

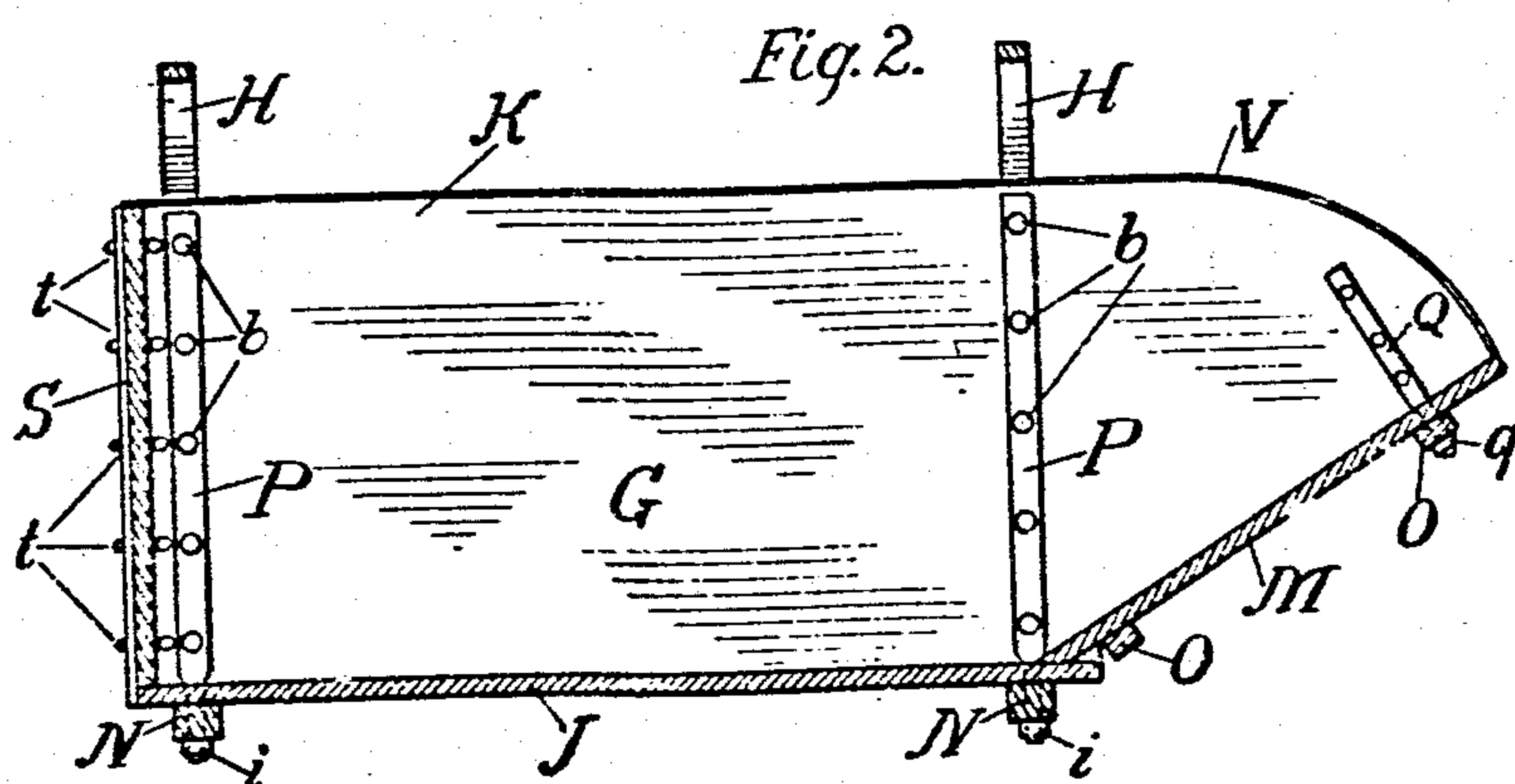
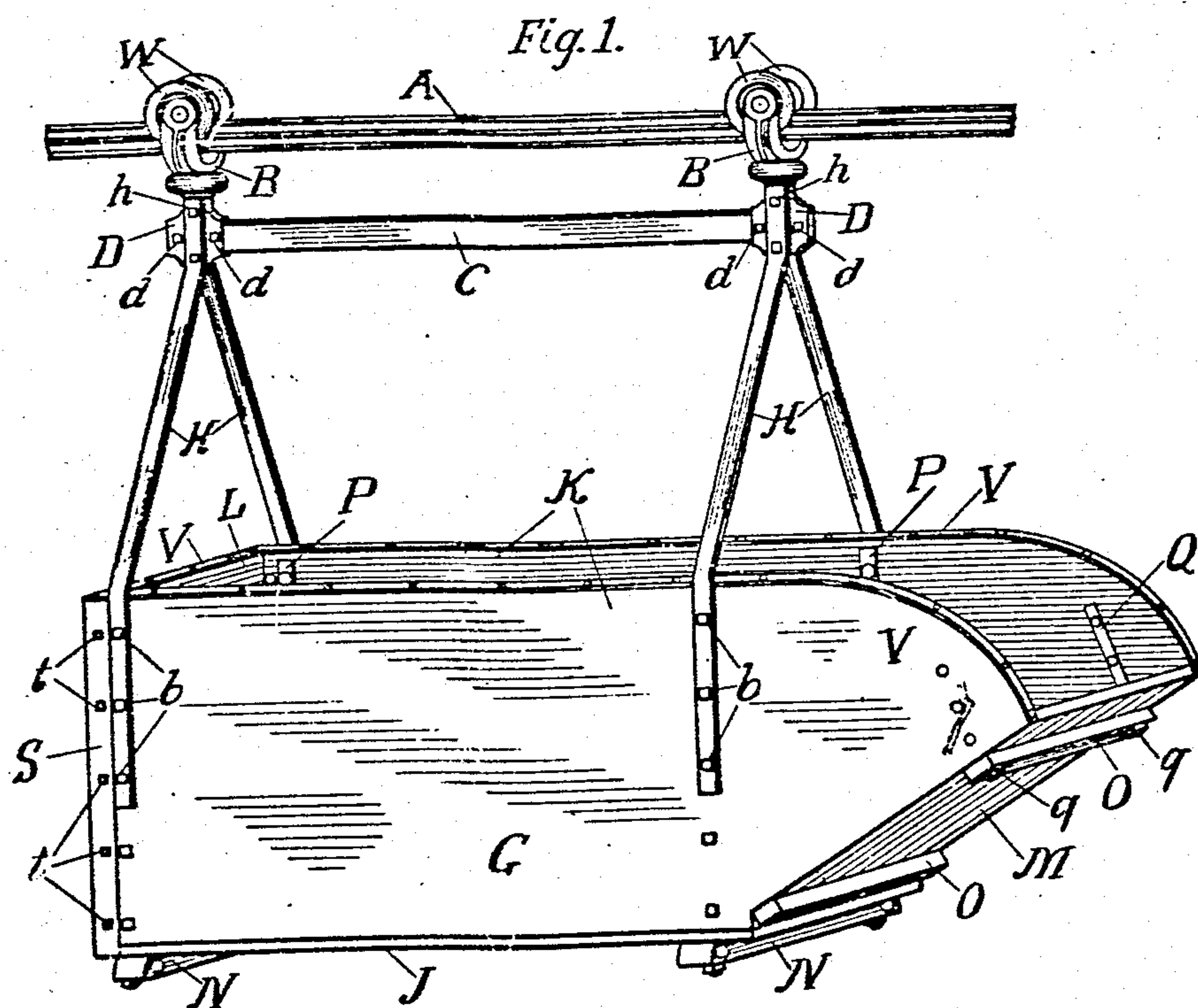
FEED CARRIER.

