No. 876,194. PATENTED JAN. 7, 1908.

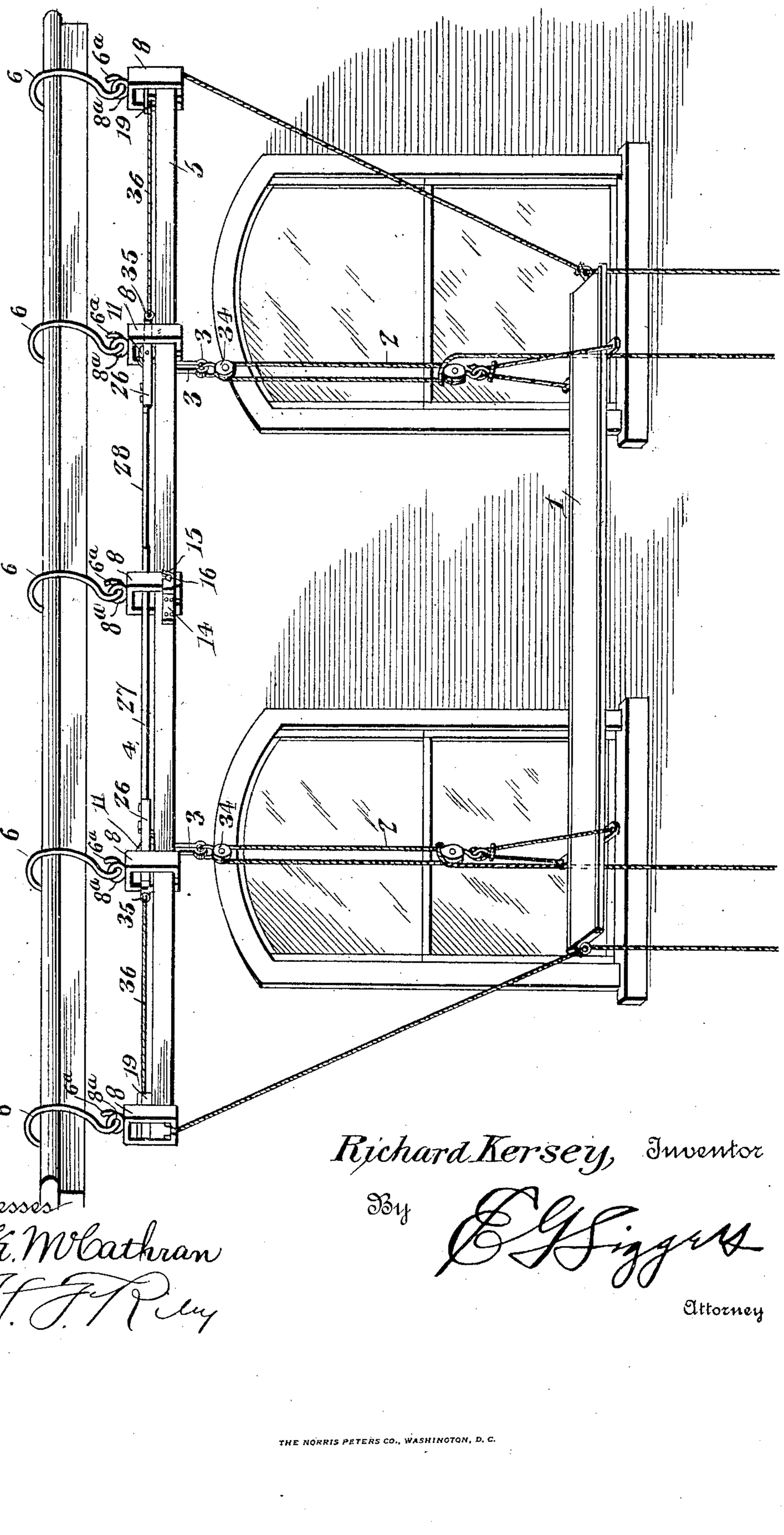
R. KERSEY.

TRACK AND CARRIAGE FOR SWING SCAFFOLDS.

APPLICATION FILED JULY 30, 1906.

2 SHEETS—SHEET 1.

Fig. 1.



