J. C. FITZGERALD.

ELEVATED TRACK.

APPLICATION FILED FEB. 24, 1910.

957,757.

Patented May 10, 1910.

2 SHEETS—SHEET 1.

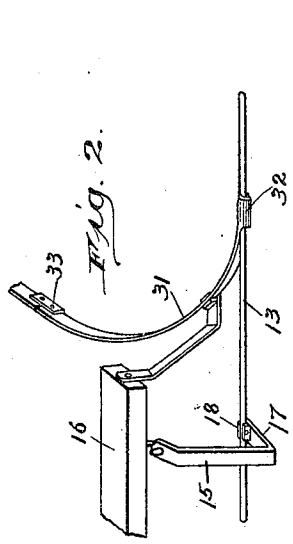


Fig. 2.

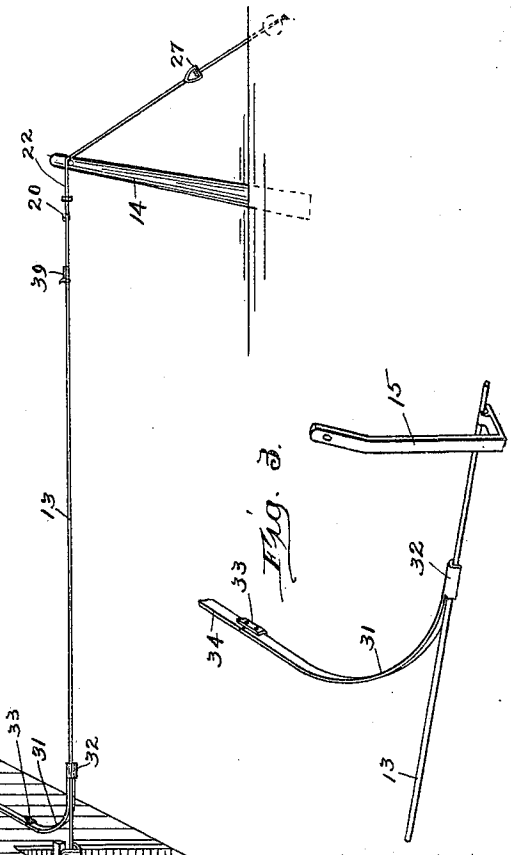


Fig. 3.