APPLICATION FILED DEC. 23, 1907.

898,489.

Patented Sept. 15, 1908.

2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.

Fig. 3.

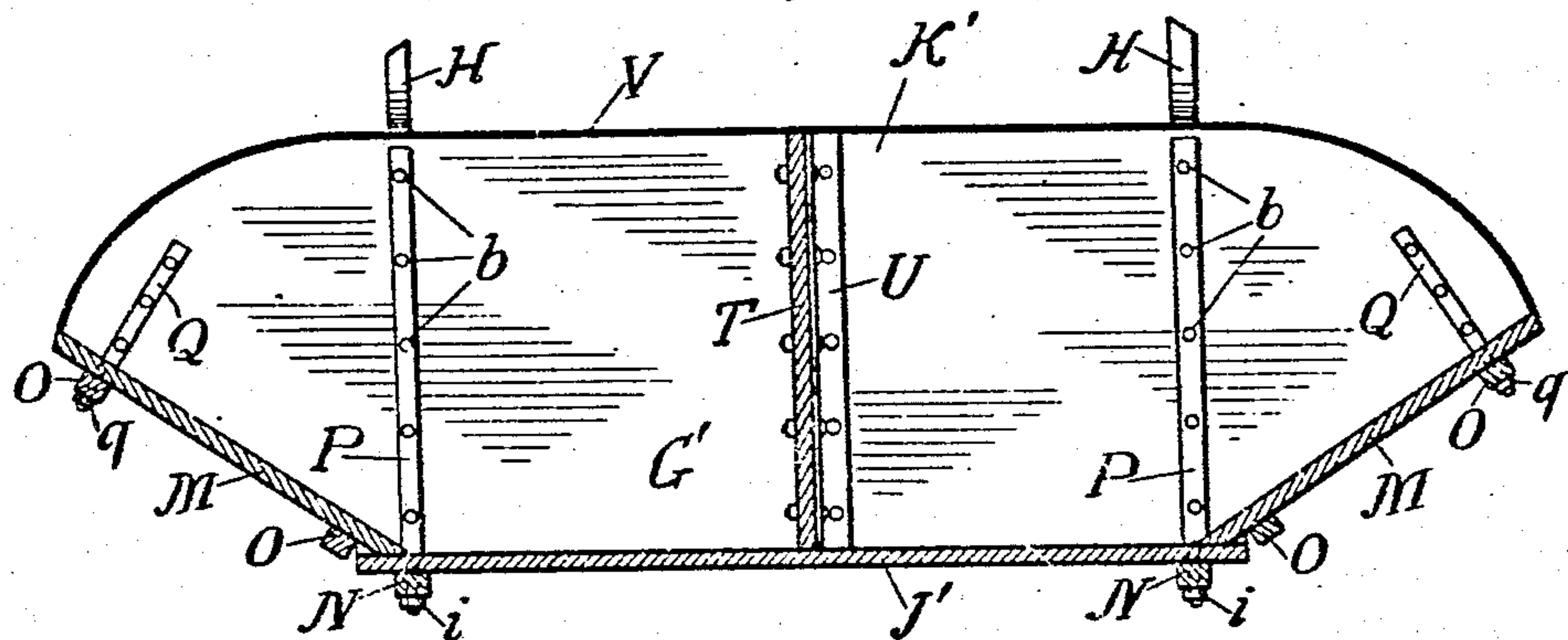


Fig. 5.

