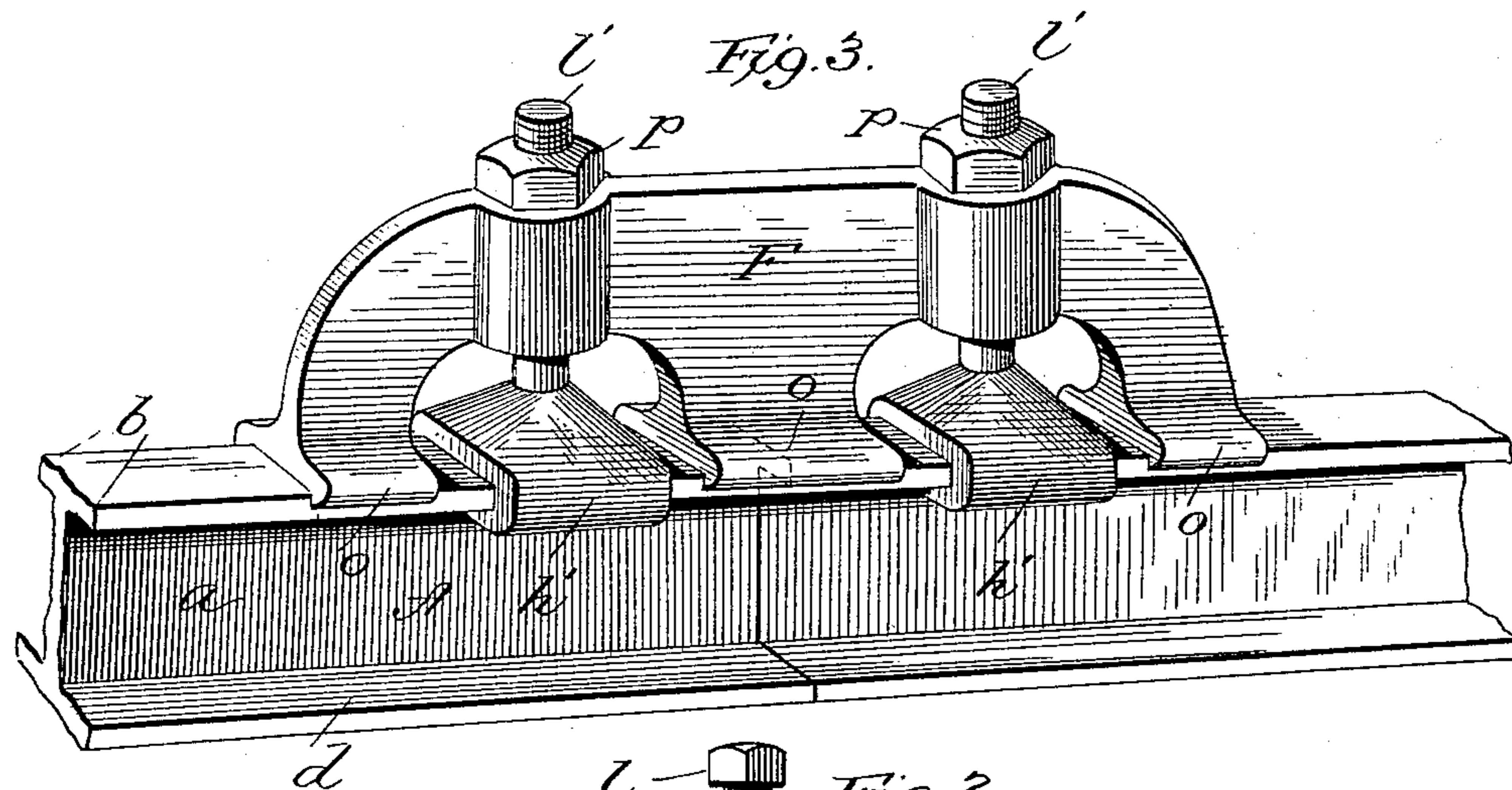
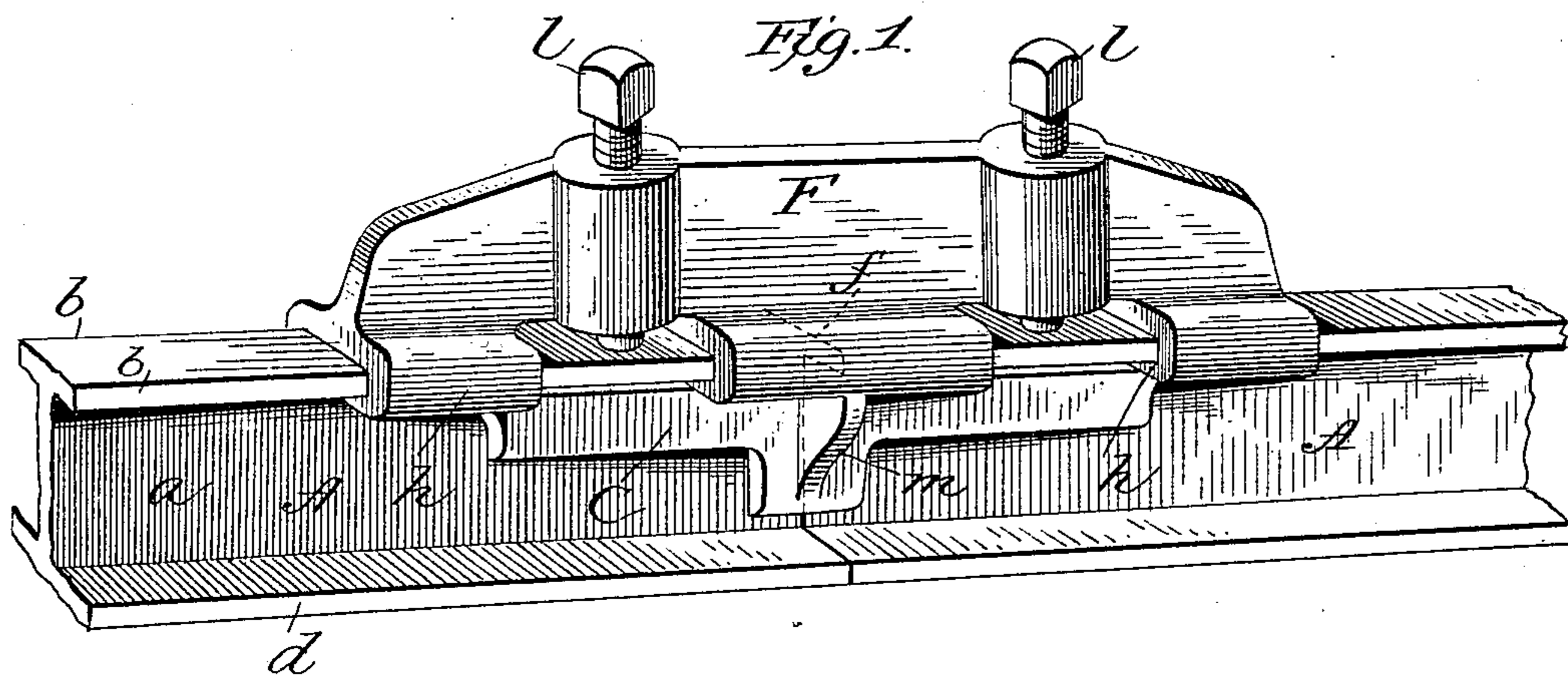


