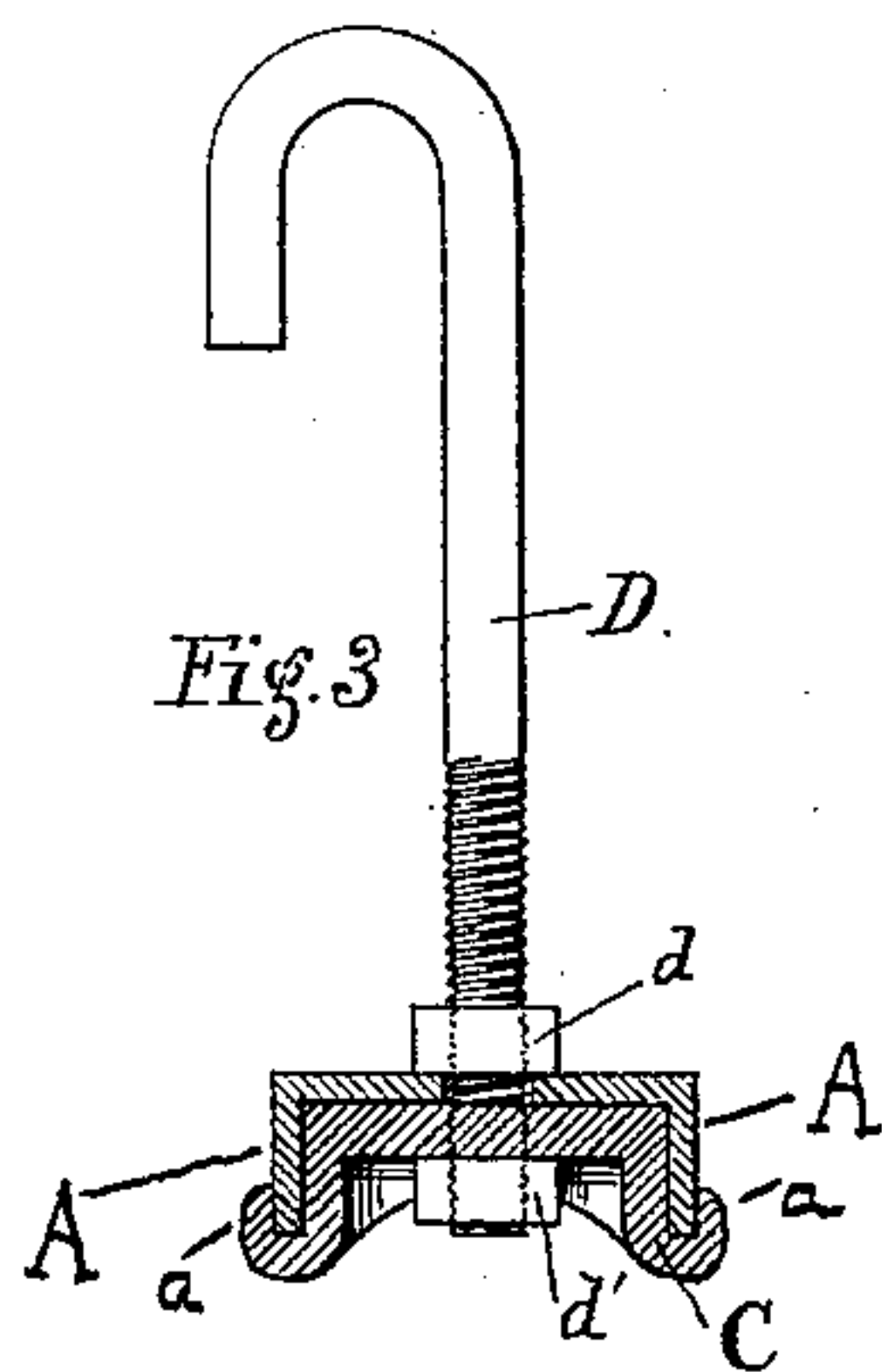
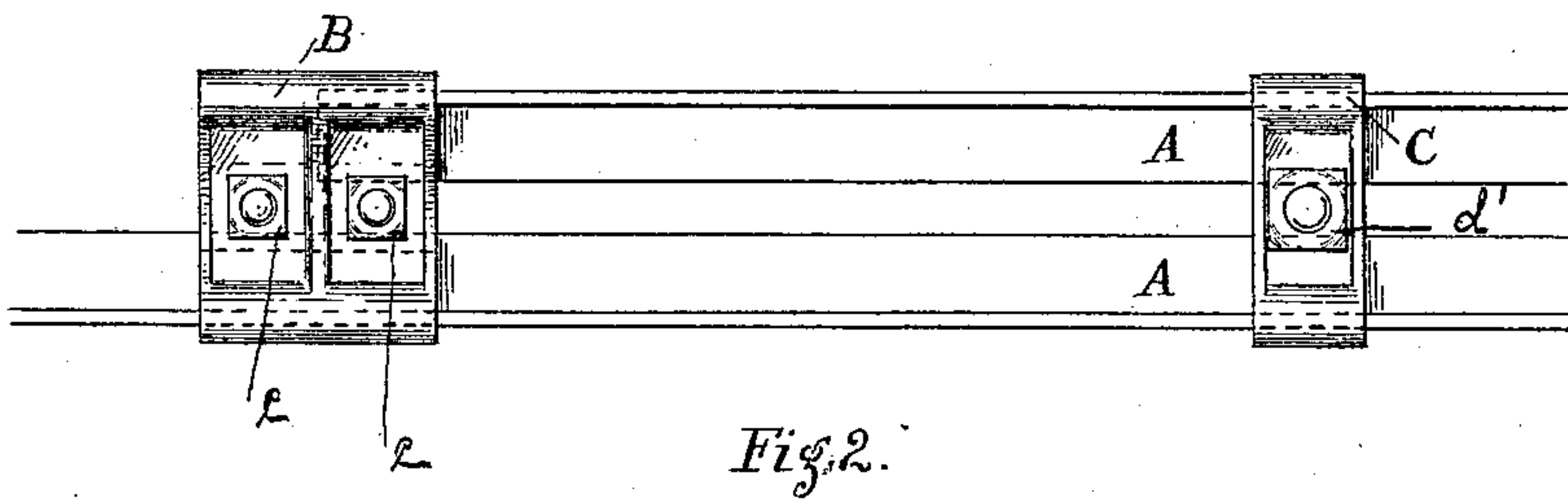