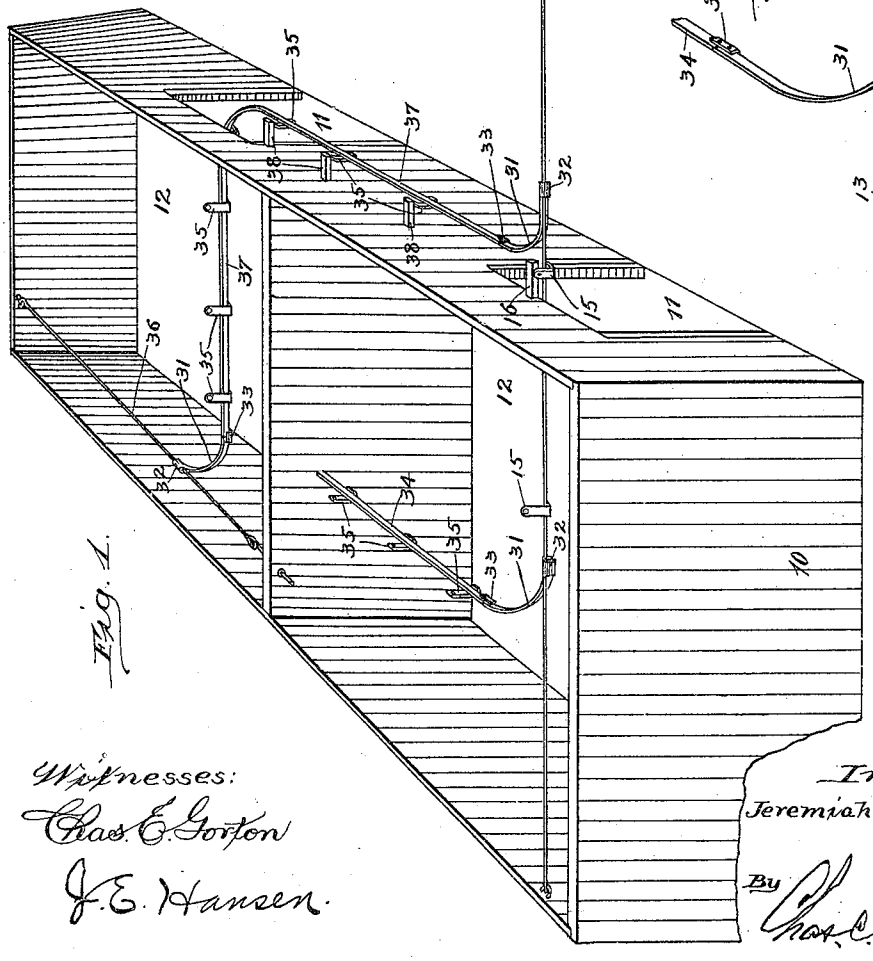


Fig. 1.

Witnesses:
Chas. E. Gorton
J. E. Hansen.

Inventor:
Jeremiah C. Fitzgerald.
By Chas. C. Tillman
Atty

ANDREW B. GRAHAM CO., PHOTO-LITHOGRAPHERS, WASHINGTON, D. C.

J. C. FITZGERALD.

ELEVATED TRACK.

APPLICATION FILED FEB. 24, 1910.

957,757. Patented May 10, 1910.

2 SHEETS—SHEET 2.

Fig. 4.

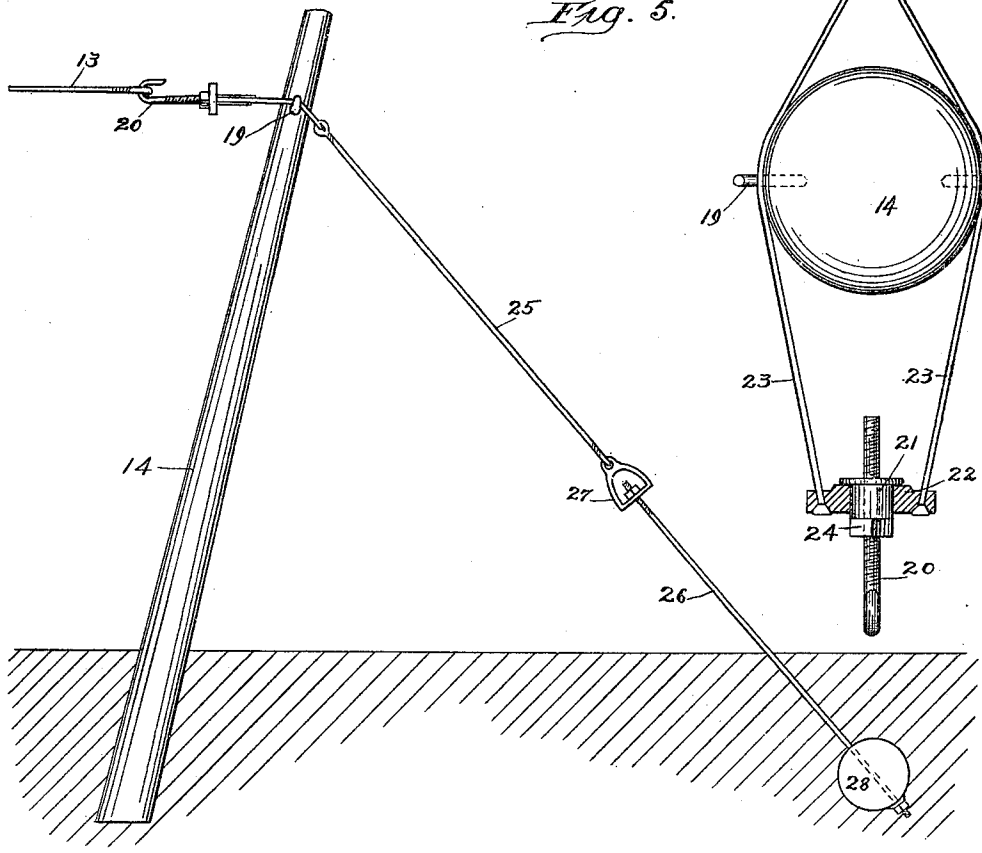


Fig. 5.

