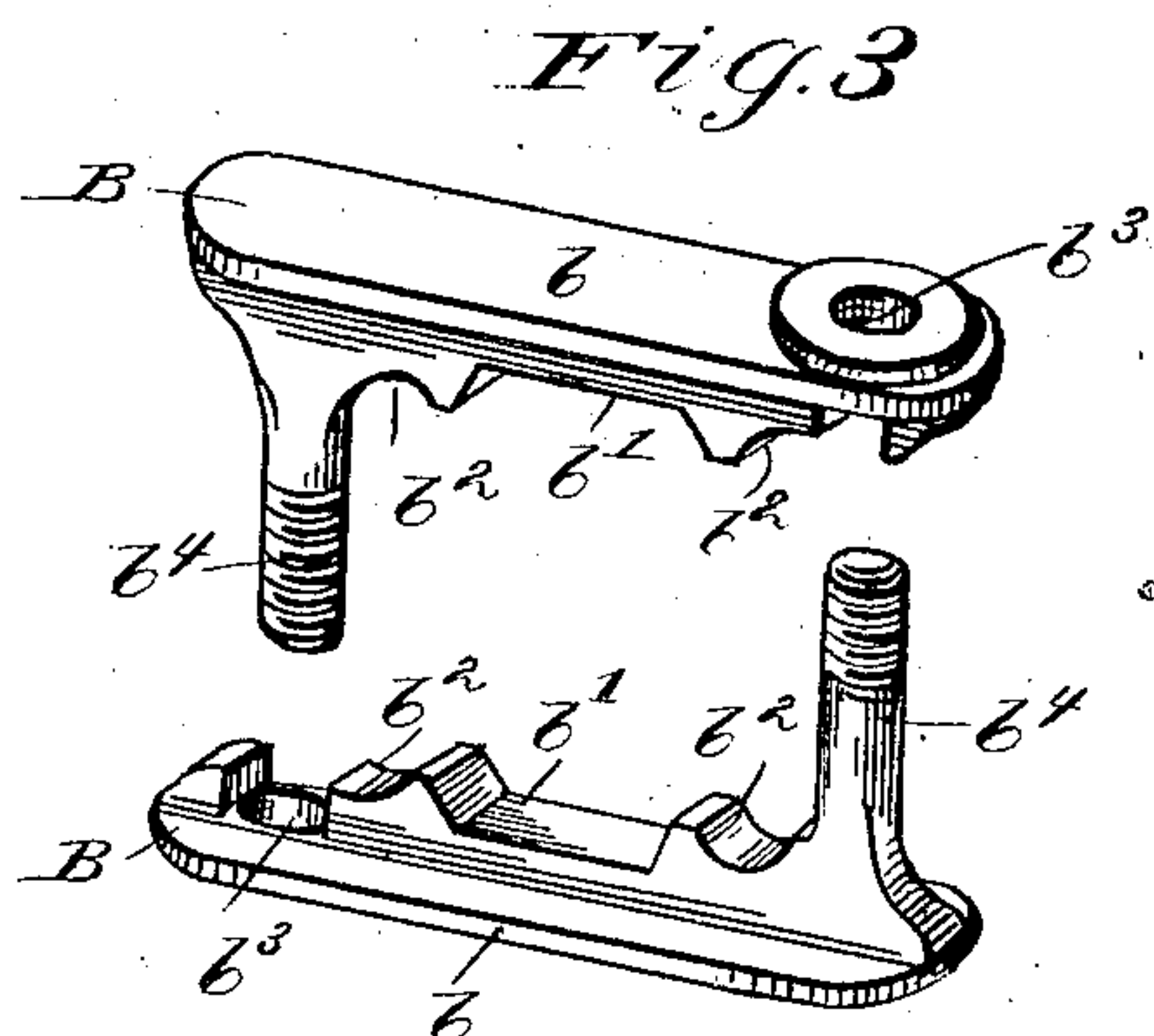
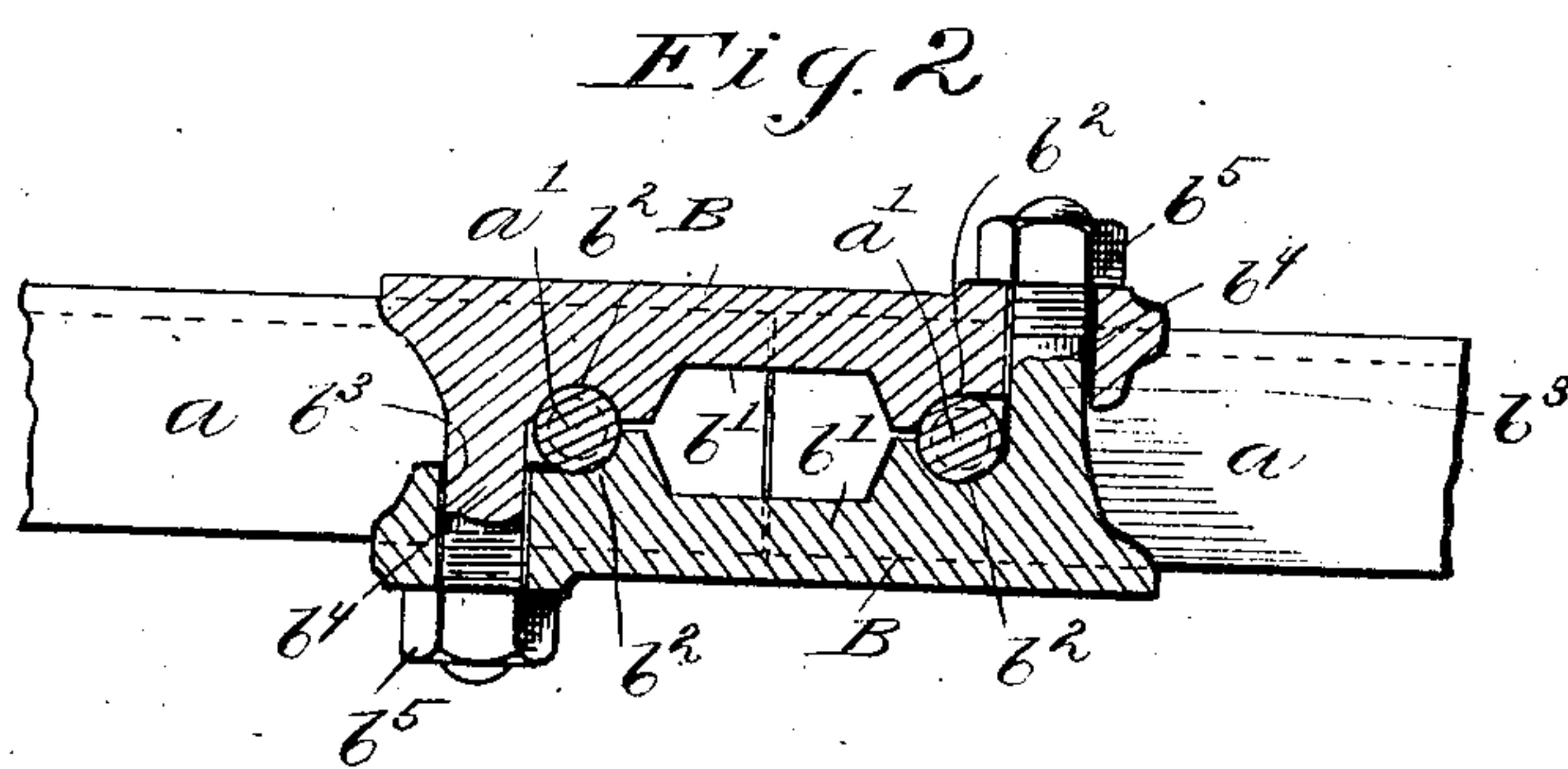