(No Model.)

P. A. MYERS.
HAY CARRIER TRACK.

No. 465,945.

Patented Dec. 29, 1891.



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UNITED STATES PATENT OFFICE.

PHILIP A. MYERS, OF ASHLAND, OHIO.

HAY-CARRIER TRACK.

SPECIFICATION forming part of Letters Patent No. 465,945, dated December 29, 1891.

Application filed December 20, 1890. Serial No. 375,317. (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 Hay-Carrier Tracks, of which the following is a specification.

My said invention relates more particularly to that class of hay-tracks in which the track is composed of sections spliced at the joints and suspended to afford an uninterrupted way for the hay-carrier. It is especially adapted to a single-rail track and is shown in connection therewith. The conditions under which this track is used require that the suspending devices by which the track is supported, the splicing devices which connect the sections, and the stops which arrest the carrier and operate the trip mechanism should not obstruct the carrier-wheels. These are objects had in view in all tracks of this class, and these conditions are fulfilled in tracks heretofore known; but for convenience and economy in putting up tracks of this class for practical use it is important that the connections between the rail-sections be capable of being put up for use without machining each section in the shop. It is important, also, that the stop shall be capable of being placed at any point upon the track.

My invention is designed to meet all these conditions, in addition to its adaptability to a single I-rail; and it consists of a main supporting part fitted to the upper or holding flanges of the rail, acting as a splice to join the ends of two sections as well as to support the stop or to connect the suspending-rods or other devices and pressure devices carried thereby and adapted to apply pressure to the rail.

