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PATENTED MAY 28, 1907.

R. M. & A. J. GLOR & W. P. WEST.
CARRIER FOR ENSILAGE AND OTHER THINGS.

APPLICATION FILED JAN. 21, 1907.

2 SHEETS—SHEET 1.

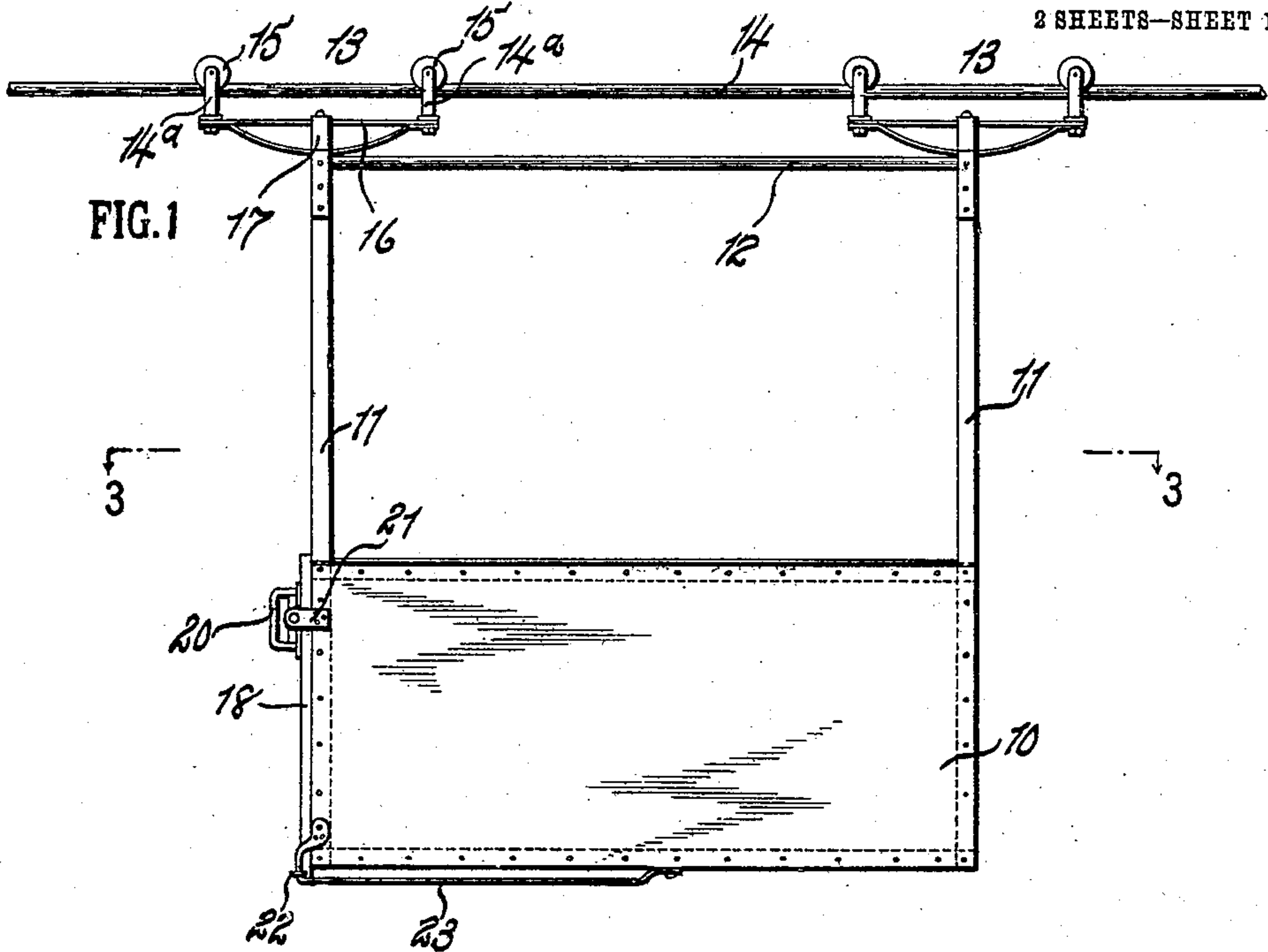


