

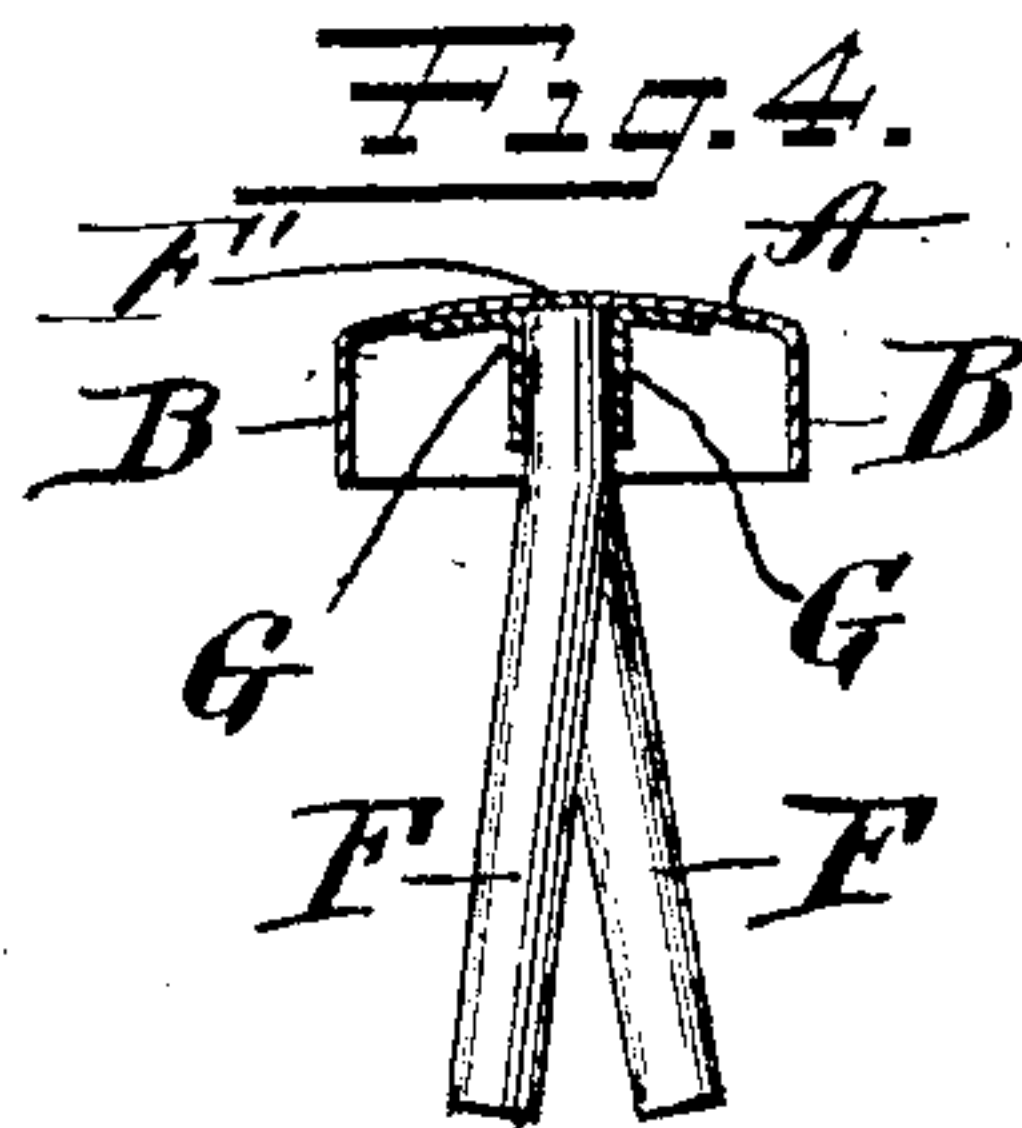