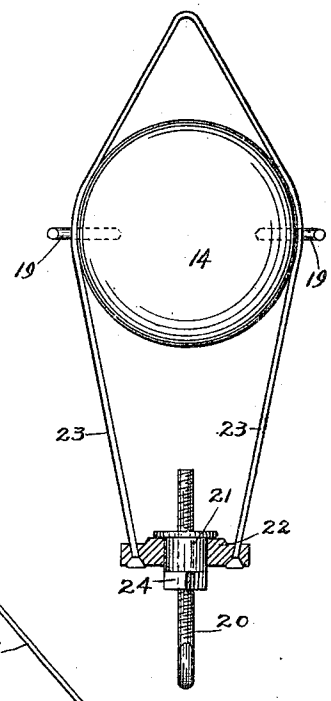
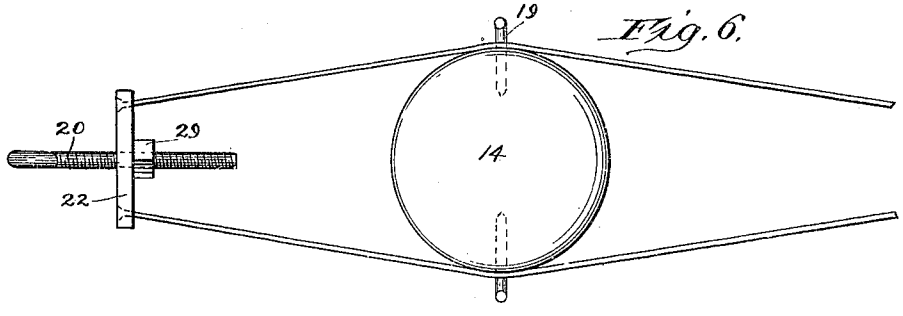


Fig. 6.



Witnesses:

Chas. E. Gorton

J. E. Hansen.

Inventor:

Jeremiah C. Fitzgerald.

By Chas. A. Tillman Atty.

ANDREW B. GRAHAM CO., PHOTO-LITHOGRAPHERS, WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

JEREMIAH C. FITZGERALD, OF DE KALB, ILLINOIS, ASSIGNOR TO SMITH MANUFACTURING COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

ELEVATED TRACK.

957,757. Specification of Letters Patent. **Patented May 10, 1910.**

Application filed February 24, 1910. Serial No. 545,559.

To all whom it may concern:

Be it known that I, JEREMIAH C. FITZGERALD, a citizen of the United States, residing at De Kalb, in the county of De Kalb and State of Illinois, have invented certain new and useful Improvements in Elevated Tracks, of which the following is a specification.

This invention relates to improvements in elevated tracks for carriers used for transferring material or articles from one point to another, and has particular relation to that class of elevated or overhead tracks for carriers used in connection with stables or barns for carrying the litter and manure therefrom, and dumping the same at suitable distant points outside of the stable or barn, and it consists in certain peculiarities of the construction, novel arrangement and operation of the various parts thereof, as will be hereinafter more fully set forth and specifically claimed.

One of the objects of the invention is to provide simple, inexpensive and efficient means in an elevated track for transferring the carrier from one main flexible track, to one or more branch tracks which may lead into different compartments of the barn, thus dispensing with the use of more than one main flexible track.

Another object of the invention is to provide improved means for anchoring or supporting the outer end of the flexible track so that the elevation of said track may be adjusted either before or after installation.