FIG. 2

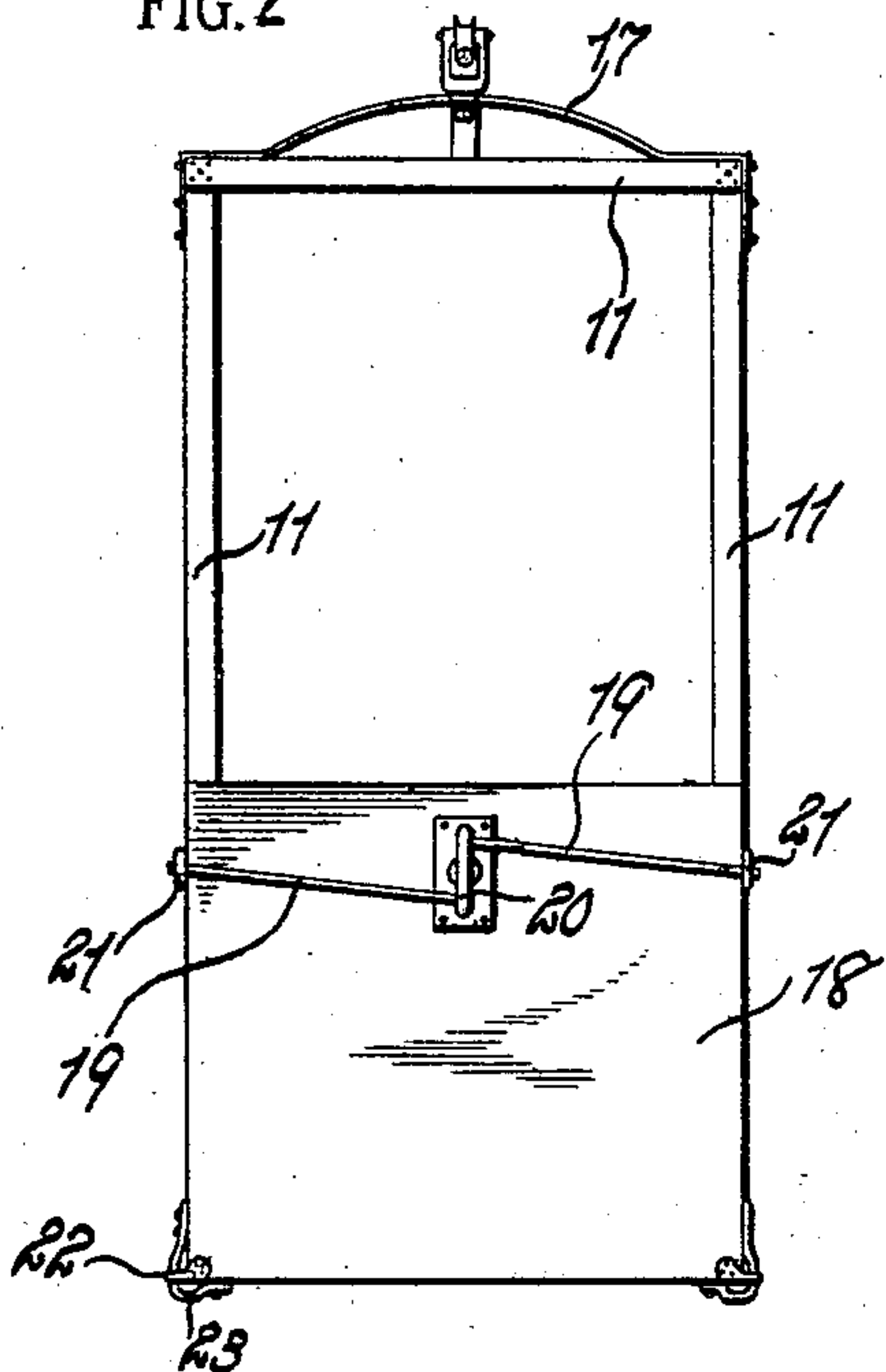
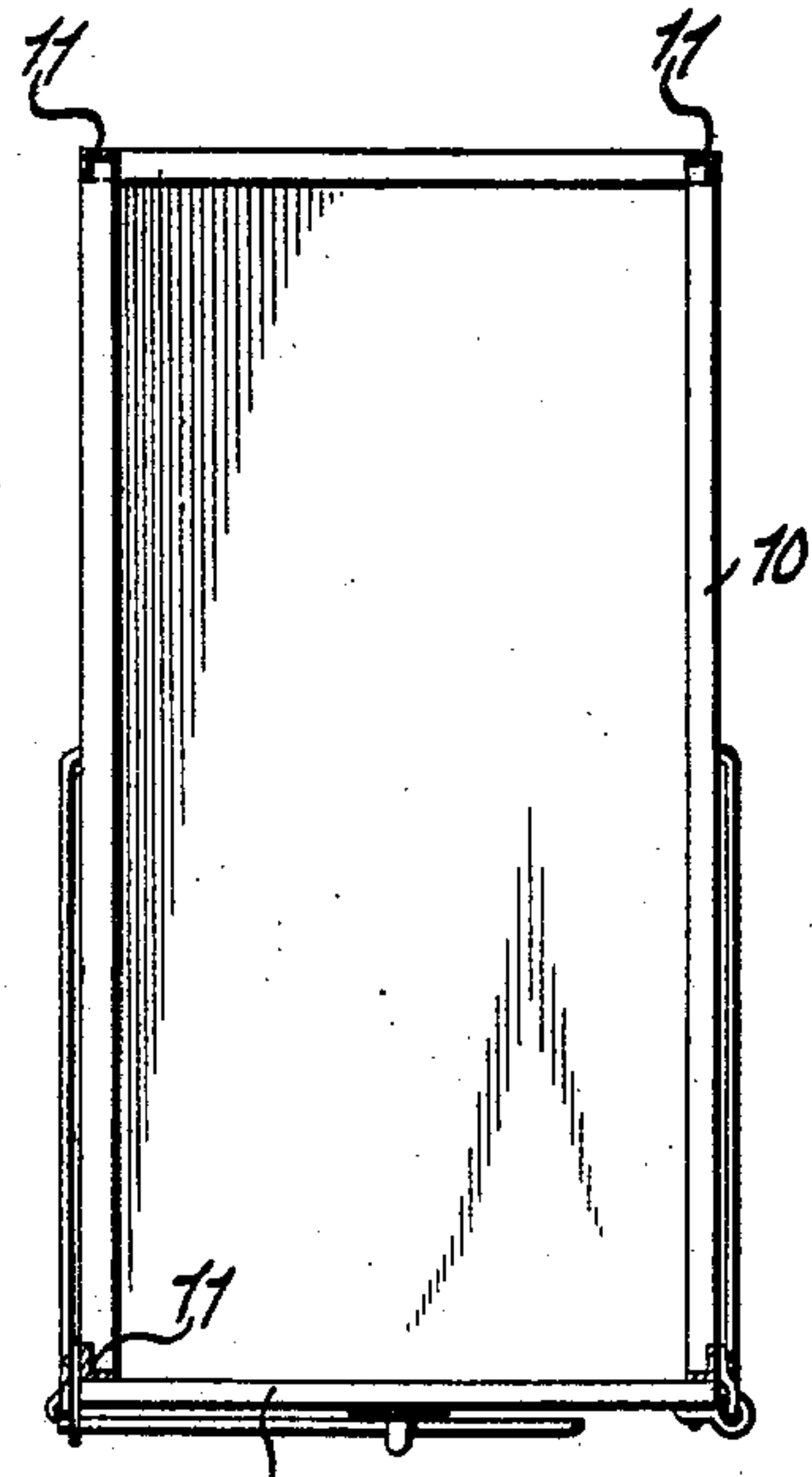


