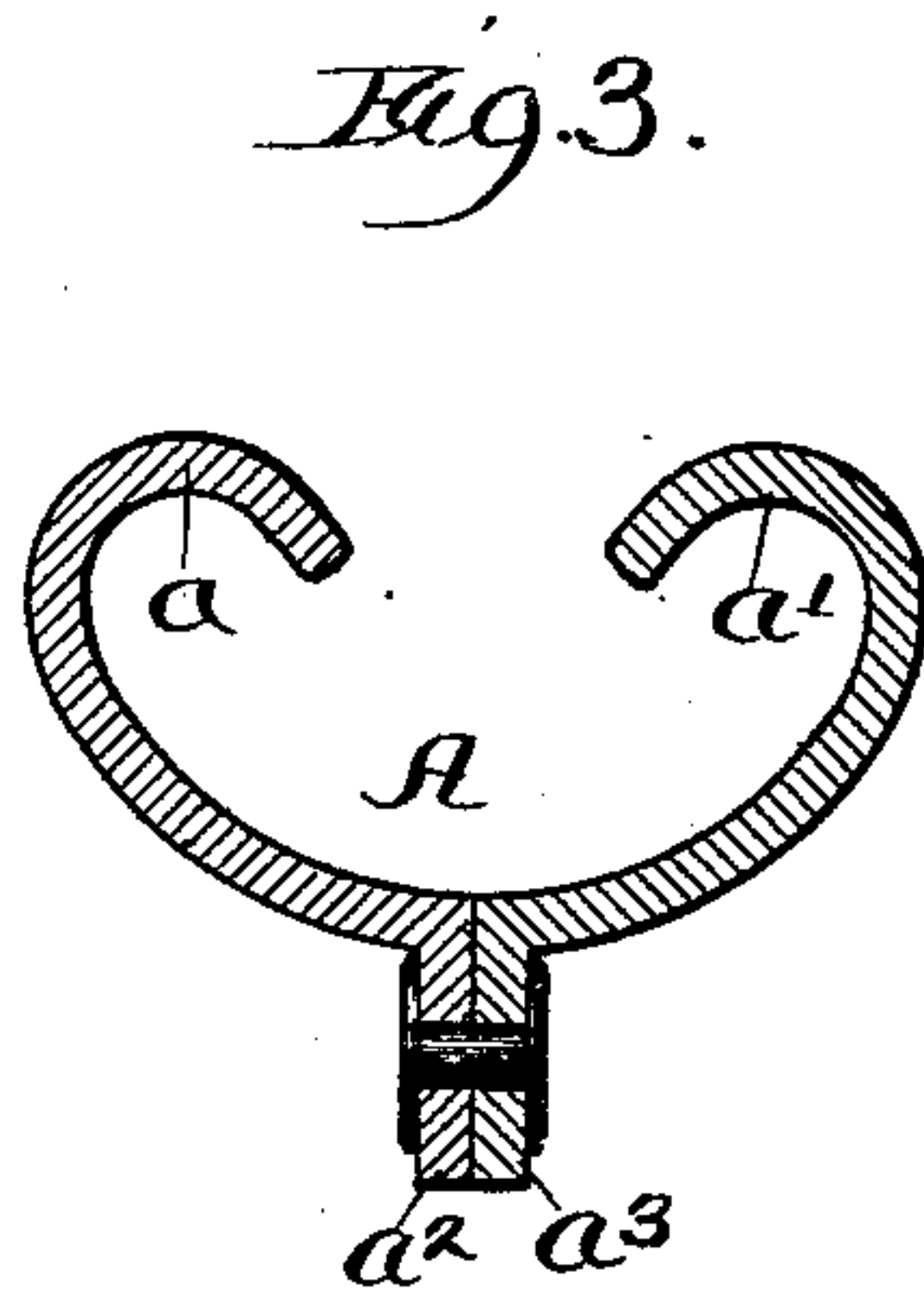
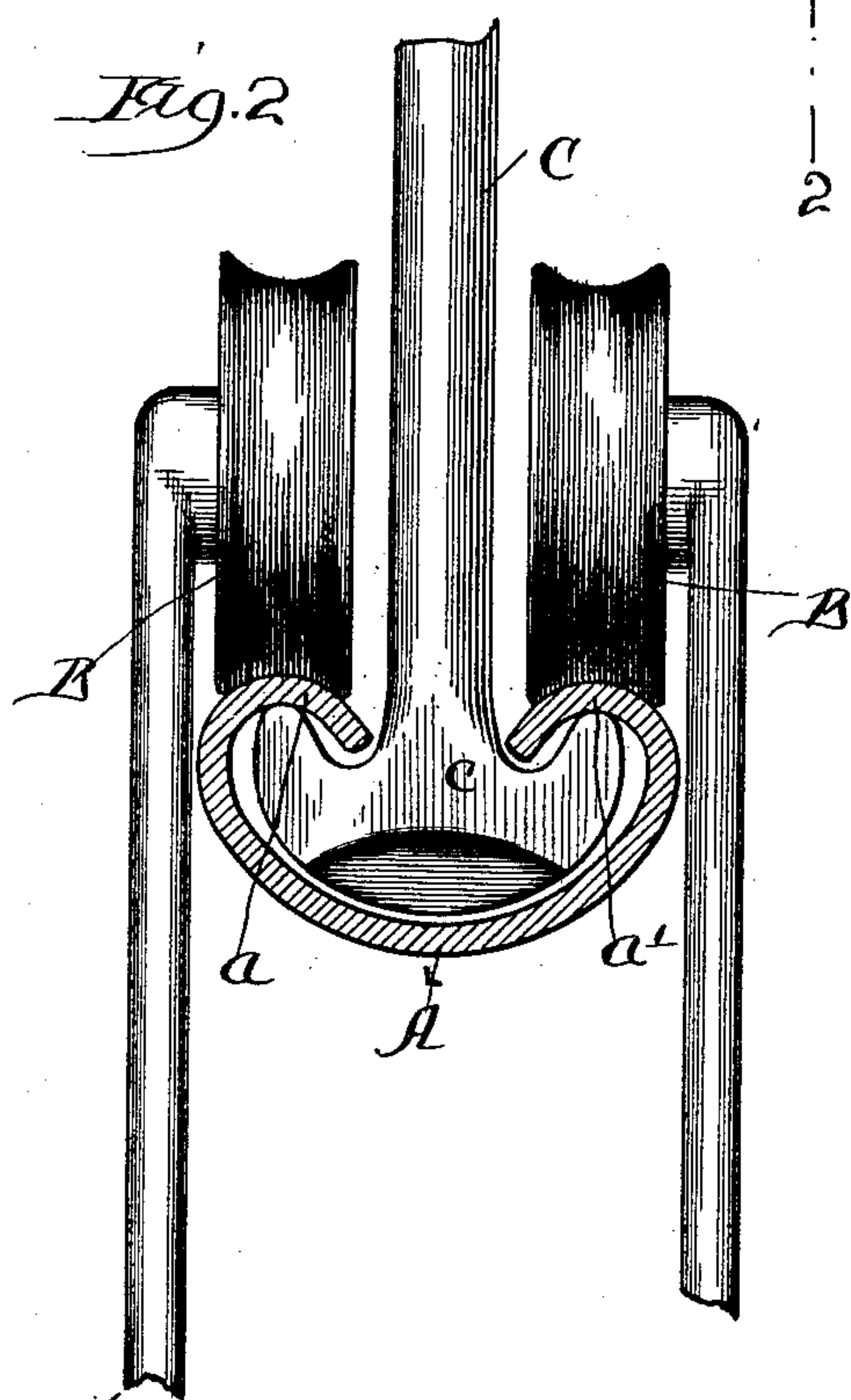