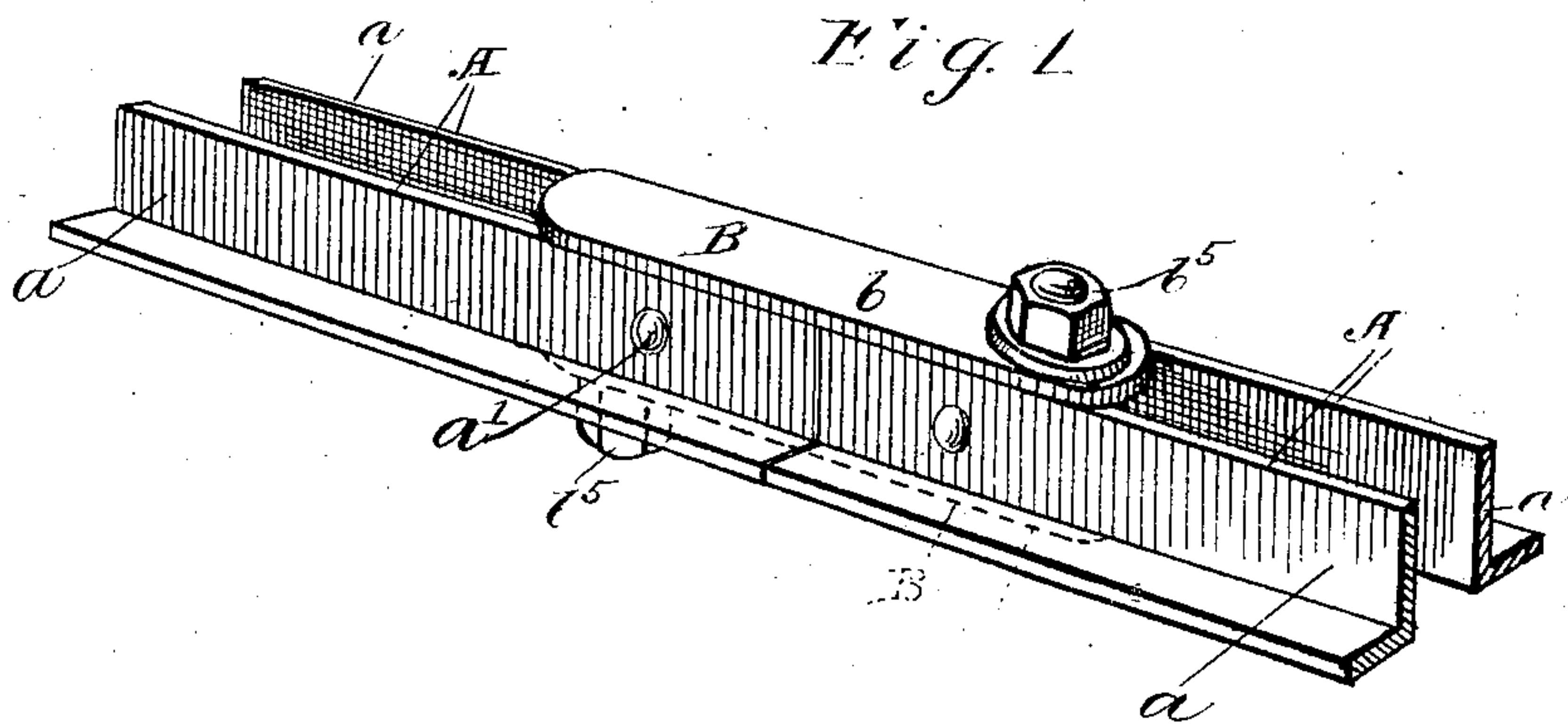