Witnesses
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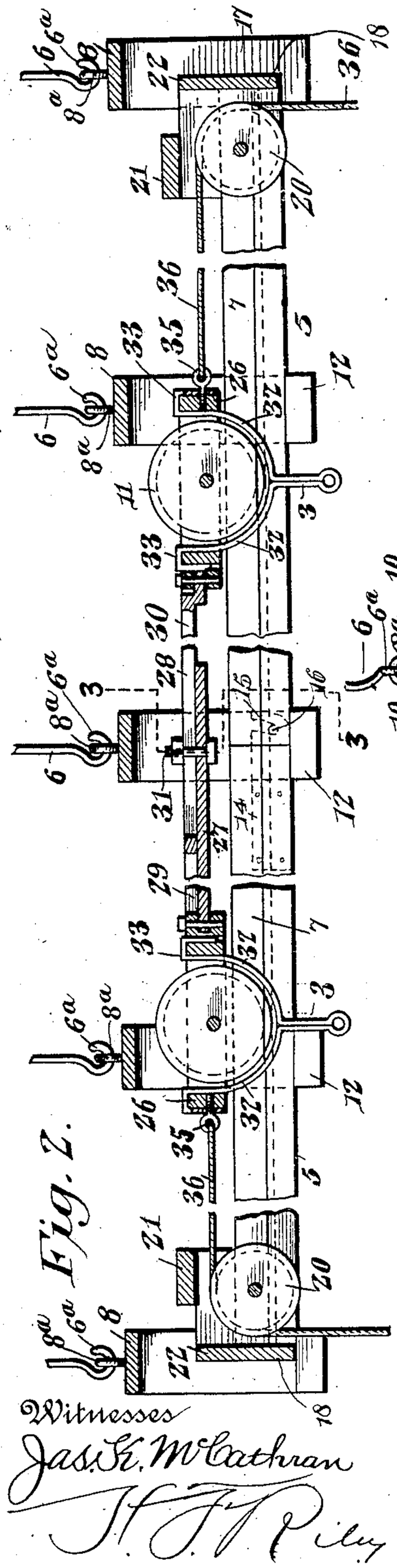

Fig. 2.

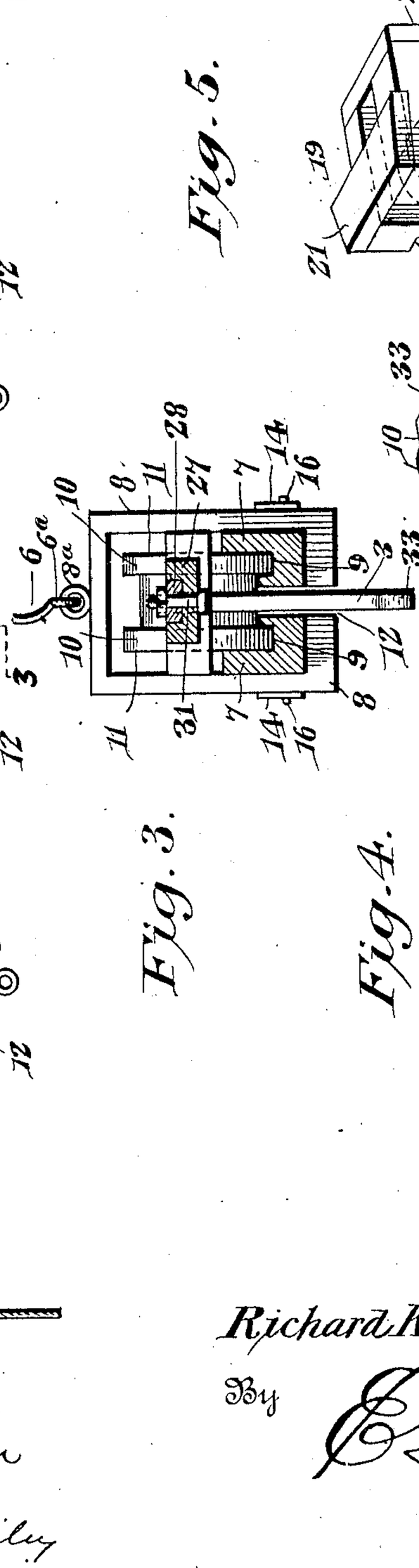

Fig. 3.