FIG. 3



WITNESSES

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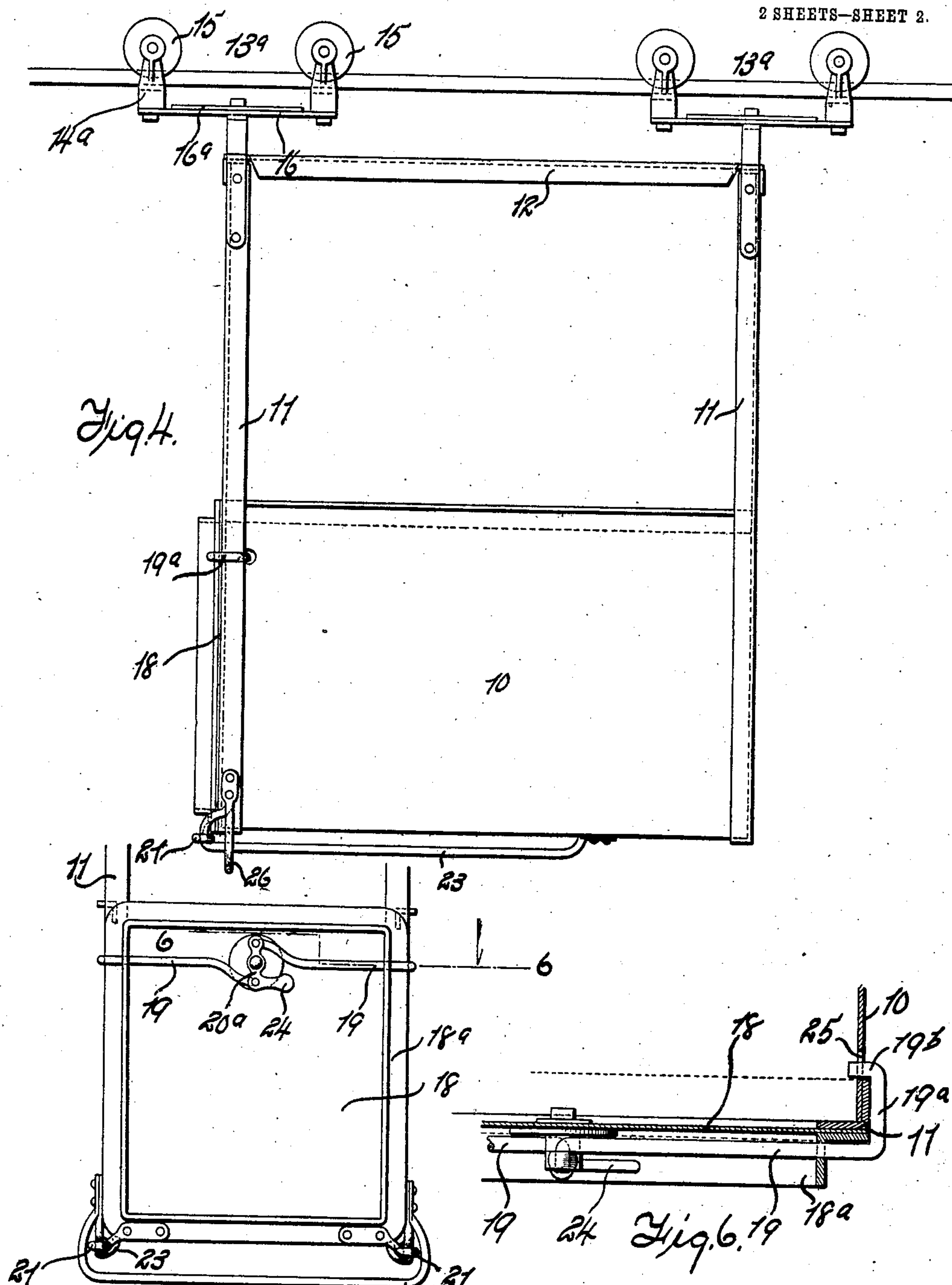
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CARRIER FOR ENSILAGE AND OTHER THINGS.

No. 855,398.

Specification of Letters Patent.

Patented May 28, 1907.

Application filed January 21, 1907. Serial No. 353,274.

To all whom it may concern:

Be it known that we, ROBERT M. GLOR, ALVIN J. GLOR, and WILLIAM P. WEST, all of Attica, Wyoming county, New York, have
5 invented a new and useful Improvement in Carriers for Ensilage and other Things, of which the following is a full, clear, and exact description.

Our invention relates to improvements in
10 that class of carriers which are used in connection with an overhead supporting track, and which convey ensilage, coal, fertilizer, or any loose materials from one point to another.

15 The object of our invention is to produce a simple device of this character which is cheap and strong, and which can be used to great advantage chiefly because it can be easily loaded and unloaded.

20 In furtherance of this idea our invention has for its object more particularly the arrangement of one of the end doors or gates, and means for readily dropping and opening or locking the gate.

