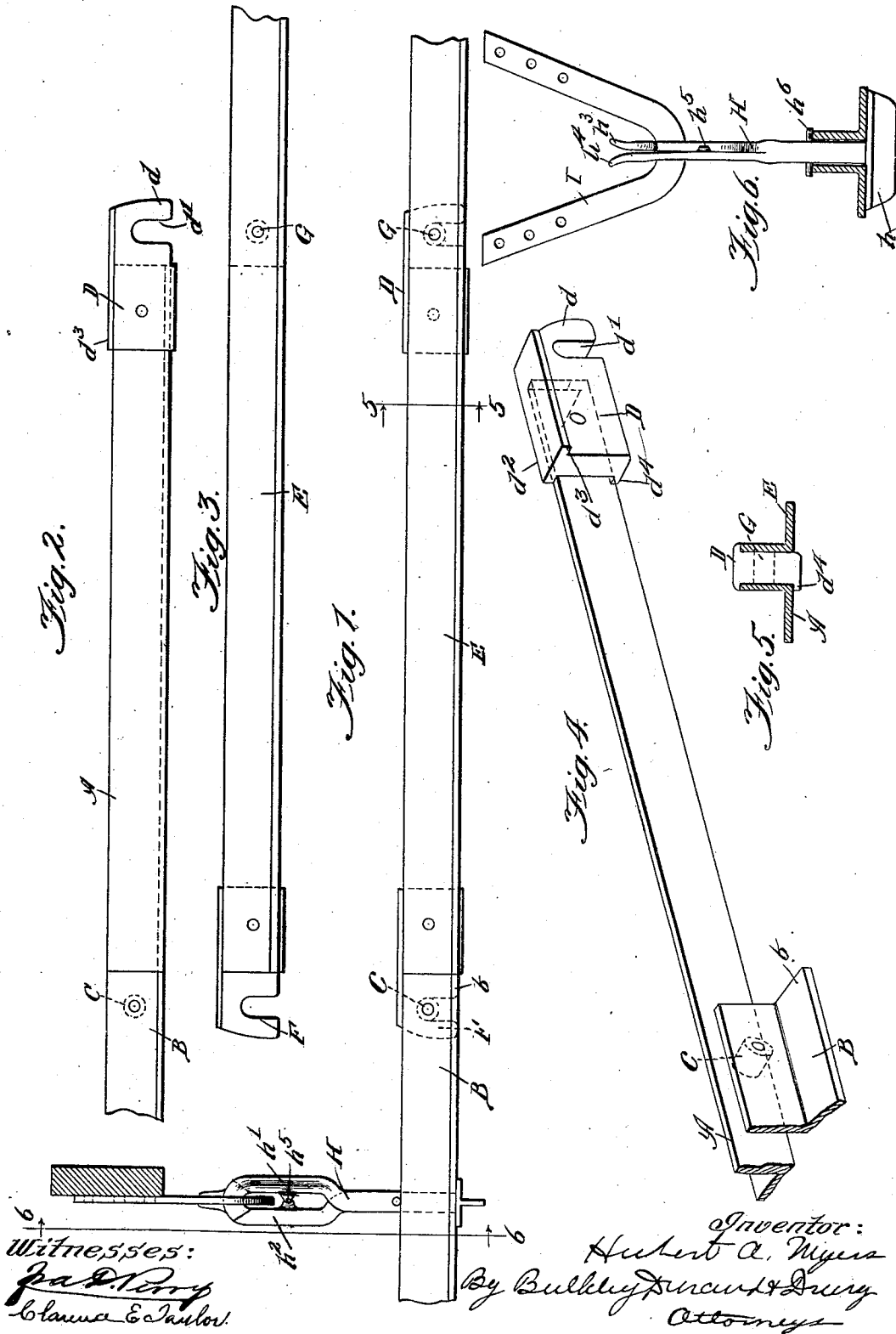


H. A. MYERS.
 TRACK JOINT.
 APPLICATION FILED NOV. 23, 1908.

936,016.

Patented Oct. 5, 1909.



UNITED STATES PATENT OFFICE.

HUBERT A. MYERS, OF GOSHEN, INDIANA.

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Specification of Letters Patent.

Patented Oct. 5, 1909.

Application filed November 23, 1908. Serial No. 463,960.

To all whom it may concern:

Be it known that I, HUBERT A. MYERS, a citizen of the United States of America, and resident of Goshen, Elkhart county, Indiana, have invented a certain new and useful Improvement in Track-Joints, of which the following is a specification.

My invention contemplates a novel and highly efficient improvement in track joints of that particular character in which two parallel angle irons are employed as the rails for the wheels of traveling devices, such for example as a hay carrier, and is in the nature of an improvement of the double track joint disclosed in my prior application Serial Number 421,520, filed March 16, 1908, for improvement in track joints.

