

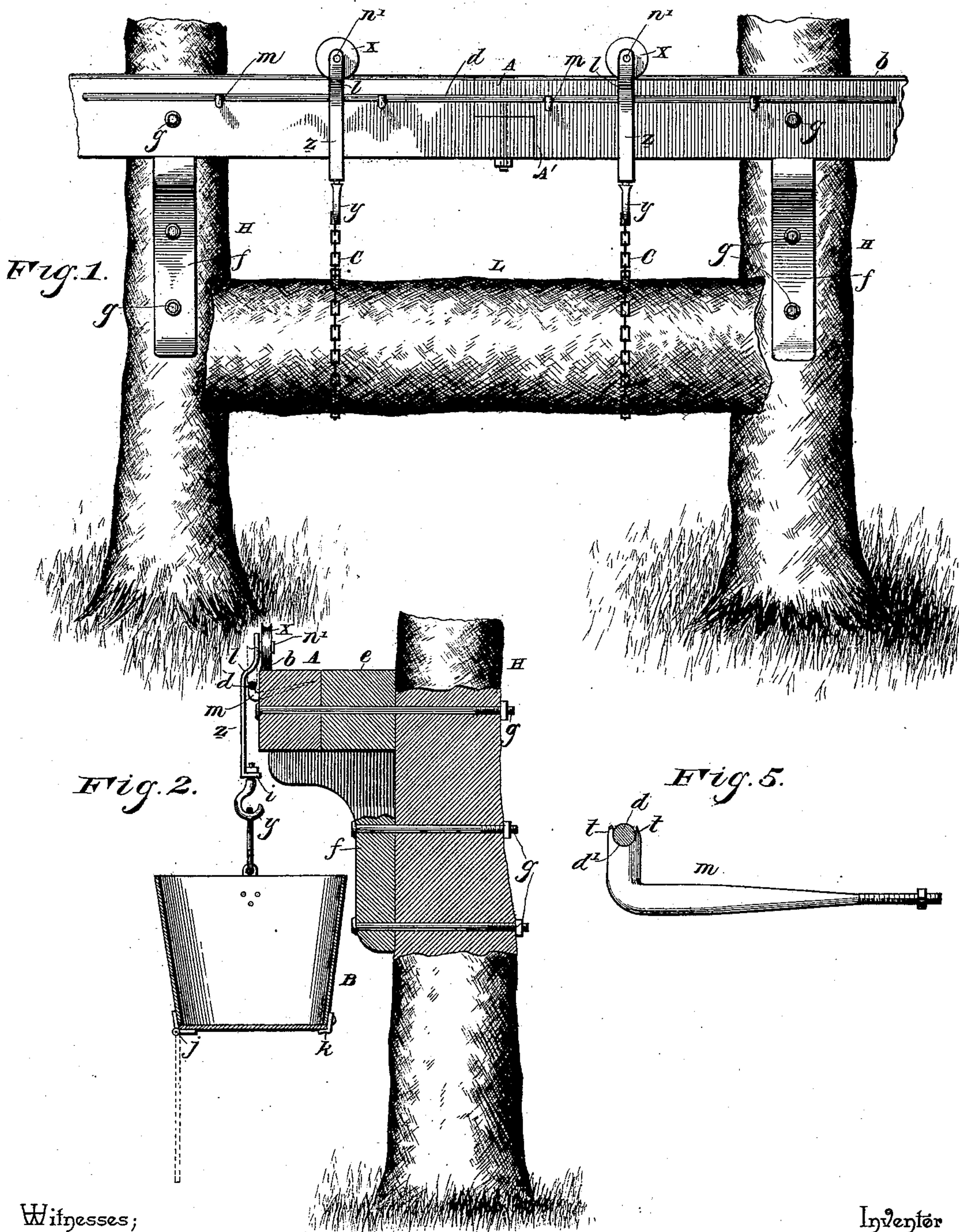
(No Model.)

2 Sheets—Sheet 1.

A. T. KELLIHER.
FREIGHT CARRIER.

No. 507,137.

Patented Oct. 24, 1893.



Witnesses;

Wm. H. H. H.

N. L. Collamer.

Inventor

Alfred T. Kelliher

By his Attorneys,

C. A. Snow & Co.

(No Model.)

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Fig. 3.