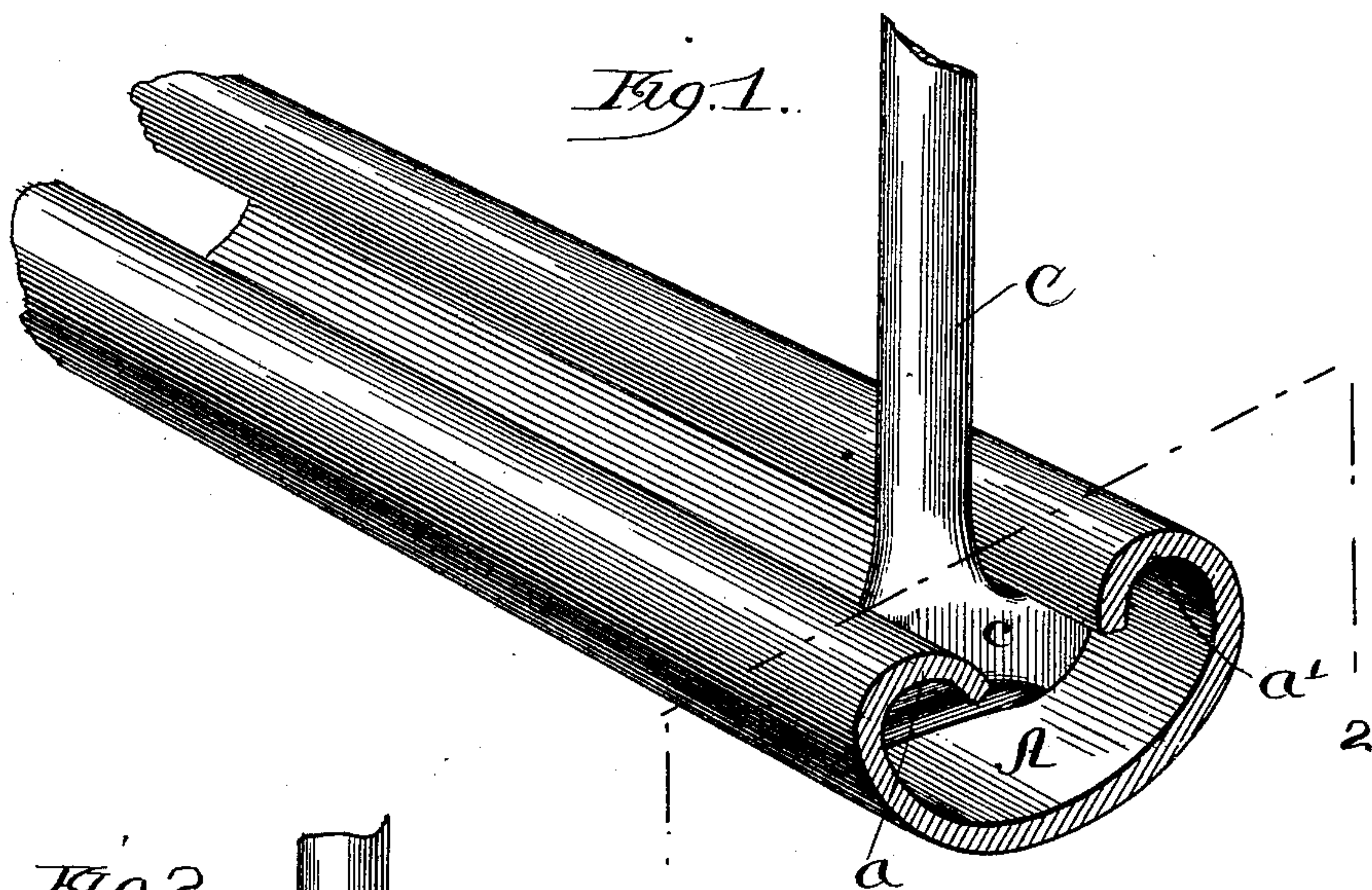