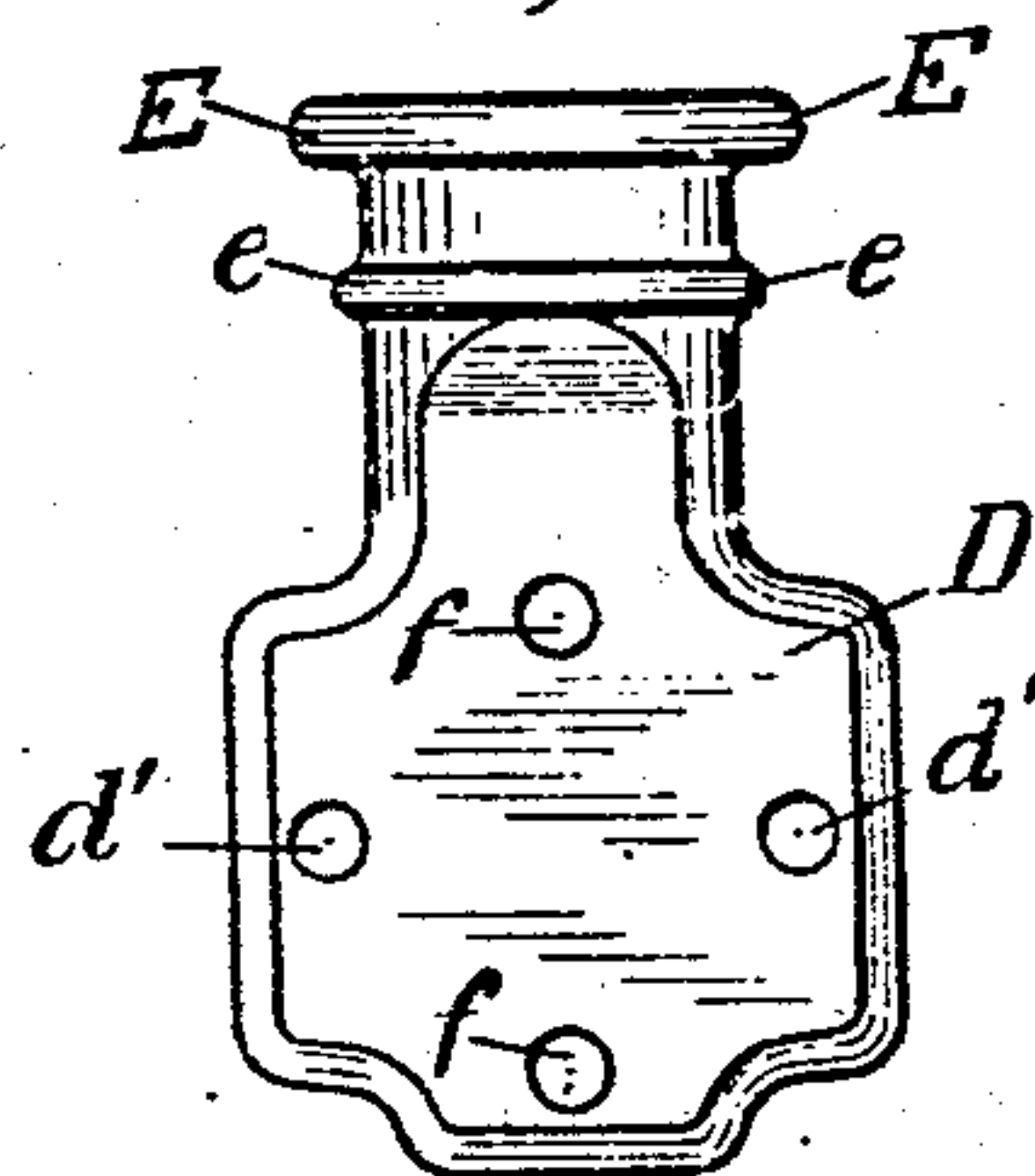


Fig. 6.

