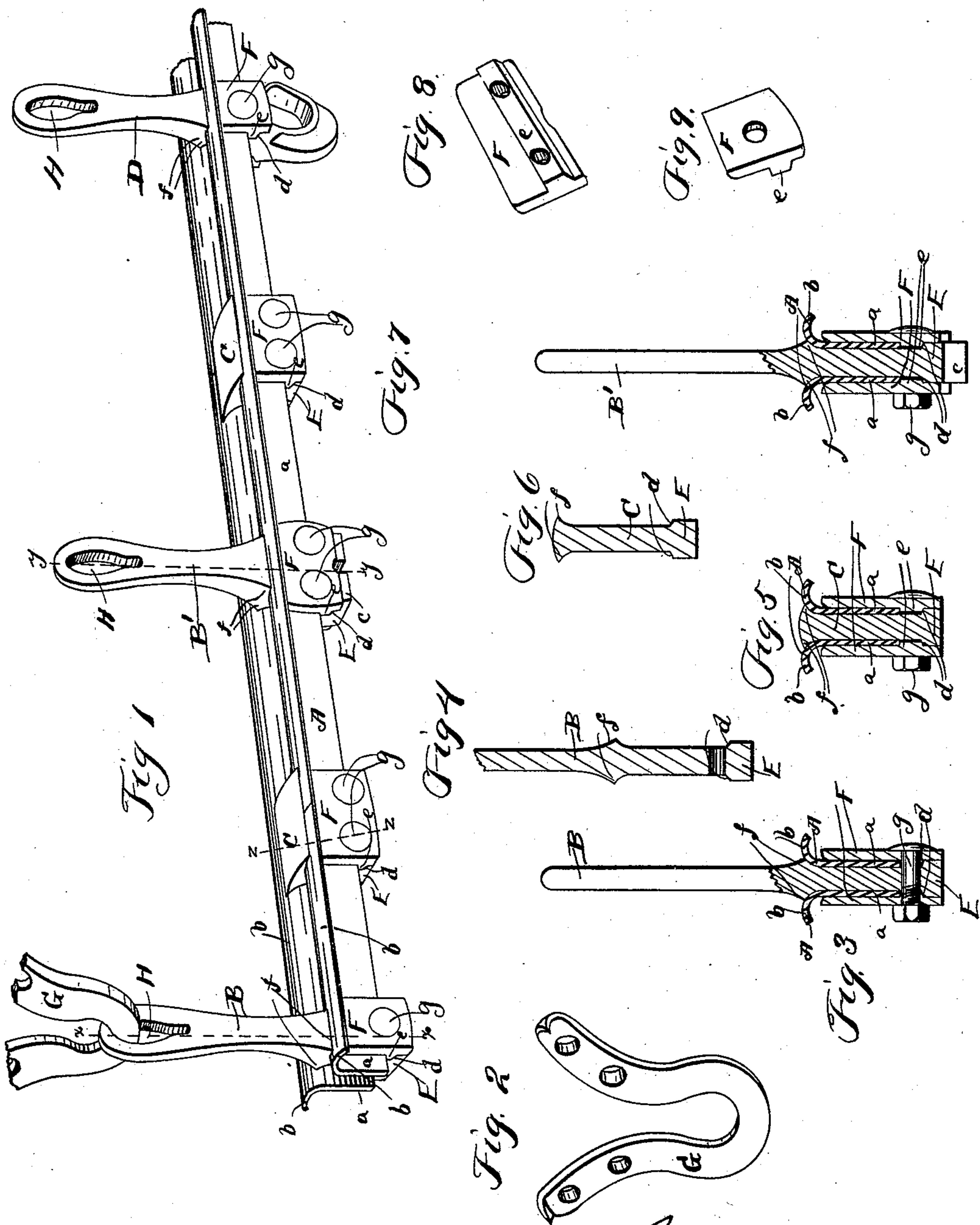


(No Model.)

J. & V. L. NEY.  
SUSPENDED TRACK.

No. 465,387.

Patented Dec. 15, 1891.



WITNESSES:

*J. H. Cross*  
*Edw. Smith*

*Jaes Ney and*  
*Valentine L. Ney*  
BY  
*Frederick M. Bond*  
ATTORNEY.



# UNITED STATES PATENT OFFICE.

JACOB NEY AND VALENTINE L. NEY, OF CANTON, OHIO.