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HAY CARRIER TRACK.

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903,594.

Patented Nov. 10, 1908.



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UNITED STATES PATENT OFFICE.

THOMAS J. MADDRELL AND GEORGE A. SWINEFORD, OF CANTON, OHIO, ASSIGNORS TO THE
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HAY-CARRIER TRACK.

No. 903,594.

Specification of Letters Patent.

Patented Nov. 10, 1908.

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To all whom it may concern:

Be it known that we, THOMAS J. MADDRELL and GEORGE A. SWINEFORD, citizens of the United States, residents of Canton, county of Stark, and State of Ohio, have jointly invented a new and useful Improvement in Hay-Carrier Tracks, of which the following is a specification, the principle of the invention being herein explained and the best mode in which we have contemplated applying that principle, so as to distinguish it from other inventions.

This our present invention, relating as indicated to tracks, has more particular regard to the construction of tracks, such as are used in connection with hay carriers or like devices. In an approved construction of such tracks, two parallel disposed, spaced, angle bars are suitably secured together to form the track sections, and it is with the coupling together of such sections that the present invention is still more particularly concerned.

The object of the invention is the provision of means that while as efficient, if not more so than any of the present types of coupling on the market, will possess the additional features of simplicity in construction and cheapness in manufacture.

To the accomplishment of these and related ends, said invention then consists of the means hereinafter fully described and particularly pointed out in the claims:—

The annexed drawings and the following description set forth in detail certain means and one mode of carrying out the invention, such disclosed means and mode illustrating however, but one of various ways in which the principle of the invention may be used.

