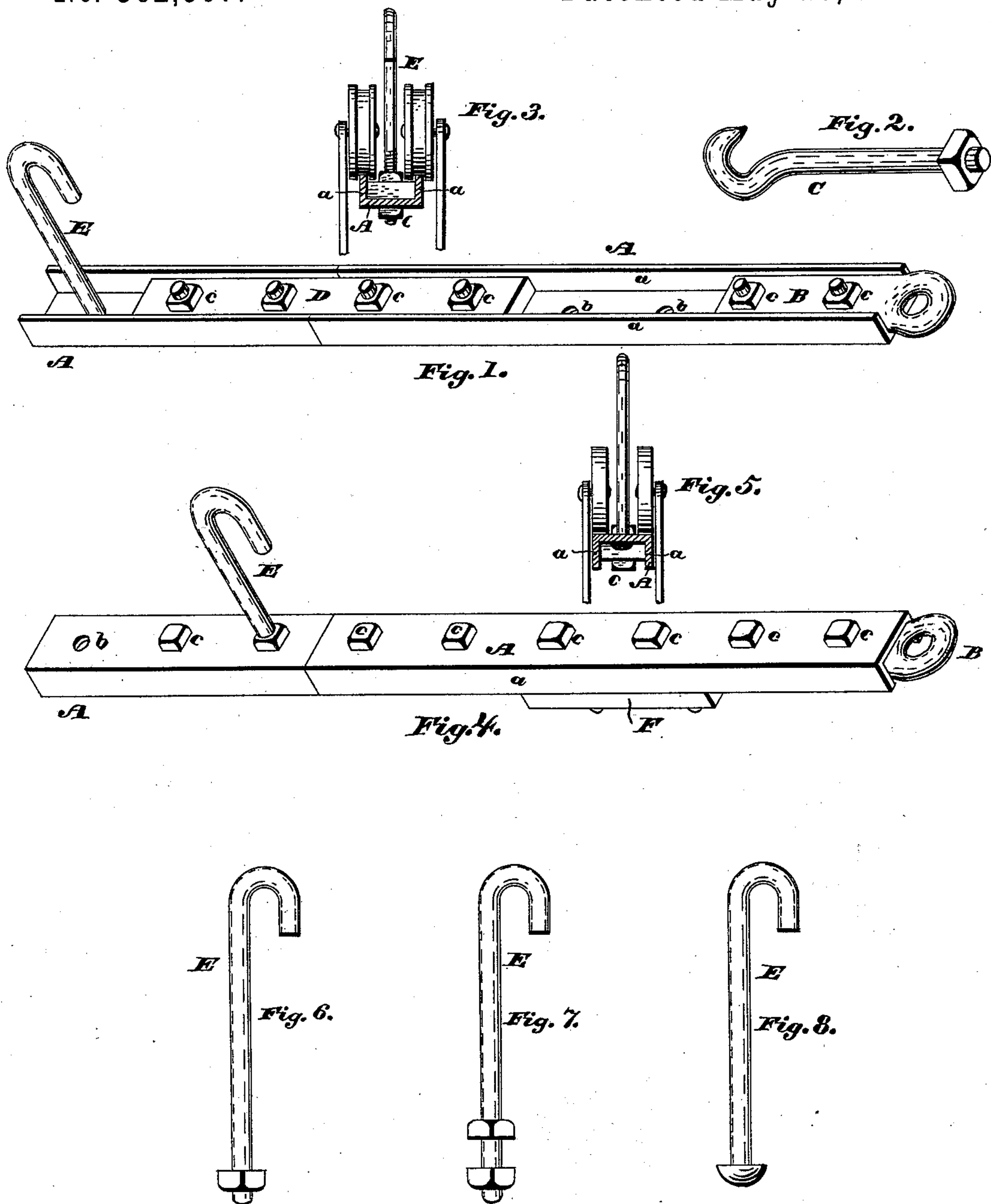


(No Model.)

T. C. BELDING.  
TRACK FOR HAY ELEVATORS.

No. 362,567.

Patented May 10, 1887.



WITNESSES:  
*Harry Grease*  
*Frederic W. Bond*

**Fig. 9.**

INVENTOR  
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BY  
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ATTORNEY

# UNITED STATES PATENT OFFICE.

THOMAS C. BELDING, OF CANTON, OHIO, ASSIGNOR OF ONE-HALF TO  
THOMAS C. SNYDER, OF SAME PLACE.

## TRACK FOR HAY-ELEVATORS.

SPECIFICATION forming part of Letters Patent No. 362,567, dated May 10, 1887.