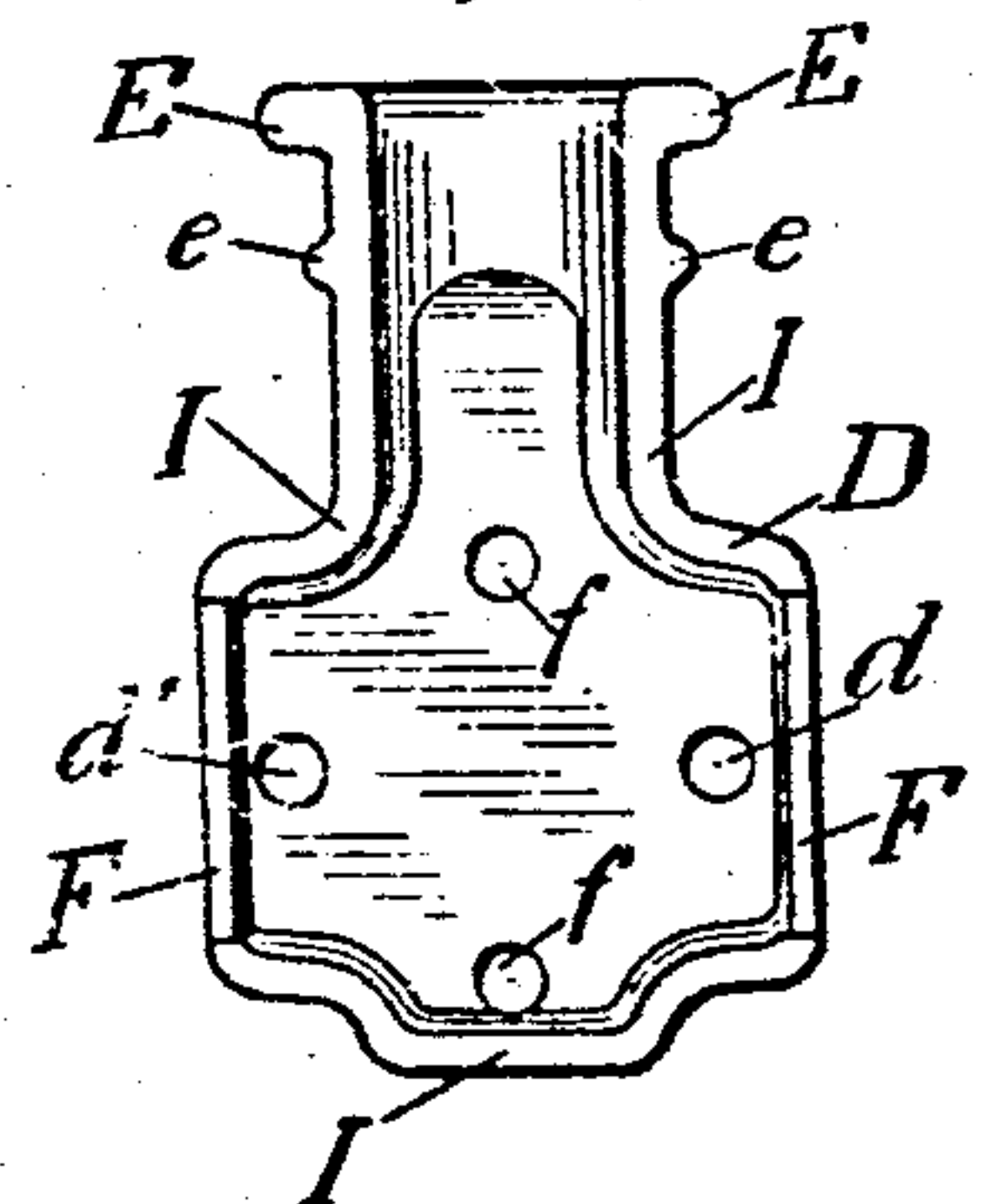


Fig. 7.