## SUSPENDED TRACK.

SPECIFICATION forming part of Letters Patent No. 465,387, dated December 15, 1891.

Application filed July 14, 1891. Serial No. 399,473. (No model.)

*To all whom it may concern:*

Be it known that we, JACOB NEY and VALENTINE L. NEY, citizens of the United States, residing at Canton, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Suspended Tracks; and we 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 of this specification, and to the letters of reference marked thereon, in which—

Figure 1 is a view showing a portion of the track proper and its hangers and intermediate stays. Fig. 2 is a detached view of one of the hanger hooks or clevises. Fig. 3 is a transverse section through line X X, Fig. 1. Fig. 4 is a detached longitudinal section of a portion of one of the hangers. Fig. 5 is a transverse section through line Z Z, Fig. 1. Fig. 6 is a transverse section of one of the intermediate stay-blocks. Fig. 7 is a transverse section through line Y Y, Fig. 1. Fig. 8 is a detached view of one of the binding-blocks. Fig. 9 is a detached view of one of the binding-blocks, showing a slight modification.

The present invention has relation to suspended tracks; and it consists in the different parts and combination of parts hereinafter described, and particularly pointed out in the claims.

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

In the accompanying drawings, A represents the rails which form or compose the track proper. These rails A are formed with vertical portions or parts *a* and the rounded portions or parts *b*. Said rounded portions or parts are for the purpose of providing a surface for the traveling wheels of a carriage or trolley, and the vertical portions or parts *a* are for the purpose of providing a means for furnishing binding-surfaces, and at the same time strengthening the track proper. The rails A are formed in sections and may be of any desired length, which sections are united together, as hereinafter described, to provide a track of the desired length. It will be understood that in the construction of the track

the sections should be so arranged that the joints of said sections will alternate.

The hanger B is substantially of the form shown. It is placed between the rails A, and any desired number of said hangers employed to properly suspend and hold the track. For the purpose of binding the rails A at a point or points between the hangers the intermediate stay-blocks C are provided.

The hanger B' is substantially of the form shown in Fig. 1, and is a combined hanger and stop-block, and is designed and calculated to be located directly over the point where a load is to be elevated, said hanger being provided with the stop-lugs *c*.

The hanger D is substantially of the form shown in Fig. 1, and is a combined hanger and sheave-block hook, and is to be located at the end or ends of the track, or at the point or points where it is desired to have the trolley stop, or at the limit of travel upon the track.

The hangers B, B', and D are each provided with the heads E, which heads are provided with the beveled shoulders *d*.

The intermediate stay-blocks are provided with heads E and the beveled shoulders *d*.

The binding-blocks F may be either of the form shown in Figs. 8 or 9, and, as shown, are provided with the ribs *e*, the bottom or under side of said ribs being beveled to correspond with the bevel of the shoulders *d*.

The hangers B, B', D and the intermediate stay-blocks C are each provided with the ribs *f*, which ribs are for the purpose of assisting in holding the rails A in proper adjustment, said ribs abutting against the rails A, as illustrated in the drawings.

In use the binding-blocks F are placed against the vertical portions or parts *a* and against the heads E, at which time the binding-blocks are firmly pressed against the vertical portions or parts *a* by means of the clamping-bolts *g*. As the binding-blocks F are drawn against the portions or parts *a* said binding-blocks will be drawn upward, carrying with them the rails A by means of the beveled shoulders *d* and the beveled ribs *e*, thereby securely binding the rails A between the ribs *e* and *f*.

The clevis G is substantially of the form shown in Fig. 2, and is securely attached to the rafters of the building or other framework, and extends through the opening H, substantially as illustrated in Fig. 1.

Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The combination of the rails A, composed of the vertical portions or parts *a* and the rounded portions or parts *b*, the hangers B, provided with the ribs *f* and the inclined shoulders *d*, the binding-blocks F, provided with the beveled ribs *e* and the bolts *g*, substantially as and for the purpose specified.

2. An elevated track comprising the rails

A, the hangers B B', the intermediate stay-blocks C, the hooked hanger D, each of the hangers and blocks having the ribs *f* and the shoulders *d*, the binding-blocks F, provided with the ribs *e*, and means for binding the rails A, substantially as and for the purpose specified.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

JACOB NEY.  
VALENTINE L. NEY.

Witnesses:

E. A. C. SMITH,  
F. W. BOND.