A further object of the invention is to provide means for adjusting the tension of the main or flexible track and for removing the downward strain from the tension bolt, incident to the weight of the loaded carrier.

Other objects and advantages of the invention will be disclosed in the subjoined description and explanation.

In order to enable others skilled in the art to which my invention pertains, to make and use the same, I will now proceed to describe it, referring to the accompanying drawings, in which:—

Figure 1, is a perspective view of a portion of a barn showing an elevated track, embodying the invention in connection therewith and illustrating the branch tracks in their operative positions with the main flexible track. Fig. 2, is a fragmental perspective view of a portion of the main flexible track and a part of one of the branch tracks with a splice connection or switch uniting the same and illustrating one of the hangers for the support of the flexible track. Fig. 3, is a similar view of like parts located within the barn. Fig. 4, is a view inside elevation of the means employed for supporting one end of the main flexible track and for adjusting the tension thereof. Fig. 5, is a plan view of the supporting post and tension regulating attachment. And Fig. 6, is a similar view of a modification thereof.

Like numerals of reference, refer to corresponding parts throughout the different views of the drawings.

The reference numeral 10, designates a barn, which in the present instance is shown as having in one of its walls two doorways 11, for access to the compartments 12, which may be equipped with stalls, gutters, and feeding alleys if desired. Secured at one of its ends to a suitable support, or at a proper height on one of the walls of the barn, is the main flexible track 13, which is extended through one of the doorways 11, and has its outer end adjustably supported on a post 14, planted in the ground at a suitable distance from the barn.

The main track 13, may consist of a wire, rod or cable and is supported just outside of the doorway 11, by means of a hanger 15, which is secured at its upper end to a timber 16, which projects outwardly from the wall of the barn, as is clearly shown in Fig. 1, of the drawings. This hanger is provided at its lower end with a horizontally disposed portion 17, having a channeled part 18, to receive the flexible track 13. The post 14, is preferably slightly inclined from the barn as shown and has on each of its sides near its upper end a spike 19, or lag-screw which may be located at the desired distance from the ground. To the outer end of the flexible or main track, is secured a tension bolt 20, which is screw threaded to engage a nut 21, swiveled in a suitable opening in the central portion of a cross-bar 22, which has near each of its ends an opening to receive the ends of a yoke 23, which is preferably formed of a single piece bent to form a loop and having its front ends suitably secured in the openings of said cross-bar. The front portion of the nut 21, is preferably angular in form as at 24, so that a wrench may be applied thereto

for easily turning the nut so as to adjust the tension of the main track. The yoke 23, embraces the post 14, and rests on the spikes or lateral projections 19, which as before stated may be secured to the post at proper points from the ground. Connected to the rear end of the yoke 23, is one end of an anchor rod or member 25, the other end of which may be connected to the upper end of another anchor rod or member 26, by means of a turnbuckle 27, which can be suitably adjusted on said members. The lower end of the rod or member 26, is secured to an anchor 28, of any suitable material and construction, but which is embedded in the ground at a suitable distance rearwardly from the supporting-post.

Instead of using the construction shown in Figs. 4, and 5, and above described, the modified form of the tension regulating means shown in Fig. 6, may be employed, in which construction the tension bolt 20, is extended through a central opening in the cross-bar 22, and has on its rear portion a nut 29, by turning which in the proper direction, it is apparent that the tension of the main or flexible track may be regulated, otherwise the tension regulating attachment is the same as that shown in Fig. 5, and above described.

Referring again to Figs. 1, to 3, inclusive of the drawings, it will be seen that the flexible or main track 13, is supported within the barn by a hanger 15, of similar construction to that shown in Fig. 2, and above described, and it will be understood that the upper end of said hanger may be attached to a joist or suitable elevated support. This hanger is located near the point of connection with the main track 13, of a splice connection or switch 31, which is slightly curved as shown, and has at one of its ends an overhanging portion 32, to rest on the track 13, and has its other end connected by means of a clip 33, to a branch track 34, which is supported from joists or overhead supports by means of hangers 35, of the desired construction. Within the other portion or compartment of the barn, is horizontally supported another track 36, which may be flexible or otherwise, but in the present instance is shown as a flexible rod track having its ends secured to the walls of the barn.