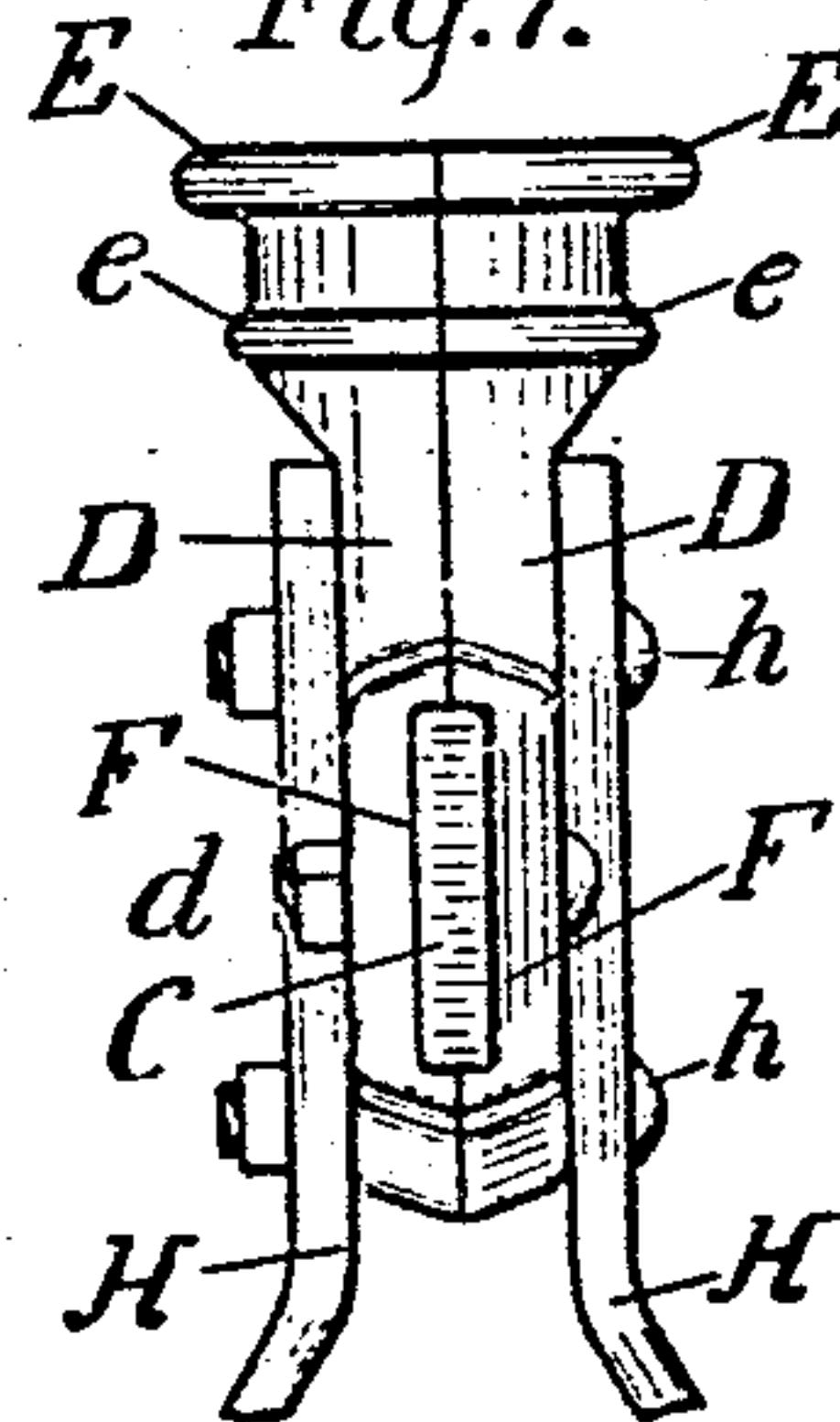
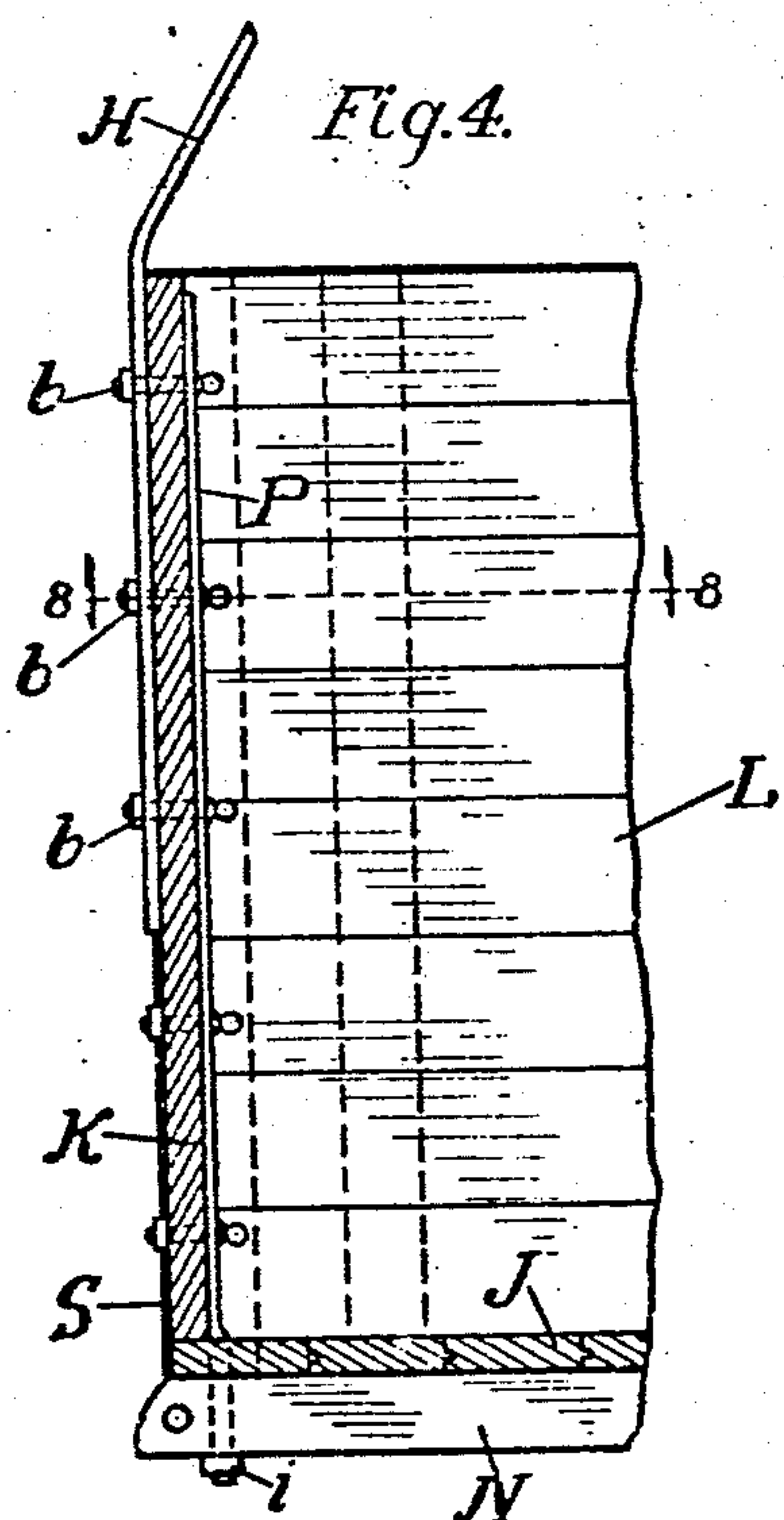
