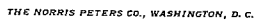


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UNITED STATES PATENT OFFICE.

AMOS B. TERRIL AND MICHAEL CANNING, OF DENVER, COLORADO.

BEEF-JACK.

975,806.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that we, AMOS B. TERRIL and MICHAEL CANNING, citizens of the United States, residing at Denver, in the county of Denver and State of Colorado, have invented certain new and useful Improvements in Beef-Jacks; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to beef jacks, and has for an object to provide a device of the general class disclosed in our co-pending application No. 487,937, filed April 5, 1909, and to add thereto improved features of convenience and economy in operation.

A further object of the invention is to provide a device for use in conjunction with the ordinary spaced tracks of a cross bar inclined from the storage track to the idle track to assist in moving the load by gravity.

A further object of the invention is to provide improved means for suspending the cross track from the regular store-house tracks whereby the device is more easily moved from place to place and placed in position.

A further object of the invention is to provide improved engaging means at the end of the lever whereby engagement is more readily and accurately made with the beef suspending means.

With these and other objects in view, the invention comprises certain novel constructions, combinations and arrangements of parts, as will be hereinafter fully described and claimed.

In the drawings:—Figure 1 is a perspective view of the improved device shown in connection with two warehouse tracks with a side of meat suspended from one track. Fig. 2 is a side elevation of the device showing the storage house tracks in transverse section. Fig. 3 is a top view of the engaging hook on the upper end of the lever showing the peculiar construction thereof. Fig. 4 is a detail sectional view transverse of the cross track showing the trolley in edge elevation.

Like characters of reference designate corresponding parts throughout the several views.

The device is intended to be operated in conjunction with a storage track 10 and an

idle track 11 both within the usual meat storage house. Upon the track 10 meat in storage is suspended as indicated at 12 by means of a hook 13 and means to permit movement as the roller 14, which moves upon the track 10, the hook being connected therewith by means of a stirrup 15 having an open side as indicated at Fig. 1 whereby it may be removed from the track 10 and by a shank 16 which serves as a swivel connection between the hook 13 and the stirrup 15.

The tracks 10 and 11 with the meat-suspending means just described are the usual and ordinary appliances customarily employed in meat storage warehouses, and form no part of the present invention.

The present invention consists of a cross track or bar 17 having a rigid hook 18 at one end adapted to hook over the storage track 10 and at the other end is suspended by means of a roller 19 upon which the track 17 is mounted to move. Supporting the roller 19 is a stirrup 20 open at one side in the same manner as disclosed at 15 carrying a roller indicated as a whole at 21 having at one side a flange 22 considerably greater in diameter than the flange 23 at the opposite side. The flange 22 is disposed normally at the inside of the idle track 11 or upon the side adjacent the storage track 10.

At the bottom the stirrup 20 is provided with a bolt 24 to which is connected a hanger 25 and provided with a spur 26. The cross track 17 is provided with a notch 27 positioned to engage with the spur 26. Upon the cross track 17 a trolley is mounted consisting of a roller 28 journaled in the stirrup 29 at the lower side of which is connected a swivel 30. To the swivel 30 a lever 31 is fulcrumed by means of an ear 32, the lever being curved as shown in the drawings and provided at its upper end with a hook 33 and at its lower end with a hand hold 34. The lever is also preferably braced across the curved part by means of a brace 31' for strengthening the curved construction of the lever.

The hook 33 is of peculiar construction as more particularly shown in Fig. 3. The hook is formed with an opening of a shape as shown at 34 for engaging the swivel shank 16. On the top of the hook and formed integrally or solidly therewith is a raised rib forming a depression or socket-shaped re-

cess to receive and engage the squared bottom of the stirrup 15 and prevent it from turning and thus hold the said stirrup in the same position relative to the lever 31 at all times while the beef hanging means is engaged by the hook 33.

In operation when it is desired to mount the invention upon the usual and ordinary storage house tracks illustrated at 10 and 11 the hook 33 is engaged in the eye 36 in the curved or return end 37 of the cross track and the parts disposed as shown in full lines at Fig. 2. Associated in this manner the entire device may be lifted so that the trolley 21 may be placed upon the idle track 11 by means of the handle or lever 31. In full lines at Fig. 2 is shown the relation of the parts as the device is being lifted to the idle track and shown in position for slipping over the idle track 11. As soon as the roller 21 is placed upon the idle track 11 the hook 33 is disengaged from the eye 36 and the trolley track 17 is swung up as shown in dotted lines at Fig. 2 so that the hook 18 hooks over the storage track 10, the whole device being shown in dotted or primed position as shown at Fig. 2. As thus mounted the lever 31 may be whirled about upon its pivot so that the hook 33 is in position to engage with the swivel stem 16 in the opening 34 and the squared bottom of the stirrup 15 in the depression formed by the rib 35. Engaged in this manner the lever may be operated to lift the trolley 14 above the track 10 when it may be swung clear of such track, lowered to pass under the track and swung over and placed upon the track 11. When placed upon the track 11 the hook 33 is disengaged and the meat indicated at 12 suspended on the trolley 14 is in position to be moved as desired upon the idle track 11. If now the apparatus is to be moved to another position upon the track 11 the hook 18 is simply disengaged from the rail 11 which permits the hook end to drop downwardly but the trolley 21 still to remain upon the track 11. With the parts hanging down and supported only by the trolley 21 upon the track 11 the device may be moved along the track 11 until a new position is attained when the hook end 18 will be lifted and engaged upon the track 10.