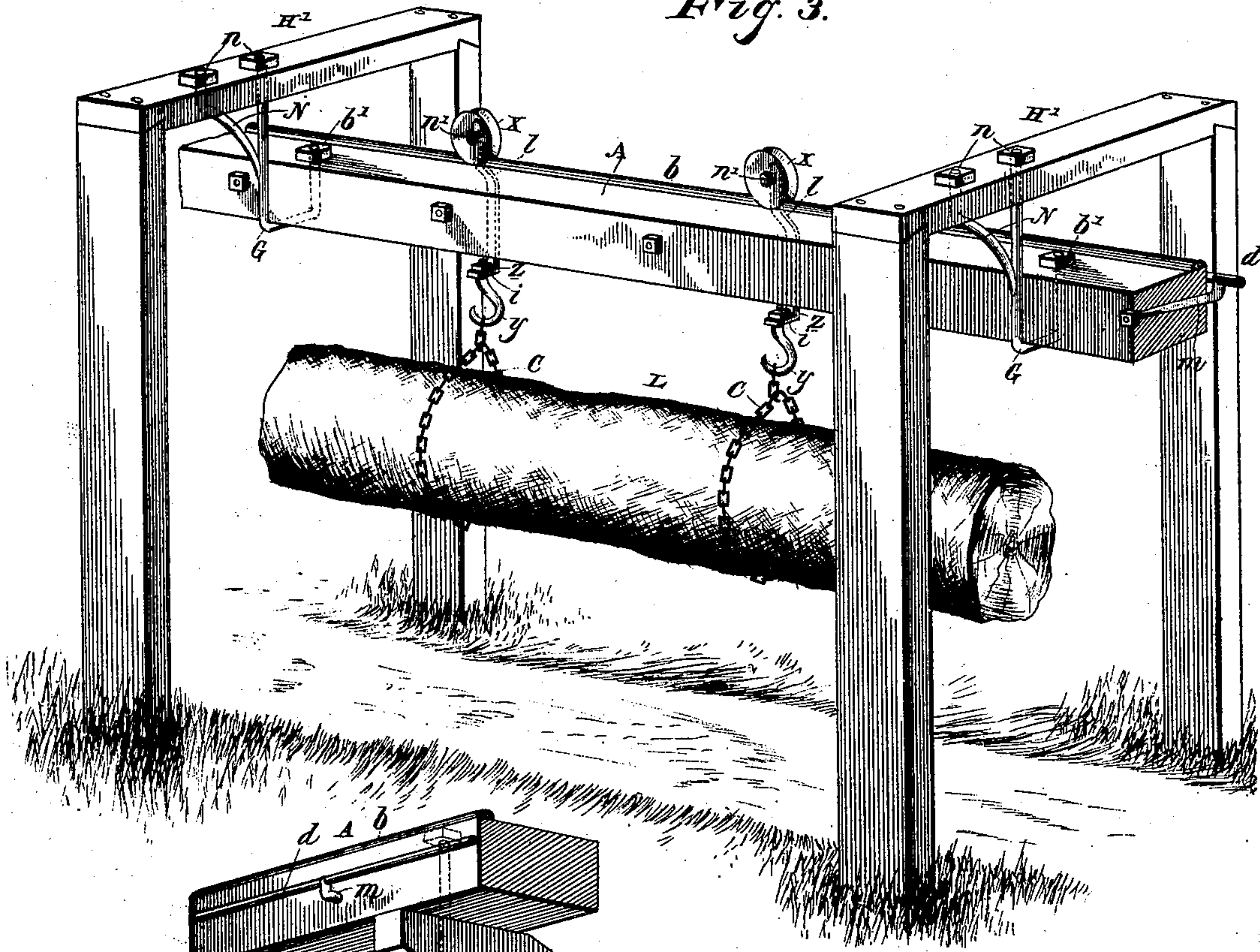