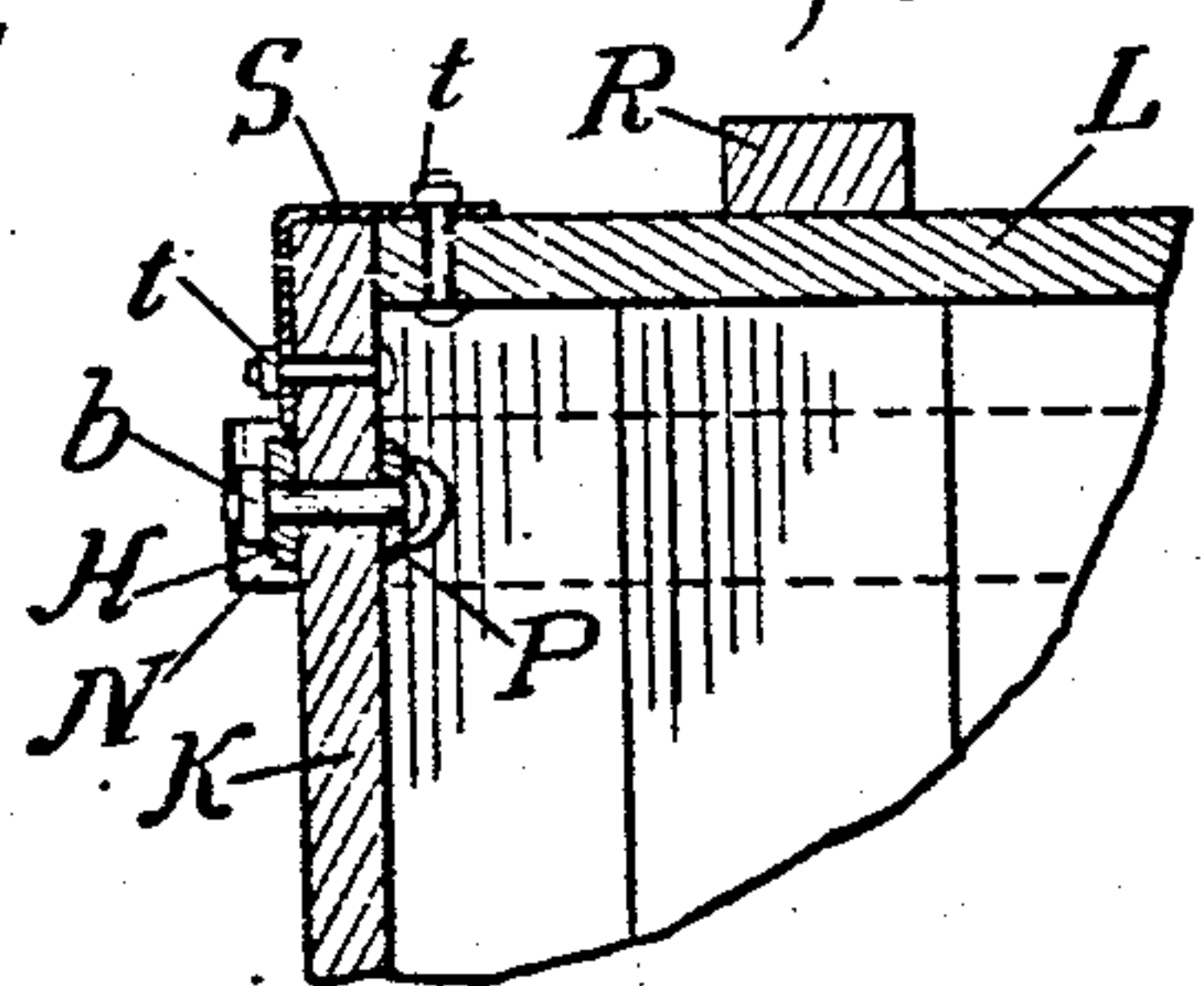