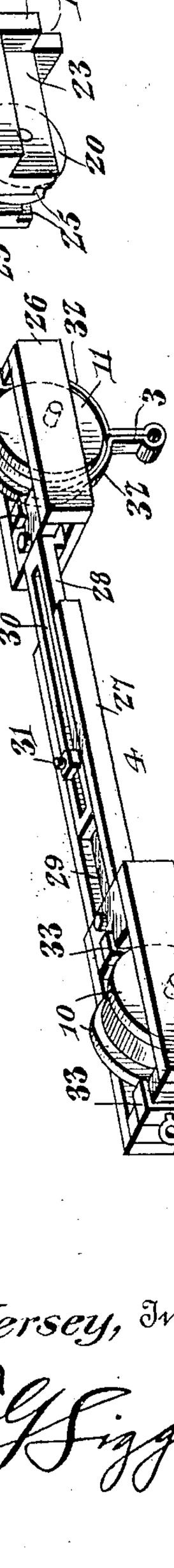

Fig. 4.

Fig. 5.

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UNITED STATES PATENT OFFICE.

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TRACK AND CARRIAGE FOR SWING-SCAFFOLDS.

No. 876,194. Specification of Letters Patent. Patented Jan. 7, 1908.

Application filed July 30, 1906. Serial No. 328,398.

To all whom it may concern:

Be it known that I, RICHARD KERSEY, a citizen of the United States, residing at Lexington, in the county of Fayette and State of Kentucky, have invented a new and useful Track and Carriage for Swing-Scaffolds, of which the following is a specification.

The invention relates to a track and carriage for swing scaffolds.

The object of the present invention is to provide a simple, inexpensive and efficient track and carriage for swing scaffolds designed for painters and other artisans, and adapted to be readily moved horizontally from one portion of a house to another, to save the time and labor, and to obviate the inconvenience of lowering the swing scaffold to the ground and moving the hooks from one point to another.

Another object of the invention is to provide an apparatus of this character, having a sectional track, adapted to be varied in length to suit the size of a house, so that the swing scaffold may be run entirely across the same.

Furthermore the invention has for its object to provide an adjustable carriage, adapted to support swing scaffolds of different lengths, so that a swing scaffold accommodating one or more persons may be employed.

With these and other objects in view, the invention consists in the construction and novel combinations of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction within the scope of the claims, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings:—Figure 1 is a perspective view of a track and carriage for swing scaffolds, constructed in accordance with this invention and shown applied to a house. Fig. 2 is an enlarged longitudinal sectional view, illustrating the construction of the track and the carriage. Fig. 3 is a transverse sectional view taken substantially on the line 3—3 of Fig. 2. Fig. 4 is a detail perspective view of the adjustable carriage. Fig. 5 is a similar view of one of the casings.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates an adjustable swing scaffold, connected by suitable hoisting ropes 2 with depending hangers 3 of a carriage 4, which is arranged upon a track 5. The track 5, which is suspended from the cornice, or other portion of a roof by supporting hooks 6, is constructed in sections and is composed of spaced sides or rails 7, connected by approximately rectangular hangers 8. The sides or rails of the track are substantially L-shaped in cross section, as clearly shown in Fig. 3 of the drawings, and have vertical and horizontal flanges, the horizontal flanges or portions being extended inwardly and provided at their upper faces with grooves 9 to receive flanges 10 of wheels 11 of the carriage 4. The inwardly extending flanges or portions of the sides or rails 7 are spaced apart, and the rectangular hangers 8 are provided in their lower transverse portions with slots or openings 12, corresponding to the opening or space between the sides or rails 7, and adapted to afford a passage-way for the depending hangers 3 of the carriage. The supporting hooks are provided at the bottom with upwardly extending hooks 6^a, and the horizontal transversely disposed top portions of the hangers 8 have upwardly projecting eyes 8^a for engaging the bottom hooks 6^a. This construction will enable the supporting hooks 6 to be readily connected with the hangers 8.

Only two sections of the track are shown in the accompanying drawings, but any number of sections may be employed, as will be readily understood, and the contiguous ends of the sections are connected by plates 14, having projecting interlocking portions, which are slotted to form hooks 15 for engaging studs or projections 16. The contiguous ends of the sides or rails are arranged within a hanger, as clearly shown in Fig. 2, and the plate 14 is mounted on one of the sides or rails, and the stud or projection 16 is carried by the hanger. The intermediate end hanger is secured to the terminals of the sides or rails of one section, which extend inward from one side edge and terminate short of the opposite side edge to provide a

space or recess to receive the ends of the contiguous sides or rails. The contiguous ends of the sides or rails abut at the center or at a point midway between the side edges of the sides of the hangers.