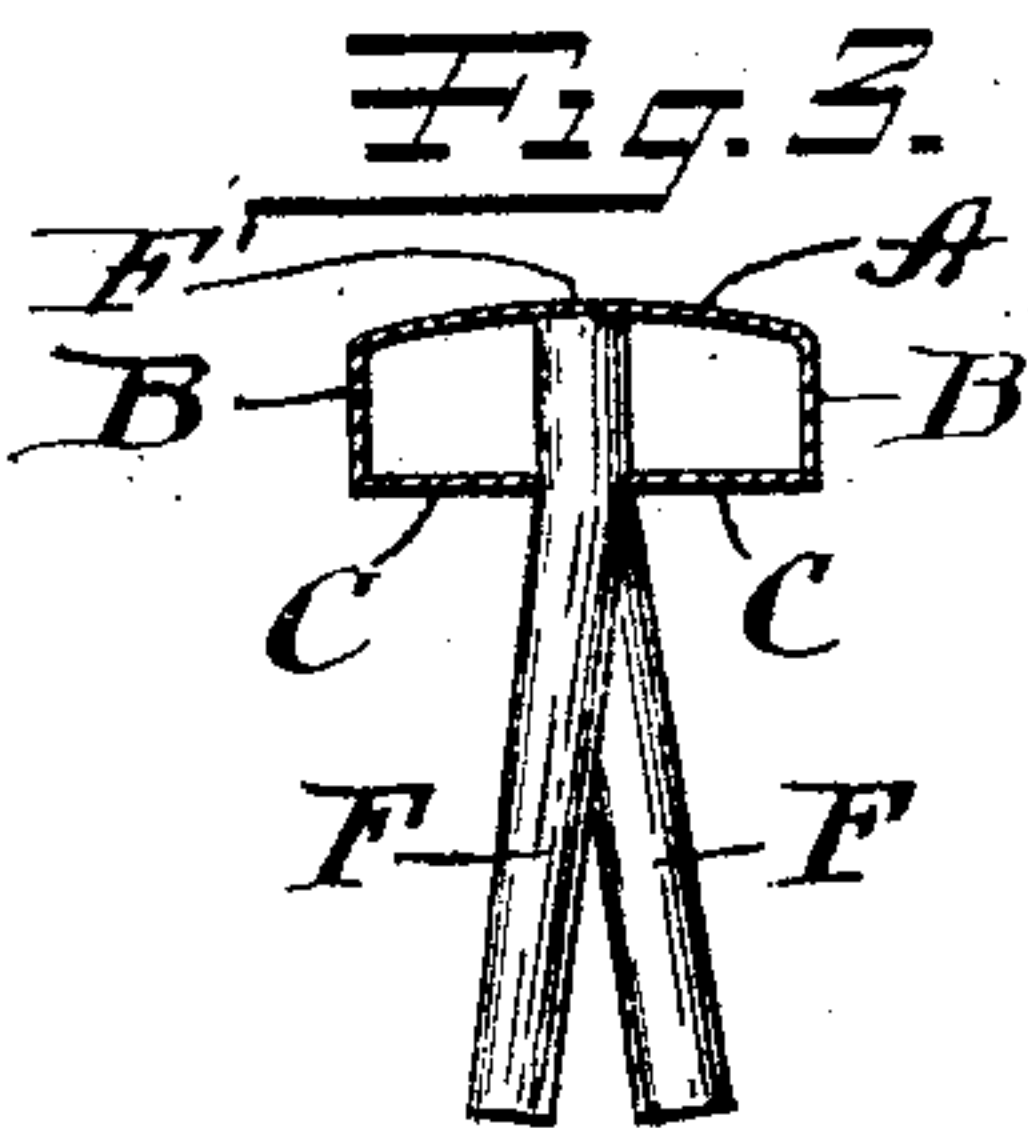
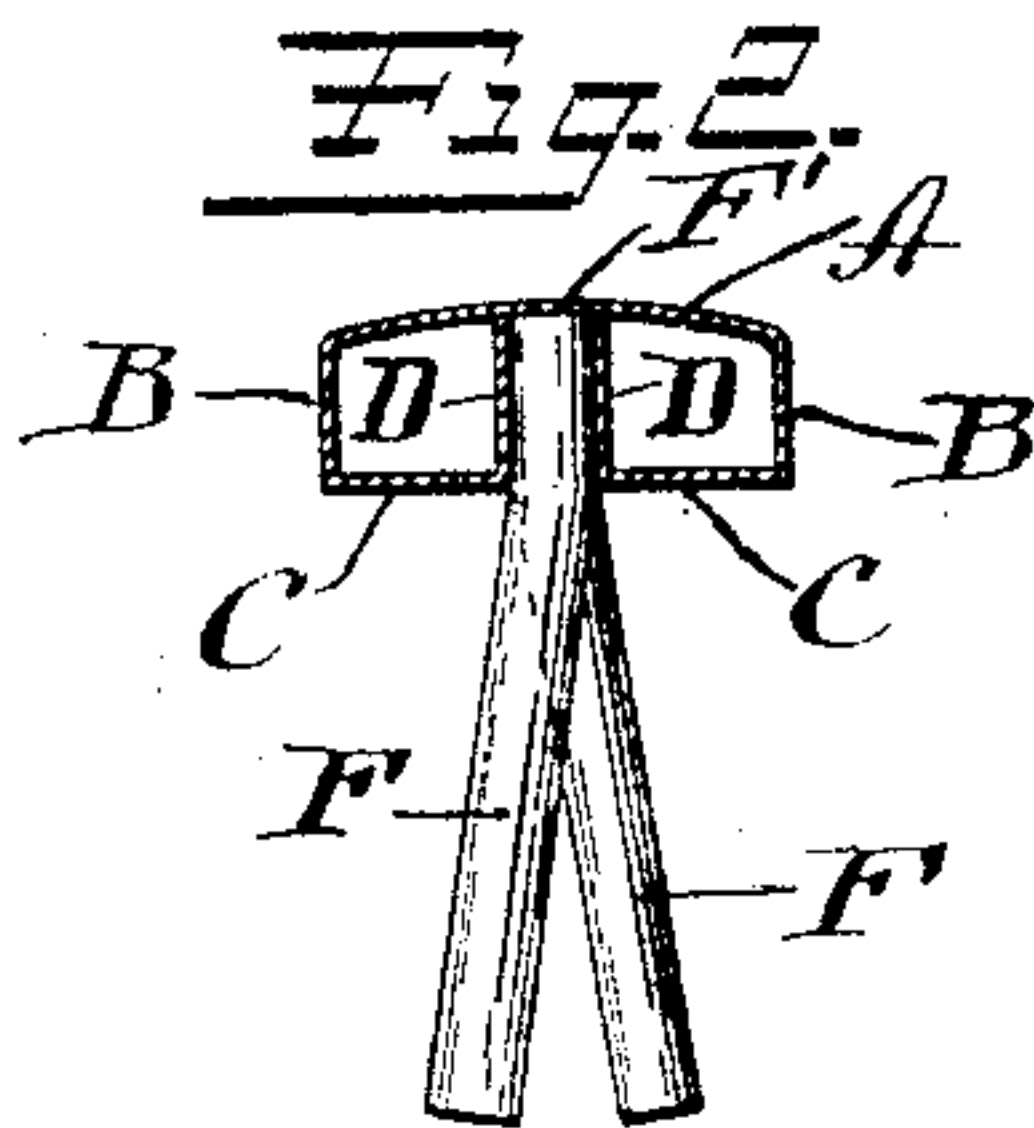