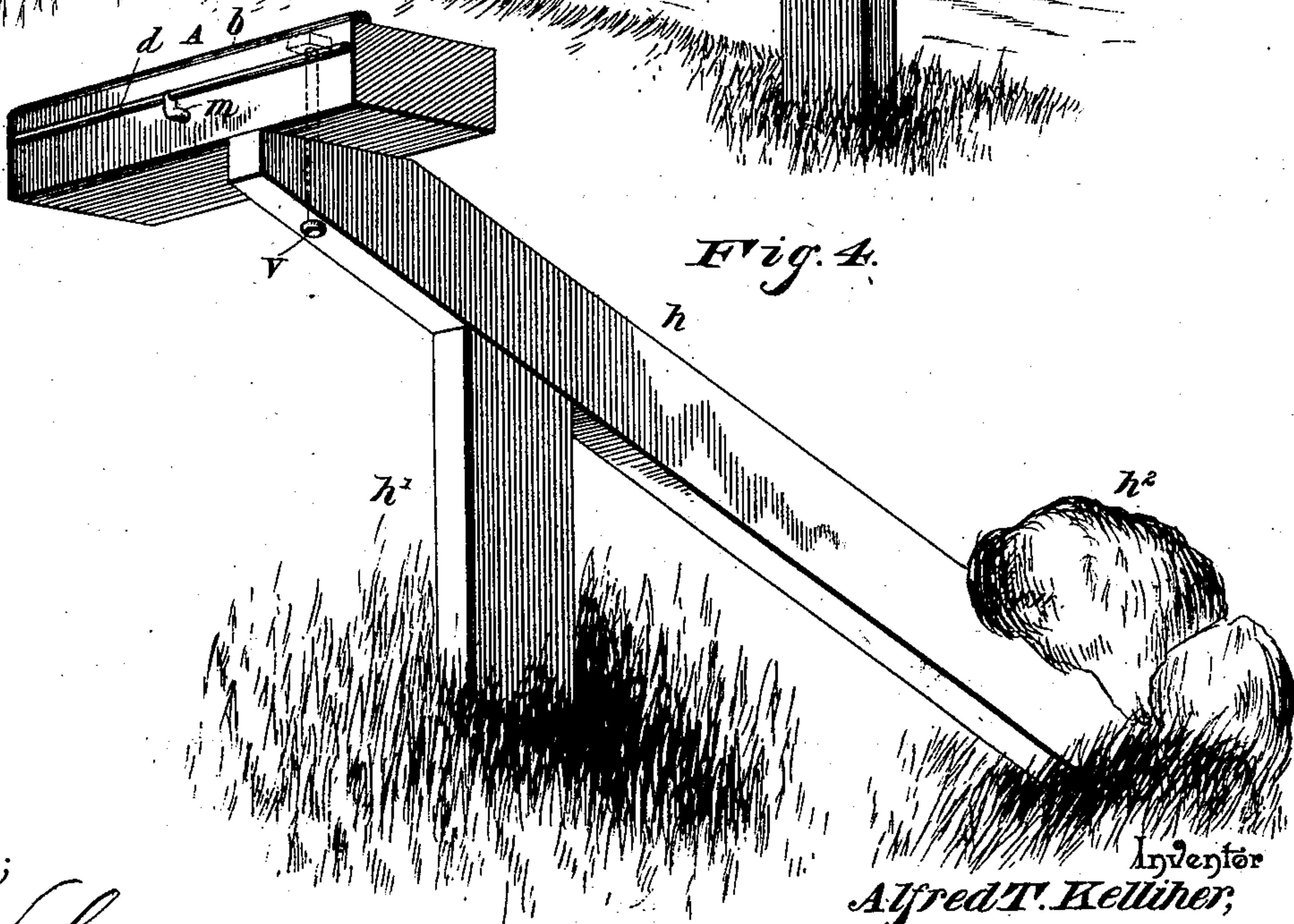