The sides or rails, which are secured within the end hangers, terminate short of the outer edges thereof to provide end recesses 17, which are adapted to receive depending projecting portions 18 of the detachable casings 19. The detachable casings 19 are composed of two sides, spaced apart to receive a pulley 20, and connected by a top cross piece 21 and an outer end piece 22. The sides of the casings are provided with recesses 23 to receive the sides or rails of the track, and the outer end piece projects laterally to provide the side engaging portions 24 as well as the depending engaging portion 18. The engaging portions 18 abut against the ends of the sides or rails, and the casing fits down between the vertical flanges of the same. The lower edges of the sides of the casings are recessed at their inner faces at 25 to conform to the configuration of the grooved bottom flange of the sides or rails.

The carriage, which is movable along the track, is composed of two rectangular truck sections, having frames 26, which receive the wheels 11 and which are adjustably connected by overlapped longitudinally disposed bars or members 27 and 28. The bar or member 27 is provided at its upper face with a longitudinal recess 29 to receive the other bar or member 28, which is provided with a longitudinal slot 30. The bars or members are adjustably secured together by means of a bolt 31, or other suitable fastening device, mounted on the bar or member 27 and extending through the slot 30 of the other bar or member 28, and provided with a nut for engaging the latter. Any other suitable means, however, may be employed for connecting the adjustable bars or members to vary the length of the carriage to adapt it to the size of the swing scaffold, and to enable the apparatus to be arranged for accommodating swing scaffolds of different lengths.

The hangers 3 which are substantially Y-shaped, consist of depending stems and upwardly curved arms 32, which diverge from the upper end of the stem portion of the hanger, and which extend upwardly into the end frames 26 of the carriage, being provided at their upper ends with suitable hooks 33 for engaging the transverse portions of the said frames 26. The lower ends of the stems are provided with eyes to which the upper blocks 34 of the hoisting ropes are secured.

The carriage is provided at its end with suitable eyes 35 for the reception of ropes 36, or other suitable flexible connections to extend from the end of the carriage to the end pulleys 37. The flexible connections 36, which are supported at the inner end of the track by the pulleys 20, extend downward from the latter, and are detachably secured to the ends of the board or platform of the swing scaffold 1.

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

1. The combination of a track, end hangers supporting the track, casings detachably fitted in the end hangers and interlocked with the track, pulleys mounted in the end casings, and a carriage provided with flexible connections mounted on the pulleys.

2. The combination of a track composed of spaced side rails, and end hangers receiving the side rails and extending beyond the same to form recesses, end casings detachably fitted in the hangers and engaging the sides or rails, pulleys mounted in the end casings, flexible connections arranged on the pulleys, and a carriage mounted on the track and having the said flexible connections secured to it.

3. The combination of a track having spaced sides or rails, a hanger connecting the sides or rails and extending beyond the same, a casing detachably fitted in the hanger and provided with side recesses to receive the rails and having projecting portions for engaging the ends of the rails, a carriage arranged on the track and provided with a flexible connection, and guiding means arranged within the casing and receiving the flexible connection.

4. The combination of a track composed of spaced substantially L-shaped sides or rails, a rectangular hanger receiving and connecting the sides or rails, a detachable casing fitted in the hanger and interlocked with the sides or rails, a carriage arranged on the track and provided with a flexible connection, and guiding means located within the casing and receiving the flexible connection.

5. The combination of a track, a swing scaffold, a carriage composed of rectangular end frames, wheels mounted within the end frames and arranged on the track, and means for adjustably connecting the end frames to vary the length of the carriage to suit the length of the swing scaffold, hangers depending from the carriage and provided with arms extending upward at opposite sides of the wheels and provided with terminal hooks engaging the upper edges of the said frames, and flexible means for connecting the swing scaffold with the hangers.

6. The combination of a track, a swing scaffold, a carriage composed of rectangular end frames, wheels located within the end frames and journaled at the sides thereof and arranged on the track, hangers provided with

upwardly extending arms receiving the said wheels between them and connected at their upper ends to the opposite ends of the rectangular frames, means for adjustably connecting the frames to vary the length of the carriage without detaching the hangers, and flexible means for connecting the swing scaffold with the hangers.

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

RICHARD KERSEY.

Witnesses:
L. ROYALTY,
H. FOUSHEER