Leading from a point outside of the barn near the main track 13, is a branch track 37, which is supported externally of the barn and preferably in parallelism with the front wall thereof by means of suitable hangers 35, secured at their upper ends to timbers 38, extended from the wall of the barn and preferably in horizontal positions. As shown, the branch track 37, is extended through one of the doorways 11, and into the compartment or portion 12. of the barn in which the track 36, is located and may be supported by means of hangers 35, of any suitable construction, which may have their upper ends secured to joists or to suitable elevated supports. Connecting the outer end of the branch track 37, with the main flexible track 13, is a splice connection or switch 31, and connecting the inner end of the track 37, with the track 36, is a splice connection or switch 31, both of which connections or switches are preferably of the construction shown in Figs. 2, and 3, and above described, that is to say, each of the switches or splice connections is provided with an overhanging portion 32, to engage the track to which it is desired to connect the branch track, and each of said switches or connections is joined to its respective branch track, by means of a clip 33, to a portion of which it is pivoted, so that the end of the switch on which the overhanging portion 32, is provided may be raised from the track with which it normally engages. By this arrangement it will be understood that if a car is mounted on the outer portion of the main flexible track 13, and it is desired to run the same straight forward on said track, and then on to the track 34, the switch 31, on the outside of the barn may be raised, thus permitting the carrier to pass through the doorway 11, and from the track 13, over the switch 31, and on to the track 34, from which it can again be run back on to the main track out into the yard or until its further progress is arrested by means of a stop 39, located on the main track at a suitable point between the post 14, and the barn. If it should be desired to run the carrier on to the track 37, and into the compartment of the barn to which it leads, it is evident that the switch 31, may be placed in engagement with the track 13, which will cause the carrier to be deflected on to the track 37, from which it may be conducted by means of the switch 31, to the track 36, from which it can again be returned to the main track as is evident.

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

1. In an elevated track for carriers, the combination with a suitably supported flexible track, of a suitable supported branch track, engaging means at one end of the branch track to connect it with the flexible track between its ends, and a hanger engaging the flexible track between one of its ends and its point of engagement with the branch track.

2. In an elevated track for carriers, the combination with a flexible track suitably supported at one of its ends, of an upright post at the other end of said track, a yoke embracing the upper portion of the post, a tension bolt engaging the end of the flexi-

ble track adjacent to the post and adjustably mounted on one end of the yoke, an anchor located near the post, and a connection uniting the anchor and the other end of the yoke.

3. In an elevated track for carriers, the combination with a flexible track suitably supported at one of its ends, of an upright post located near the other end of said track, a yoke embracing the upper portion of said post, means on the post to adjustably support the yoke, a tension bolt engaging that end of the flexible track adjacent to the post and adjustably mounted on one end of the yoke, an anchor located near the post, and a connection uniting the anchor and the other end of the yoke.

4. In an elevated track for carriers, the combination with a flexible track suitably supported at one of its ends, of an upright post located near its other end, lateral projections on said post, a yoke embracing the post and resting on said projections, a tension bolt engaging that end of the flexible track adjacent to the post and adjustably mounted on the yoke, an anchor located near the post, and an adjustable connection uniting the anchor to the other end of the yoke.

5. In an elevated track for carriers, the combination with a flexible track suitably supported at one of its ends, of an upright post near the other end of said track, a yoke embracing the upper portion of the post, a cross-bar mounted on one end of the yoke, a nut swiveled in said bar and having means to turn the same, a tension bolt engaging the end of the flexible track adjacent to the post and in engagement with said nut, an anchor located near the post, and a connection uniting the anchor and the other end of the yoke.

JEREMIAH C. FITZGERALD.

Witnesses:
J. E. HANSEN,
CHAS. C. TILLMAN.