The principal object of my present invention is to provide a construction whereby the different sections of the track can be quickly and rigidly joined together, without the use of keys or other fastening devices for the joints, as will hereinafter more fully appear.

Another object is the provision of improved means for supporting said track in place, of such character that the track can be easily put up and taken down without the necessity of manipulating any screws or bolts or other similar fastening devices.

It is also an object to provide certain details of construction and combinations tending to increase the general efficiency of a track of this particular character.

To the foregoing and other useful ends, my invention consists in matters hereinafter set forth and claimed.

In the accompanying drawings:—Figure 1 is a side elevation of the joint between two sections of a track embodying the principles of my invention, and illustrating the improved hanger for supporting the same in place. Fig. 2 is a side elevation of the end of the left hand section of the track shown in Fig. 1. Fig. 3 is a similar view of the right hand section shown in Fig. 1. Fig. 4 is a perspective of the end portion of the left hand section shown in Figs. 1 and 2. Fig. 5 is a detail cross section on line 5—5 in Fig. 1. Fig. 6 is a detail cross section on line 6—6 in Fig. 1.

As thus illustrated, each section of the aerial track is preferably composed of two parallel angle irons A—B, suitably connected together by rivets or cross pieces C, which

latter are provided with means for suitably spacing the two angle irons apart. It will be observed that the flanges *a—b* of the two angle irons are arranged at the bottom and extend outwardly to provide tracks or ways upon which the wheels of a hay carrier or other movable device may travel. The angle iron A is made relatively long at one end of the section, as shown in Figs. 2 and 4, whereby it projects some distance beyond the end of the other angle iron. At the other end of the same section the angle iron A is preferably relatively short, and similar to the end of the angle iron B, as shown in the drawings. Also, at the other end of the said section, the angle iron B is arranged to project beyond the end of the angle iron A, in the manner shown in Fig. 3. It follows, therefore, with the preferred arrangement, that one angle iron is longer than the other at one end, and shorter than the other at the other end of the section. The projecting end of the angle iron A is provided with a block D secured to the inner face thereof and provided with a hook-shaped projecting end portion *d* having a notch *d'* in the bottom thereof. The said block is provided at its top with laterally projecting flanges *d²—d³*, the former extending over the upper edge of the angle iron A; and at the bottom of the block is another flange *d⁴* that extends under the lower edge or surface of the said angle iron A, in the manner shown more clearly in Figs. 4 and 5. It will be understood that the thickness of the block D is substantially the same as the length of the rivet or spacing piece C, whereby the two sides of the track will be uniformly spaced apart throughout the length thereof. The cooperating end of the other section is constructed exactly like the one just described—that is to say, like the one shown in Fig. 4—and has its longer end portion E provided with a spacing block having a hooked or notched portion F; it being observed that the portion E corresponds to the projecting end portion of the angle iron A, and that the notched or hook-like portion F corresponds to the block D having the notch *d'*, as previously explained. When the two end portions of the two sections are placed together, it will be seen that the angle iron A is at one side of the track, while the corresponding angle iron having the projecting end portion E is at

the other side of the track, one lapping upon the other, in the manner shown in Fig. 1. The notched or hooked portion F extends between the angle irons A—B and engages
 5 over the rivet or spacing piece C, while the notch d' of the block D engages a similar rivet or spacing piece G by which the two angle irons of the other section are held together. In this way the track-joint consists
 10 of the two ends of two sections of track, which ends are each provided with long and short end portions, one long end portion overlapping the other, and each long end portion engaging the shorter end portion of the other
 15 section of track, whereby two continuous angle iron tracks are provided for the wheels of a hay carrier or other traveling device. The distance between the rivets or spacing pieces C and G, or the distance which one section overlaps the other, is preferably sufficient to give substantial rigidity to the entire structure when the sections are all in place and supported in position for use.