25 With these ends in view our invention consists of certain features of construction and combinations of parts which will be hereinafter described and claimed.

30 Reference is to be had to the accompanying drawings forming a part of this specification, in which similar figures and letters of reference indicate corresponding parts in all the views.

35 Figure 1 is a side elevation of the device embodying our invention. Fig. 2 is an end view of the same. Fig. 3 is a sectional plan on the line 3.3 of Fig. 1 of the carrier. Fig. 4 is a side elevation of a modified form and preferred form of carrier. Fig. 5 is an end view
40 of the structure shown in Fig. 4, and Fig. 6 is a sectional plan on the line 6.6 of Fig. 5.

The carrier consists in the main of a box-like structure 10 which is open at the top, and which is formed of sheet metal or other
45 suitable materials, which is attached to the bails 11 which extend upward from the carrier ends. These bails are formed by extending up the corner posts of the carrier and connecting them together across the top. If
50 desired the two bails can be braced by a rod 12 which connects them. The carrier is intended to run on a track 14, and to this end the bails 11 have at the top trolleys 13, each having a stirrup 14^a with the trucks 15 piv-

55 oted therein, and the trucks run on the track. The stirrups connect by the tie-plate 16 and this is stiffened by the spring braces 17 of bow construction, these being placed at right angles to each other, and the ends of one are secured to the tie-plate so that the bend rests
60 against the bail top while the ends of the other are secured to the bail, and the middle portion rests against the stirrup bottom as shown in Fig. 2.

In Figs. 1 to 3 I have shown an end gate 18, 65 which is locked by the bolts 19, these being attached above and below the pivot to the swiveling handle 20, and the ends of the bolts engage ears 21 on the sides of the carrier, and thus by turning the handle the bolts
70 can be locked or released. At the lower end the gate 18 has eyes 22, which run on the track 23 this extending around the carrier end and running along below the bottom parallel therewith, as shown clearly in Fig. 1. 75 Thus by dropping the gate it can be pushed back on the tracks 23 and held so as to be out of the way, and by pulling it forward or swinging it up, it can be instantly locked.

In Figs. 4 to 6 I have shown a preferred 80 construction, and here the trolleys 13^a are modified, and the tie-plate 16 is reinforced by a strap 16^a laid parallel with it. In both forms of structure the corner posts or bails are formed of angle iron, but in the form 85 shown in Figs. 4 to 6, the end gate 18 is stiffened by a rib of angle iron 18^a, which runs preferably all the way around it, and the form of the locking bolts 19 is changed. These are attached to the lever 20^a which is
90 centrally pivoted and has a handle 24. The bolts extend through the angle iron 18^a, are bent around the sides of the carrier 10, as shown at 19^a and terminate in hooks 19^b which enter slots 25 in the sides of the carrier. 95 Another improvement in the structure shown in the figure referred to, is that the device has a guard bail 26 at the bottom, extending entirely across the carrier, upon which the gate 18 can be dropped, and the
100 bail 26 prevents the gate from dropping too low and holds it always in the right position for easy handling.

From the foregoing description it will be seen that the device is very simple, very 105 strong, and that it can be readily loaded and unloaded by reason of the arrangement of the end gate.

Having thus fully described our invention, we claim as new and desire to secure by Letters Patent:—

5 1. A structure such as described, comprising a box having upwardly extending bails at the ends, and provided with an end gate, a hinge connection between the lower part of the gate and the box, and means for permitting the hinged part to slide beneath and parallel with the box.

10 2. A device of the kind described, comprising a box open at the top and provided with an end gate, the corner posts of the box being formed of angle irons which are projected upward and formed into the supporting bails.

15 3. In a carrier, the combination with the box, of the outwardly and downwardly swinging end gate, a locking device to fasten the upper part of the gate, and guiding devices slidably supporting the lower end of the

gate, said guiding devices extending beneath the box.

4. In a carrier, the combination with the box, of the outwardly and downwardly swinging end gate arranged to slide beneath 25 the box when open, and a depending bail on the box to support the gate.

5. The combination with the box, of the outwardly and downwardly swinging end gate, the track extending from the front part 30 of the box, beneath it and along the bottom, and the sliding and supporting connections between the lower part of the gate and the tracks.

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