Application filed October 27, 1886. Serial No. 217,358. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS C. BELDING, a citizen of the United States, residing at Canton, in the county of Stark and State of Ohio, have  
5 invented certain new and useful Improvements in Tracks for Hay-Elevators; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part  
10 of this specification, and to the letters and figures of reference marked thereon, in which—

Figure 1 is a view of the track, showing it in position to be used with grooved traveling-wheels. Fig. 2 is a detached view of one of  
15 the end hooks or stays. Fig. 3 is a transverse section of the track, showing it in the position in Fig. 1. Fig. 4 is a view of the track inverted from the position shown in Fig. 1, and to be used with flat-surface traveling-wheels.  
20 Fig. 5 is a transverse section of the track, showing it in the position in Fig. 4. Figs. 6, 7, and 8 are detached views of the suspending-hooks. Fig. 9 is a detached view of the splicing block or bar.

25 The present invention has relation to tracks for hay elevators and carriers; and its nature consists in the different parts and combination of parts hereinafter described, and particularly pointed out in the claim.

30 The object of my invention is to provide a track for hay elevators and carriers that will be cheap, easily made, and at the same time well calculated for the purpose designed.

Similar letters of reference indicate corresponding parts in all the figures of the drawings.

In the accompanying drawings, A represents the track proper, and is formed in sections and the sections united together, as  
40 shown in the drawings. For the purpose of providing a track that will be light and at the same time have the desired amount of strength, I form the track proper of what is known as "channel" iron or steel, the right-angle portions *a a* giving the track the desired amount  
45 of strength. When it is desired to use a carriage having grooved wheels, the track is placed or suspended in the position shown in Fig. 1, and when it is desired to use a carriage having flat-surface wheels the track is inverted

and suspended, as shown in Fig. 4. To the ends of the track proper are attached the eye-bars B, as shown in the drawings, and to these eye-bars B are attached the hooks or stays C, said hooks or stays being securely attached to  
55 suitable frame-work. The sections of the track proper are united together by the connecting-bar D. These connecting-bars are formed of such a size that they will fill the groove of the track proper, as shown in Fig. 1. 60

The track A is provided with the apertures *b*, said apertures being located equal distances apart, and are for the purpose of receiving the clamping-bolts *c*, as shown in the drawings. It will be seen that by forming the apertures  
65 *b* equal distances apart and at the same time forming the apertures in the connecting-bar D the same distance apart that said apertures will always come in proper position for properly placing the clamping-bolts *c*. The eye-  
70 bars B are also provided with apertures located the same distance apart, so as to have said apertures come in proper position for attaching the clamping-bolts.

The suspending-hooks E are substantially  
75 of the form shown, and may be provided with solid heads, as shown in Fig. 8; or they may be provided with nuts, as shown in Figs. 6 and 7. In case it is desired to place a suspending-hook at the place where a connecting-bar is  
80 located, two nuts are provided, one of these nuts being placed above and one below the track, thereby providing a clamping-bolt.

It will be seen that by forming the apertures equal distances apart I am enabled to prop-  
85 erly unite the sections of the track together without cutting or changing the track; and, also, I am enabled to attach the eye-bars without cutting or changing; and by forming the apertures *b* the entire length of the track I  
90 am enabled to adjust the suspending-hooks to any point desired within the limits of the track.

The stop-block F is securely attached by means of clamping-bolts passing through the  
95 apertures *b*. It will also be seen that by my peculiar arrangement I am enabled to adjust the stop-block to any point desired. It will be understood that the stop-block F is formed with reference to the kind of elevator or car- 100



rier designed to be used. It will be seen that by forming the track as above described it can be made at a factory complete in all its parts.

The apertures in the track-sections being  
5 equal distances apart the end apertures of each section are located one-half the distance of the space between apertures from the ends of said section. It will be seen by this peculiar arrangement of the apertures and spaces  
10 in the track-sections that when the ends of the track-sections are placed together the apertures and spaces will be equal distances apart through the entire length of the track and correspond with the apertures and spaces  
15 in the connecting-bars D. In case it is necessary to cut a section to form a track of a desired length, the section should be cut in the center of the space between the apertures *b*, thereby leaving the apertures and spaces as  
20 originally formed, thereby preventing any waste of track.

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

The combination, with the track A, having 25 the right-angle upwardly-projecting portions *a a*, and provided with apertures *b b*, located at equal distances apart from end to end of the track-sections, of the connecting-bar D, having apertures to correspond with and match 30 the apertures *b b*, and bolts and nuts to attach the bar D to the track A, the suspending-hooks E, provided with heads for supporting the track, and the eyebolts B, substantially 35 as and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

THOMAS C. BELDING.

Witnesses:

F. M. REED,

FRED W. BOND.