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

Figure 1 shows a perspective view of the invention. Fig. 2 shows a transverse section taken at the junction of the sections of the rail. Fig. 3 is a perspective view of a modification.

In the drawings, AA represent the adjoining sections of the hay-carrier track. They are formed with a central vertical web *a*, lower or track flanges *d* at right angles to the web, and upper or holding flanges *b* with

which the support engages. The main part of the combined support and clamp is shown at F. It is preferably made of malleable iron and of the form shown, but may be varied in these particulars according to the various conditions of the tracks upon which it is used. It has a central vertical web, the lower part of which is enlarged and recessed to receive the upper flanges of the rails. The recesses in which these flanges are fitted are formed by flanges *h*, which extend down past the edge of the rail-flange and underneath it on each side. There are three sets of these flanges, two at each end and one in the middle, being separated by openings, as shown in the figures extending into the web. The construction is such that the upper or supporting flanges of the rail-sections may be slipped into the recesses formed by the flanges fitting therein snugly, while the web of the rail fits snugly between the walls of the slot formed by the inwardly-projecting ends of the flanges. After the rail ends are slipped in place I provide means for applying pressure thereto in order to confine them rigidly to the support. As a convenient means I use set-screws *l*, passing through vertical threaded holes in bosses or enlargements on the web of the main part F, said set-screws *l* being arranged to bear upon the upper faces of the rail-sections, thus clamping the rails and support F together. These screws when turned down serve to draw up the flanges *h* to bear against the under side of the upper flanges of the rail and thus to bind the support tightly to the rail-sections.

The construction so far described is sufficient to clamp the rail ends, and if the parts be made of proper material and of suitable size will hold the sections together in line and sustain the load. I derive additional strength and security from splice-pieces C, which may be formed integral with or connected to part F on each side, their inner faces being flush with the edges of the slot formed by the flanges *h*, so that these pieces will also bear against the web of the rail-sections. These pieces may be re-enforced by brackets *m* and serve to secure the sections evenly and in line and to insure an uninterrupted and even track, as well as to lend additional strength to the structure, taking the place of the splice-

pieces ordinarily used independently of the supporting and clamping devices.

In Fig. 3 I have shown a modification of my clamp in which the main body of the part F is made to bear upon the upper flanges of the rail-sections without extending underneath said flanges. The slotted parts which extend underneath the said flanges and embrace the web of the rail are in this form transferred to the pressure devices. In this form there are three sets of short flanges *o*, forming recesses which extend over the edges of the flanges *b*, but do not extend underneath. The pressure-bolts *I'* have holding-flanges *h'*, which occupy the recesses between the sets of flanges *o* and extend underneath the flanges *b* of the rail-sections. Two of these clamping-bolts are sufficient, one being located on each side of the joint when the clamp is used as a splicing device. The openings in the web of the main part F in this case are not threaded. The bolts pass up through these holes and receive the nuts *p*, by means of which the necessary pressure is applied to draw the rail-sections up snugly against the lower ends of the flanges *o*. The recesses and the slots in the flanged lower portions of the clamping-bolts are accurately in line and hold the rail-sections firmly to form a continuous track.

I have shown the support and clamp applied only at the joint of the rails to form the splice; but it may be set at any other point, either to connect the suspending-rods or to support the stops for arresting the carrier and tripping the releasing mechanism. The suspending devices may be connected to the device in any suitable way, and the ordinary stop and releasing mechanism may be attached in the

well-known manner, the only difference being that the stop in this case is above the rail instead of below it, as heretofore.

For the connecting or supporting devices or for holding the stop one pressure device may be found sufficient. For example, in this case one-half only of the device shown need be used. On the other hand, the device may be extended, if desired, when designed as a splice-piece, and more than two pressure devices be used.

I claim as my invention—

1. In combination with an **I**-rail, suspending and supporting devices therefor, consisting of a main part engaging the upper flanges of the rail on each side, and pressure devices carried by the main part and engaging the rail to clamp said part and rail together, substantially as described.

2. In combination with the rail having upper and lower flanges, a recessed supporting part having depending flanges engaging the rail, and pressure devices carried by the supporting part with the lower ends located in the recesses of the main part and engaging the rail, substantially as described.

3. In combination with sections of **I**-rails placed end to end, a support therefor engaging the upper flanges of the sections on each side thereof, and splice-pieces carried by said support and bearing on the web of the rails on each side thereof, 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.