Fig. 8.



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# UNITED STATES PATENT OFFICE.

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## FEED-CARRIER.

No. 898,489.

Specification of Letters Patent.

Patented Sept. 15, 1908.

Application filed December 23, 1907. Serial No. 407,841.

*To all whom it may concern:*

Be it known that I, WILLIAM LOUDEN, residing at Fairfield, in the county of Jefferson and State of Iowa, have invented a new and useful Improvement in Feed-Carriers, of which the following is a specification.

My invention relates to carriers designed to distribute feed and similar material in stables, feed lots, etc., and it consists of an improvement in the construction whereby the carrier will be adapted to run on an overhead track and be provided with a receptacle to receive and hold the material to be distributed, said construction making the device strong, durable, convenient and effective, as hereinafter set forth and more specifically pointed out in the claims.

In the accompanying drawings forming a part of this specification, Figure 1 is a perspective of a carrier embodying one form of my invention. Fig. 2 is a longitudinal section of the receptacle shown in Fig. 1, the attachments to the carrier portion being broken away. Fig. 3 is the same showing the receptacle divided into two sections by a transverse partition in the center. Fig. 4 is a transverse section of the receptacle shown in Fig. 1 taken near the rear end, and with a portion of the end broken away. Figs. 5 and 6 are enlarged side elevations of castings used in connecting the receptacle to the carrier portion. Fig. 7 is an end elevation of the same joined together and showing the end of a connecting bar between them. Fig. 8 is a horizontal section on line 8-8 of Fig. 4 looking downward as indicated by the arrows.

Referring to the drawings, A represents an overhead track upon which wheels W, mounted in trucks B, are adapted to run.

C is a horizontally disposed connecting bar having castings D. These castings are preferably made in duplicate, and are placed face to face and bolted on the ends of the bar by bolts *d* passed through perforations in the end of the bar and also through the perforations *d'* in the castings (see Figs. 5 and 6). The upper ends of the castings are fitted with semi-circular ribs E, and when they are placed together these ribs form swivel heads which are placed in an eye in the lower ends of the trucks B, and are adapted to swivel therein, in the usual manner. The castings D are also fitted with notches or depressions F on their inner faces which fit over the ends of the bar C by means of which they are held more firmly in position on the bar and by

this means their upper and lower ends are permitted to come directly together which forms a more solid structure.

Immediately below the swivel ribs E the castings are each made semi-circular so that when placed together they will form a swivel neck to fit the smaller portion of the swivel eye in the trucks B. On the lower portion of this neck are smaller ribs *e* the purpose of which is to prevent the swivel neck from being pushed by any means too far up into the eyes of the trucks B. Below the neck portions the plates D are broadened and flattened on their outer faces and perforations *f* are made, one above and the other below the inserted ends of the connecting bar C, and preferably in the same vertical line. Hanger straps H having holes in their upper ends to coincide with the holes *f* in the castings are applied to the flattened faces and are affixed thereto by means of the bolts *h* and the lower ends of these hangers are secured to a receptacle G. The inner faces of the castings are preferably recessed or cut out to lighten them and flanges I are formed around the edges to strengthen the castings.

The receptacle G which constitutes a feed box, is of a rectangular shape and may be made with a bottom J, two sides K, an end L and an inclined scoop board M as shown in Figs. 1 and 2. The bottom and scoop board are preferably made of flooring boards, tongued and grooved to make them tight, and are provided with cross bars N and O. Wagon box straps P are affixed to the inner surfaces of the sides K and are passed through the bottom J and through the ends of the cross bars N, and are provided with burs *i* by means of which the bottom is drawn securely up against the sides. The scoop board M is made narrower so it will fit in between the sides K and so its lower end will rest upon the upper side of the adjacent end of the bottom J as shown in Figs. 1 and 2.

Smaller straps Q are secured to the inclined ends of the sides K on their inner surfaces and are passed through the scoop board and through the ends of the outer cross bar O, and are provided with burs *g*. The cross bars O are made long enough so their ends will extend out under the inclined ends of the sides K. By drawing the scoop board in, the extending ends of the inner cross piece, which is secured thereto by screws or otherwise, will be wedged in tight against the lower edges of the sides and by drawing up



the burs *q* the outer cross bar will also be drawn tight against the sides and the scoop board will be held securely in place. The lower end of the scoop board is beveled so as to closely fit the upper side of the bottom J and there will be no danger of a scoop or shovel catching in the joint when unloading the box.

The straps P may be secured to the side by bolts or rivets as preferred, but a number of holes in the upper ends (say three as shown in Fig. 4) are made to correspond with holes in the lower ends of the hanger straps H in which bolts *b* are preferably used, and the same bolts which are used to attach this part of the straps H are also used to attach the straps P—the bolts passing through the straps P and through the sides and then on through the straps H. In this way the structure will be greatly strengthened, the bolts holding the box straps and the wagon straps securely together, and removing the strain from the sides. The ends L are preferably provided with cleats R one of which is shown in cross section in Fig. 8. The ends are made so as to fit inside of the sides K and to hold them together, angle irons S long enough to extend from the top to the bottom of the box are secured thereto by a series of bolts *t*.

Sometimes it is convenient to arrange the receptacle to hold two kinds of feed without mixing them and to be able to scoop the feed from each end. Fig. 3 shows the receptacle adapted to this purpose. The sides K' are made longer and have inclined scoop boards M secured to each end in the manner already described. The bottom J' and the straps K are also secured to the sides, in the same way as in Figs. 1 and 2. A partition T is made to fit in between the sides K' and is bolted at each end to angle irons U by a series of bolts as shown. These irons are made similar to the corner irons S and are secured to the sides K' near their centers by another series of bolts or rivets as shown, by means of which the partition T is held securely in place.