It will be noted both from Fig. 1 and the dotted position of Fig. 2 that the track 17 when in normal position supported from both trolley tracks 10 and 11 is inclined downwardly from the storage track 10 so that after the load has been released from the track 10 it will be moved along the trolley track 17 with minimum resistance or wholly by gravity.

While trolleys or rollers 12 and 28 have been shown for facilitating the movement of the parts upon the rails it is to be understood that such is only the preferred con-

struction and that any means ordinarily employed for permitting the movement of parts under similar circumstances is within the scope of the invention. While a roller 19 has been shown for permitting the movement of the trolley along track 17 it is to be understood that any approved means supported from the track 17 for permitting the longitudinal movement thereof relative to the support connected with the trolley 21 is within the scope of the present invention.

To facilitate the proper placing of the parts it is found desirable to prevent the trolley track 17 from turning relative to the rollers 19 and 28 for which purpose the supporting stirrups 25 and 29 are made only of sufficient width to move easily upon the trolley track 17 but to prevent lateral or twisting movement relative thereto.

What we claim is:—

1. In a device of the class described, the combination with adjacent parallel rails, of a cross rail having a rigid hook at one end for engaging one rail, and a trolley at the opposite end for engaging the opposite rail.

2. The combination with adjacent rails, of a cross rail having a hook at one end adapted to engage one of the rails, a trolley at the opposite end adapted to engage the opposite rail, and means for placing and displacing the trolley relative to the rail.

3. The combination with adjacent rails, of a cross rail, means at one end of the cross rail for engaging one of the rails, a trolley at the opposite end of the cross rail adapted to engage the other rail, such trolley embodying a sheave having one flange of greater diameter than the other.

4. The combination with adjacent rails, of a cross rail having means at one end for engaging one of the rails, a trolley disposed at the opposite end of the rail and embodying one flange greater in diameter than the other flange, and means for placing and displacing the trolley relative to the rail.

5. The combination with adjacent tracks, of a cross track having means at one end for engaging a rail, a trolley at the other end of the cross rail adapted to engage the other rail, and pivotal connection between the trolley and the cross rail.

6. The combination with adjacent rails, of a cross rail, means for supporting the cross rail at its opposite ends from the rails in such position that the cross rail is at an inclination.

7. The combination with adjacent rails, of a cross rail having means at its opposite ends for supporting the cross rail from the rails at an inclination, and pivotal connection between the supporting means and the lower end of the cross rail.

8. The combination with adjacent rails, of a cross track adapted to be supported between the rails, a trolley mounted upon one

of the rails and adapted to support one end of the cross track with such end lower than its opposite end.

9. The combination with adjacent rails, of a cross rail, a hook adapted to suspend one end of the cross rail from one of the rails, and a trolley adapted to suspend the opposite end of the cross rail from the opposite rail with such end of the cross rail lower than the end supported by the hook.

10. The combination with adjacent rails, of a cross rail suspended from the rails at an inclination, and hoisting means carried upon and movable along the cross rail.

11. The combination with adjacent rails, of a cross rail, means to suspend the cross rail from opposite ends beneath the rails at an inclination, means carried by and movable along the cross rail, and hoisting means pivotally connected with said movable means.

12. The combination with adjacent rails, of a cross rail, means for suspending the cross rail beneath the rails at an inclination, means movable along the cross rail, a lever pivotally connected with the movable means, and engaging means carried at the end of the lever.

13. The combination with adjacent rails, of a cross rail, means to suspend one end of the cross rail from one of the rails, a trolley adapted to suspend the opposite end of the cross rail from the opposite rail at an inclination, means movable along the cross rail, and hoisting means carried by the movable means.

14. The combination with adjacent rails, of a cross rail, means to suspend one end of the cross rail from one of the rails, a trolley adapted to suspend the opposite end of the cross rail from the opposite rail, with such end lower than the first-mentioned end,

means movable along the cross rail, and hoisting means carried by the movable means.

15. The combination with adjacent rails, of a cross rail, means to suspend the cross rail at an inclination, a trolley movable along the cross rail, and hoisting means carried by the trolley.

16. In a device of the class described, a cross rail provided at one end with a return bend and with a notch formed adjacent the bend, a stirrup mounted upon the rail and provided with a projection adapted to engage the notch, and supporting means carried by the stirrup.

17. In a device of the class described, a cross rail having one end formed into a return bend, a notch formed in the upper side of the rail, a lever movable upon the cross rail, a hook formed upon the lever, means carried by the hook adapted to engage the return bend of the cross rail, a stirrup mounted upon the cross rail and provided with a projection adapted to engage the notch, and supporting means carried by the stirrup.

18. In a device of the class described, a cross rail, supporting means at each end of the rail, a lever adapted to move longitudinally upon the rail, means carried by the lever adapted to engage a portion of the rail and to serve to raise the rail to a supporting member, and also to engage and retain a load supported from the rail.

In testimony whereof we affix our signatures in presence of two witnesses.

AMOS B. TERRIL.
MICHAEL CANNING.

Witnesses:

CARLE WHITEHEAD,
ALBERT L. VOGL.