The hangers H are of inverted T-shape, their lower ends being provided with transverse heads h , the length of each head being greater than the distance between the two angle irons, but the width of each head being less than such distance, whereby each
 30 head can be inserted downwardly between the two angle irons. The substantially U-shaped bracket plates I are adapted to be secured to the rafters or upper structure of a barn or other supporting structure, and are preferably made thin at their lower ends, as shown more clearly in Fig. 1. Each hanger has its upper portion formed by two separated prongs h' — h^2 , the upper ends of the latter being bent over and lapped upon
 40 each other, their meeting surfaces being in a horizontal plane, as shown more clearly in Fig. 1. These lapping end portions of the prongs h' — h^2 of the hanger have outwardly bent and upwardly projecting portions h^3 — h^4 between which the lower edge of the plate I can be inserted, and when the said plate has entered the practically inclosed area between the two prongs h' — h^2 , the entire hanger can then be given a quarter turn about a vertical axis. This will bring the hook-like and lapping upper end portions of the prongs h' — h^2 crosswise of the upper edge of the plate I, and in position to rest thereon, as shown in Figs. 1 and 6. Lapping portions or lugs h^5 , formed on the two prongs, serve to limit the downward insertion of the plate I in the hanger, and prevent the latter from jumping up or rising during use of the track for any suitable or desired purpose. A transverse pin h^6 inserted through the hanger at a point above its head or lower end serves to engage the upper edges of the angle irons, and thus prevent the latter from rising above the seat
 65 provided by the upper surface of the head

h , whereby vertical displacement upon the hangers is prevented. It will be seen, therefore, that these hangers are easily adjusted in place, as easily removed from the track and the bracket plates, and that it is not
 70 necessary to manipulate screws or bolts or other fastening devices to accomplish such removal and replacement of the hangers. These hangers may be distributed along the length of the track and positioned at any
 75 desired distance apart, depending upon the size of the latter and the load to be carried thereon. It will also be seen that the sections of my improved double track are joined together without the use of keys or pins or bolts or other like fastening devices, and that the hangers can be first adjusted on the bracket plates and the sections of track then applied to said hangers. In other words, the bracket plates can be fastened in place,
 85 the hangers can be placed thereon, and each hanger is then given a quarter turn to insert its head or lower end portion through the track, after which it is then allowed to swing back to its required position with its
 90 head extending transversely across the bottom of the section of track which has been adjusted in place. In this way the track can be easily and quickly adjusted in place with very little exertion or manipulation of parts,
 95 which is important in the use of devices of this kind, especially when it is to be used in high or more or less inaccessible places, making it hard and inconvenient for a person to attach a track in place if the construction
 100 thereof is complicated, or if the parts require considerable manipulation to get them together. With my improved construction, however, the work of assembling the track in place under awkward and difficult conditions is greatly facilitated. The entire structure comprises only the track sections, the hangers and the bracket plates for the latter. Consequently the user has nothing to look after except the track itself and the hangers
 110 therefor when a track is to be built in a barn or other structure, and no bolts or screws or keys or pins or other like fastening devices are necessary or required.

What I claim as my invention is:

1. In a track joint, two sections of double track, each section having a track at one side extending farther from one end thereof than at the other, so that the two sections lap upon each other, and means for holding said lapping sections in alinement, said means consisting of hooks on the longer ends of said sections, and means inside the shorter ends of said sections for engaging said hooks, whereby the two sections are held against endwise separation.

2. In a track joint, two sections of double track, each section made with ends of unequal length, and an interlocking portion for the longer end of each section, each in-

terlocking portion engaging inside of the shorter end of the other section, and means rigid with said sections for engaging said interlocking portions to prevent endwise separation of the two sections.

3. In a track joint, two sections of double track, each section composed of parallel angle irons, the ends of the angle irons being of unequal length, whereby one section of track laps upon the other, and means rigid with said sections and engaging the longer ends of the angle irons to prevent endwise separation of the two sections.

4. In a structure of the class described, a double track, hangers for supporting said track in place, each hanger provided with a lower end portion adapted to be inserted downwardly through the track and then turned to prevent withdrawal therefrom, and bracket plates for removably supporting the upper ends of said hangers, each hanger having a split upper end adapted to receive the lower end of its allotted bracket plate, and adapted to then be turned to lock the same thereon.

5. In a structure of the class described, a suitable track, hangers therefor, and bracket plates for said hangers, each hanger having a split upper end adapted to receive the lower end of its allotted bracket plate by direct downward insertion of the latter there-

in, and adapted to then be turned to lock the same thereon.

6. In a structure of the class described, an aerial track, and means for suspending the same, comprising hangers, each hanger provided at its upper end with a pair of oppositely facing hooks disposed side by side and rigidly connected together at their lower ends, with space between their upper ends, bracket plates adapted for direct downward insertion in said hangers, and means for removably securing said hangers to the track.

7. In a structure of the class described, an aerial track, bracket plates, and double hooks removably and lockingly engaging the bracket plates for suspending the track therefrom, each hook adjustable about a vertical axis to bring it into position to support the track.

8. In a structure of the class described, a track, bracket plates, and hangers for suspending the track on the plates, each hanger adjustable about a vertical axis to bring it into position to support the track.

Signed by me at Goshen, Indiana, this 14th day of Nov. 1908.

HUBERT A. MYERS.

Witnesses:

JOHN A. SLOANE,
WILLIAM H. ROBERTS.