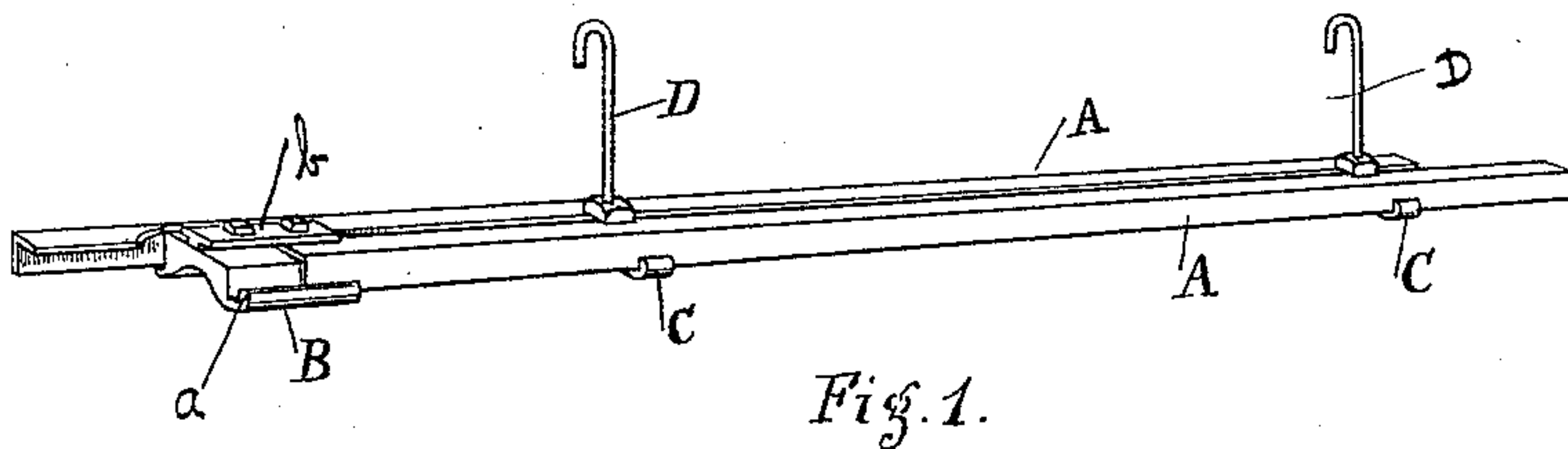