In said annexed drawings: Figure 1 is a perspective view of two terminally abutting track sections of the kind referred to above, together with a coupling embodying our several improvements securing same together; Fig. 2 is a central longitudinal vertical-section of said coupling and adjacent track section ends; and Fig. 3 is a perspective view of the parts of the coupling as it appears previous to being assembled.

As has been stated, the particular type of track section A in which the coupler is intended to be used, is made up of two parallel disposed angle bars *a*, Figs. 1 and 2. Such angle bars are secured together by transverse rivets *a'* which are either shouldered as

shown, or else provided with sleeves to retain the bars the proper distance apart. The number of rivets *a'* thus employed is a matter of indifference, but it is designed that there shall be at least one near each end of the track-section as shown in Figs. 1 and 2. To secure such sections A together, then, we provide a coupling made up of two similar members B shown in perspective in Fig. 3. From examination of such figure, each member will be seen to consist of a plate-like portion *b* provided with a rib *b'* on its in-turned face, which rib is formed with recesses *b²* adapted respectively to engage the two rivets *a'* in the contiguous ends of the abutting track-sections. Each member B furthermore, has an aperture *b³* at its one end and a lug *b⁴* at its other end adapted to enter into the corresponding aperture of the other member. Lugs *b⁴* are threaded, and nuts *b⁵* with or without washers as desired, are provided for such threaded lugs, whereby the two members may be drawn together in the manner clearly shown in Fig. 2. When thus drawn together, the recesses *b²* in the rib portions *b'* of the respective members, will be seen to be so disposed as to inclose the rivets of the respective track sections, clamping the same in a vise-like grip as the nuts on the lugs are turned down.

From the foregoing construction and method of assembling our improved coupling, it will be seen that an unusually rigid and effective joint is produced, such that any tendency to sag or give way at the line of junction between the two track sections is practically eliminated. We should call particular attention, however, to the fact that the two members of the coupling are duplicates of each other. Not only does this facilitate and considerably cheapen their manufacture, but it also makes it impossible to wrongly attach the coupling, since either side is right side up, or down, as the case may be. This is an item of no small importance, since structures of the character in hand are frequently put up by unskilled hands, and considerable pains heretofore have had to be used in explaining the manner in which the more complicated constructions of coupling are to be put together. It happens that in Fig. 1 the track-sections are shown with the flanges projecting from their under side, this being the position which they usually occupy when in use. In view, how-

ever, of what has just been noted concerning the mode of applying our coupling, the particular position of the track-sections is clearly a matter of indifference, and the latter may just as well be disposed with the flanges projecting from the upper sides, if, as is the case with certain types of hay-carriers, this is found desirable.

Other means of applying the principle of our invention may be employed instead of the one explained, change being made as regards the mechanism herein disclosed, provided the means stated by any one of the following claims or the equivalent of such stated means be employed.

We therefore particularly point out and distinctly claim as our invention:—

1. The combination with two terminally abutting track-sections provided with transversely disposed elements near their respective ends, of a coupling for said track-sections, said coupling comprising two members adapted to engage said transversely disposed elements, each such member having an aperture at one end and a projecting lug at the other end adapted to enter the corresponding aperture in the other member.

2. The combination with two terminally abutting track-sections made up of parallel disposed spaced angle-bars secured together by transverse rivets near their respective ends, of a coupling comprising two similar members adapted to engage said rivets, each such member having an aperture at its one end and a threaded lug at its other end adapted to enter the corresponding aperture

in the other member, and nuts for such threaded lugs for drawing said coupling members together.

3. The combination with two terminally abutting track-sections made up of parallel disposed, spaced angle-bars secured together by transverse rivets near their respective ends, of a coupling comprising two similar plate-like members provided with ribs on their inturned faces formed with recesses adapted to engage said rivets, each such member having an aperture at its one end and a threaded lug at its other end adapted to enter the corresponding aperture in the other member, and nuts for such threaded lugs for drawing said coupling members together.

4. As an article of manufacture, a coupling for track-sections of the character described, comprising two similar plate-like members provided with ribs on their inturned faces formed with recesses adapted to engage the transverse rivets of the track-sections, each such member having an aperture at its one end and a threaded lug at its other end adapted to enter the corresponding aperture in the other member, and nuts for such threaded lugs for drawing said members together.

Signed by us this 20th day of July, 1908.

THOS. J. MADDRELL.
GEORGE A. SWINEFORD.

Attested by—

C. H. WILLIAMS,
WILLIAM N. GETTLER.