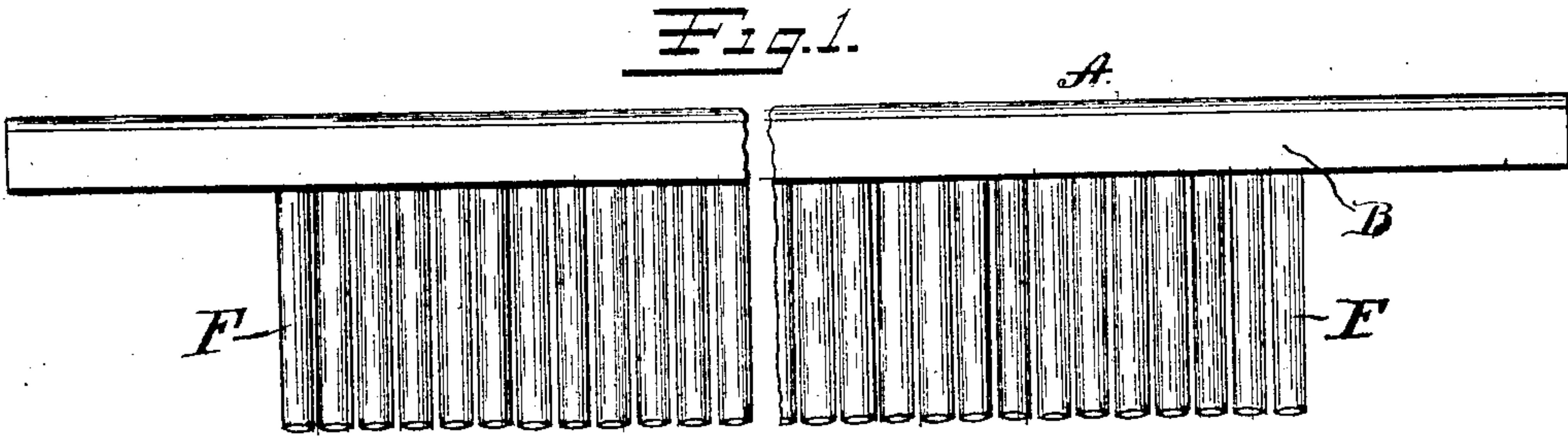
No. 858,727.