(No Model.)

C. A. GUTENKUNST.  
TRACK FOR HAY CARRIERS.

No. 486,711.

Patented Nov. 22, 1892.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

CHARLES A. GUTENKUNST, OF MILWAUKEE, WISCONSIN.

## TRACK FOR HAY-CARRIERS.

SPECIFICATION forming part of Letters Patent No. 486,711, dated November 22, 1892.

Application filed March 21, 1892. Serial No. 425,765. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES A. GUTENKUNST, of Milwaukee, in the county of Milwaukee and State of Wisconsin, have invented certain new and useful Improvements in Tracks for Hay-Carriers, &c.; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it ap-  
10 pertains to make and use the same.

My invention relates to tracks for hay-carriers, &c., and will be fully described herein-after.

In the drawings, Figure 1 is a perspective  
15 view of a portion of a track embodying my invention. Fig. 2 is a bottom view of the same. Fig. 3 is a section on line 1 1, Fig. 2.

A A are two parallel angle-bars, the horizontal flanges of which point toward each  
20 other, but are prevented from contact by one or more spacing-blocks B, which also serve as splicing-blocks that connect different lengths of angle-bars. The bars A A are also connected with each other by blocks C, through  
25 each of which the lower end of one of the hangers D passes.

The blocks B are formed with side flanges *a* and with a groove between each flange and the body of the block to receive the edge of  
30 a vertical flange of an angle-bar, and the upper portion of the block is made rectangular to conform to the angle-bars which fit on it, as shown in Fig. 1, and the joint is completed by a plate *b*, which with bolts *c* and their  
35 nuts clamp the angle-bars to the spacing-blocks, which latter are concaved to receive the nuts *c c*.

The blocks C are very much like blocks B, except that each block C has a single opening for the lower end of one of the hangers  
40 D, each of which hangers is screw-threaded on

its lower end to receive nuts *d d'*, between which nuts the bars A A and a block C are clamped, as shown in Fig. 3. The adjustment of the track is accomplished by raising and  
45 lowering the nuts *d d'*—that is, if the track is to be raised the nuts *d* are turned up and the nuts *d'* act as followers—and when the track is to be lowered the operation is reversed.

The angle-bars A A serve as rails to receive  
50 the wheels of the carrier (not shown) and are solid and durable.

I am aware that angle-bars have been arranged in pairs to make hay-carrier tracks; 55 but as far as I can find I am the first to have combined these angle-bars, as above described—that is, with the horizontal flanges adjacent and the vertical flanges on the outside. By this I put the greatest strength of the rail  
60 where the greatest strain comes, and do away with all liability of warping the rails between their supports, and thus I make a rigid track without increasing the weight of the rails.

Having thus fully described my invention, 65 what I claim as new, and desire to secure by Letters Patent, is—

In a track for hay-carriers, the combination, with separate angle-bars arranged with the edges of their horizontal flanges in proximity  
70 to each other, said horizontal flanges forming the trackway, of spacing-bars that clamp the vertical flanges and a plate and bolts for clamping the horizontal flanges onto the spacing-block.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

CHAS. A. GUTENKUNST.

Witnesses:

S. S. STOUT,  
W. H. RUFF.