It is preferable to have the upper ends of the sides above the scoop boards rounded off as shown in Figs. 1, 2 and 3. Also, to have the upper edges of the end and sides bound with iron straps V similar to those used on wagon boxes. It is evident that the castings D instead of being made in two parts and used in pairs may be made integral and be provided with an aperture for the insertion of the end of the connecting bar. It is also evident that other changes may be made without departing from the spirit of my invention.

What I claim is:—

1. In feed carriers, an overhead track, trucks having wheels to run on said track, a receptacle, hanger straps attached to the sides of the receptacle, a connecting bar, and

castings joining the adjacent ends of the hangers and connecting bar, and having swivel heads adapted to fit and swivel in the trucks.

2. In feed carriers, an overhead track, trucks having wheels to run on said track, a receptacle, hanger straps attached to the receptacle, a connecting bar, and castings bolted to the ends of the connecting bar, their upper ends being provided with swivel heads adapted to fit and swivel in the truck, and their lower ends being flattened and the upper ends of the hangers being bolted to the flattened portions of the castings.

3. In feed carriers, an overhead track, trucks having wheels to run on said track, a receptacle, hanger straps attached to the receptacle, a connecting bar, and castings having their upper ends provided with swivel heads adapted to fit and swivel in the trucks, and their lower ends broadened and flattened, the ends of the connecting bar being secured to the castings by bolts passing through them and the upper ends of the hangers being placed on the flattened sides of the castings between said bolts, and being secured thereto by bolts passing through the castings above and below the connecting bar.

4. In feed carriers, an overhead track, trucks having wheels to run on said track, a receptacle, hanger straps attached to the receptacle, a connecting bar, two pairs of castings clamping the ends of the connecting bar and bolted thereto, and having ribs on their upper ends constituting a swivel head connected to the trucks and the upper ends of the hangers bolted to the castings.

5. In feed carriers, an overhead track, trucks having wheels to run on said track, a receptacle, hanger straps attached to the receptacle, a connecting bar, two pairs of castings clamping the ends of the connecting bar and bolted thereto, and having ribs on their upper ends constituting a swivel head with a neck below it to connect to and swivel in the trucks, a rib at the lower end of the neck and the upper ends of the hangers bolted to the castings.

6. In feed carriers, an overhead track, trucks having wheels to run on said track, a receptacle, hanger straps attached to the receptacle, a connecting bar, two pairs of castings having notches to clamp over the ends of the connecting bar, and being bolted thereto, said castings having ribs on their upper ends constituting a swivel head connected to the trucks and the upper ends of the hangers bolted to the castings.

7. In feed carriers, an overhead track, trucks having wheels to run on said track, a receptacle, hanger straps attached to the receptacle, a connecting bar, two pairs of castings having their inner faces recessed so as to leave flanges around the edges, notches in the side flanges to fit over the ends of the con-



necting bar, and being bolted thereto, and having ribs on their upper ends constituting a swivel head connected to the trucks, and the upper ends of the hangers bolted to the 5 castings.

8. In feed carriers, a track, trucks having wheels to run on the track, a bar to connect the trucks together, a receptacle having sides and ends and a bottom, straps applied to the 10 inner surfaces of the sides and connecting the bottoms to the sides, hanger straps having connection with the trucks, and their lower ends being attached to the outer sides of the receptacle, the holes in the upper ends of the 15 box straps and the lower ends of the hanger straps being made to co-incide and bolts passed through the sides and through the holes in the straps so as to connect them together.

9. In a device of the character described, a receptacle having sides and ends and a bottom, box straps applied to the sides of the receptacle to hold the bottom thereto, hanger straps adapted to connect to an overhead 20 carrier and applied to the upper portions of the sides so their lower ends will co-incide with and lap upon the upper ends of the box straps and bolts passed through the sides and through the overlapping ends of straps so as 25 to connect them together.

10. In a device of the character described, a receptacle having separate sides and a bottom joined together by threaded box straps and a separate scoop board set at an incline 30 and joined to the sides by box straps and its inner end being beveled to lap and rest upon the upper surface of the adjacent end of the bottom.

11. In a device of the character described, 40 a receptacle having sides and a bottom suit-

ably joined together and a scoop board set at an incline between the sides, the portions of the sides below the scoop board being cut away, cross bars secured to the under side of the scoop board and their ends extended so 45 they will bear against the cut away edges of the sides, the inner ends of the board being beveled to rest upon and fit the upper surface of the adjacent end of the bottom and means to connect the outer end of the scoop board 50 to the sides.

12. In a device of the character described, a receptacle having sides and a bottom suitably joined together and a scoop board set at an incline between the sides, the portions of 55 the sides below the scoop board being cut away, cross bars secured to the under side of the scoop board and their ends extended so they will bear against the cut away edges of the sides, the inner ends of the board being bev- 60 eled to rest upon and fit the upper surface of the adjacent end of the bottom and box straps applied to the sides and passed through the outer ends of the scoop board and the cross bar so as to secure them all to- 65 gether.

13. In a device of the character described, a receptacle having sides and a bottom suitably joined together, a partition set transversely across the central portion of the re- 70 ceptacle, an angle iron joined to each end of the partition and also joined to the adjacent parts of the sides, and an inclined open end scoop board affixed to each end of the receptacle.

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Witnesses.

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