PATENTED JULY 2, 1907.

J. A. LE CATO.

TRACKER BAR.

APPLICATION FILED JAN. 5, 1907.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN A. LE CATO, OF GRANTWOOD, NEW JERSEY.

TRACKER-BAR.

No. 858,727.

Specification of Letters Patent.

Patented July 2, 1907.

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To all whom it may concern:

Be it known that I, JOHN A. LE CATO, a citizen of the United States, residing at Grantwood, Bergen county, New Jersey, have invented certain new and useful Improvements in Tracker-Bars, of which the following is a full, clear, and exact description.

My invention relates to improvements in tracker boards for mechanical music playing instruments, the purpose being to provide a simple, inexpensive, effective and durable construction. Heretofore wooden tracker boards have been commonly employed, and in some instances solid metal boards have been employed.

My invention contemplates the use of a metal board of a unique construction, in which all unnecessary weight is eliminated without sacrifice to the finished structure.

In the drawings: Figure 1 is a front elevation of the tracker board and the pipes leading therefrom and forming a permanent part thereof. Fig. 2 is a cross section. Fig. 3 is a cross section of a modification. Fig. 4 is a cross section of another modification.

The tracker board is formed of sheet metal.

A is the crown or top in which the usual perforations appear.

B—B are the sides formed by bending down the edges of the metal to give to the board the desired thickness. These edges of the metal are then turned in as at C—C, and then finally upward as at D—D. The upturned portions D—D are spaced apart a distance equal to the diameter of the tubes F—F, and the extreme edges of the upturned portions D—D preferably bear against the underside of the crown A on opposite sides of the inlet perforations therein. By this construction the tubes F—F are given a long or broad bearing. The inner ends of these tubes bear against the under side of the crown A, there being one tube for each perforation therein. It is preferable when the parts are assembled, as indicated in Fig. 2, to run solder into the space between the tubes and those walls of

the board which support said tubes, whereby a permanent connection is made and leakage prevented.

In Fig. 3 I have shown a construction which corresponds to the construction shown in Fig. 2, save that the upturned portions D—D are omitted. Those parts in Fig. 3 which correspond to similar parts in Fig. 2 are designated by the same lettering. In Fig. 4 I have shown a modification in which, instead of turning in the edges as at C—C in Figs. 2 and 3 to form the second or lower bearing for the tubes, I have formed the bearing by means of angular pieces of metal G—G, soldered to the under side of the crown A, and on opposite sides of the series of perforations. These angle pieces afford a relatively long bearing to sufficiently support the tubes F—F. In both of the modifications described herein solder may be employed to permanently connect the parts, and fill in all spaces where leaks might otherwise occur. By the use of the term solder, I mean to include, of course, any material which will act as a substitute therefor in this particular connection.

What I claim is:

1. A tracker board formed of sheet metal having a crown portion provided with a series of perforations therein, tubes secured to the lower side of said crown portion in communication with said perforations, and a tube bearing or support located below and engaging the tubes at a point below the crown.

2. A tracker board formed of sheet metal having a crown portion provided with a row of perforations therein, tubes secured to the under side of said crown and in communication respectively with said perforations, and a bearing integral with said crown portion but spaced apart therefrom and engaging the tubes at a point below said crown.

3. A perforated tracker board formed of sheet metal having a crown, depending side portions, the edges of the metal being turned in and forming tube bearings below the crown, and tubes arranged between said bearings and permanently secured to the crown at the under side thereof.

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Witnesses:

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