(No Model.)

H. L. FERRIS.  
HAY CARRIER TRACK.

No. 481,349.

Patented Aug. 23, 1892.



Witnesses:

Chas. C. Jorrey.  
A. J. Ebbeson

Inventor:  
Harry L. Ferris  
by Niles, Gunn & Putner  
Attys.



# UNITED STATES PATENT OFFICE.

HENRY L. FERRIS, OF HARVARD, ILLINOIS, ASSIGNOR TO HUNT, HELM & FERRIS, OF SAME PLACE.

## HAY-CARRIER TRACK.

SPECIFICATION forming part of Letters Patent No. 481,349, dated August 23, 1892.

Application filed May 12, 1892. Serial No. 432,759. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY L. FERRIS, a citizen of the United States of America, residing at Harvard, in the county of McHenry and State of Illinois, have invented certain new and useful Improvements in Hay-Carrier Tracks, of which the following is a specification.

My invention relates to certain improvements in hay-carrier tracks of the class shown and described in Patent No. 460,959, issued to me on October 30, 1891.

The present invention has been made with a view to perfecting the track shown in said patent, especial effort having been made to both cheapen and strengthen the same.

The preferred form of my present invention is fully illustrated in the accompanying drawings by means of three figures, in which—

Figure 1 is a perspective of the track and hanger. Fig. 2 is a transverse section in line 2 2 of Fig. 1 and shows the carrier-wheels in position, and Fig. 3 is a cross-section of a modification.

Looking at the drawings, it is seen that the track A is formed of thin metal, preferably steel, made in the shape of a broad U in cross-section, the edges being turned inward and downward, forming two convex treads  $a$   $a'$ . The hay-carrier wheels B B have concave peripheries adapted to run upon these treads, and the hangers C are provided with anchor-shaped heads  $c$ , loosely fitting within the interior of the track and supporting the latter where the weight of the wheels comes upon it.

I find the track above described to be inexpensive, simple, and exceedingly strong, and, moreover, the anchor-shaped hangers, the track, and the concave carrier-wheels are so locked together by their peculiar shape that they reinforce each other and make it impossible for any one of the three parts men-

tioned to spread without spreading both of the others.

It is obvious that my invention is capable of more or less variation, and Fig. 3 is drawn to illustrate a modification in which the track is composed of two portions  $a$   $a'$ , lying side by side and secured together by means of flanges  $a^2$   $a^3$ .

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

1. A track having two parallel convex portions separated by a practically-continuous slot and a depending portion uniting the outer edges of the convex portions, in combination with the hanger having a shank adapted to slide back and forth in the slot, and a head sliding loosely within the track and adapted for engagement therewith, substantially as described.

2. A track having two convex parallel treads separated by a slot and a depending portion uniting the outer edges of the treads, in combination with a hanger having a shank adapted to slide back and forth in the slot, and an anchor-shaped head adapted to engage with the concave under surfaces of the treads, substantially as described.

3. A track formed of a thin piece of metal in the shape of the letter U, with the edges curved inward and downward to form two convex treads, in combination with hangers having anchor-shaped heads, and a carrier having wheels with concave peripheries, whereby the wheels, the track, and the hangers are all locked together against independent lateral movement, substantially as described.

HENRY L. FERRIS.

Witnesses:

N. E. BLAKE.

F. H. WHEELWRIGHT.