Fig. 4.



Witnesses;

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UNITED STATES PATENT OFFICE.

ALFRED T. KELLIHER, OF BETHEL, MAINE.

FREIGHT-CARRIER.

SPECIFICATION forming part of Letters Patent No. 507,137, dated October 24, 1893.

Application filed June 16, 1891. Serial No. 396,487. (No model.)

To all whom it may concern:

Be it known that I, ALFRED T. KELLIHER, a citizen of the United States, residing at Bethel, in the county of Oxford and State of Maine, have invented a new and useful Freight-Carrier, of which the following is a specification.

This invention relates to elevated carriers for conveying logs and the like; and the object of the same is to effect certain improvements therein.

To this end the invention consists in the specific details of construction hereinafter more fully described and claimed, and as illustrated on the two sheets of drawings, wherein—

Figure 1 is a side elevation of my improved log-carrier, showing a section thereof supported by two trees. Fig. 2 is a cross-section thereof showing a bucket as carried by the truck. Fig. 3 is a perspective view of a section of this carrier, showing the track as supported by frameworks. Fig. 4 is a perspective view showing a different form of framework. Fig. 5 is an enlarged side elevation of one of the supporting fingers.

Referring to the said drawings, the letter H designates trees, H' frameworks, and h a support, any of which may be employed as shown to support the track A of my improved carrier. The said track comprises a rectangular beam A which, when supported by trees, rests upon brackets f outside of blocks e also resting thereon, all these parts being connected by bolts g passing horizontally through them and through the trees. When supported by the frameworks H', brackets G depend from the upper cross-bars of these frameworks as best seen in Fig. 3. The upper end of each bracket is preferably bifurcated as at N and its two members passed upwardly through the cross-bar of the framework and have nuts n on their upper ends; while the body of the bracket passes downwardly against the rear face of the track, transversely across a portion of its body, and upwardly therethrough, a nut b' being screwed upon its end as shown.

When the track A is supported by the support h, a vertical bolt V passes through the latter as seen in dotted lines in Fig. 4. This support is an inclined beam whose body rests upon an upright h' and whose lower extremity is securely fastened so that it cannot be

raised when a weight is supported on the upper extremity. It will thus be seen that the track A is supported by the brackets f or G, or by the projecting end of the support h, in such a manner that there is a free space beneath it for the passage of the load being carried.

The ends of the track-sections A are joined as best seen at A' in Fig. 1, although it will be obvious that any other form of joint may be used if preferred.

Upon the upper outer corner of the track-beam A is secured as by nails or screws a strap-rail b whose lower face is flat where it rests on the beam and whose upper face is preferably rounded as shown.

The letter m designates fingers whose bodies may be driven into the side of the track-beam as seen in dotted lines in Fig. 2, or may pass through the track-beam and have nuts on their rear ends as seen in Fig. 3, and the heads of these fingers are turned upwardly (Fig. 5) and provided with tongues t between which is a deep notch d'.

The letter d designates a rod-rail which is an iron rod of a size to fit in the notch d' after which the tips of the tongues t are bent slightly around the rod-rail to prevent the dislocation thereof. The rod-rail is thereby supported at a slight distance beyond the face of the track A, as best seen in Fig. 2, and the fingers m are sufficiently numerous to prevent a sagging of the rod-rail; whereas the strap-rail, by resting on the track A, is firmly supported.

The truck which I preferably employ in connection with the above devices, comprises a pulley or sheave x having a grooved face, and a frame z whose upper end is connected by a bolt n' with the sheave x, whose body has an elbow l, and whose lower end is turned inwardly as at i, where a hook y is swiveled therethrough. By this construction the sheave may travel upon the strap-rail as seen in full lines in Fig. 2 when the elbow will pass over the rod-rail and the log or load will be carried at some distance above the ground; or the sheave may travel on the rod-rail as seen in dotted lines in this figure.

In practice, chains C are passed around the log or lumber L and are engaged with the hook y whereby the log will be supported by

the truck, there preferably being one of the latter near each end of the log as shown; and the load can then be dragged by power hitched thereto. In Fig. 2 I show a bucket B suspended from the hook *y*, and the bottom of this bucket is hinged as at *j* at one side and has a spring catch *k* at the other side. When it is desired to convey material such as ore, coal, dirt, grain, rocks, granite, &c., this bucket is suspended from one of the trucks, filled, and moved to the point desired, when the spring catch *k* is operated to permit the bottom to swing open as seen in dotted lines, and the load will fall out.

15 This device possesses great simplicity and much strength. By having two rails as above described, the truck generally travels on the upper which is supported by resting directly upon the track A, and in case of accident resulting in the derailment of the sheave, the latter would fall directly onto the rail *d* and the load would still be supported. Moreover, when the load is very heavy and it is not desired to raise it so far, the lower or rod-rail

25 can be used to better advantage than the upper or strap-rail. The elbow *l* in the frame of the truck permits the latter to travel on either rail as shown.

What is claimed as new is—

1. In a supporting frame for an elevated freight carrier, an upright post, an inclined arm attached to said upright and having its lower extremities secured to a suitable base, a track beam supported by said upright and incline in such manner as to extend beyond said upright on the side opposite the incline and a rail at or near the outer edge of said track beam, substantially as and for the purposes set forth.

2. A supporting frame for an elevated freight carrier consisting of an upright, an inclined arm extending over said upright and attached thereto having its lower end secured to a suitable base and its upper end extending beyond said upright, a track beam attached to the upper extremity of said inclined beam, a rail at or near the edge of said track beam and a truck adapted to travel on said track, as and for the purposes set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

ALFRED T. KELLIHER.

Witnesses:

ADDISON E. HERRICK,
ELLERY C. PARK.