No. 661,753. Patented Nov. 13, 1900.

A. P. BOYER.

HAY TRACK COUPLING.

(Application filed Sept. 14, 1900.)

(No Model.)

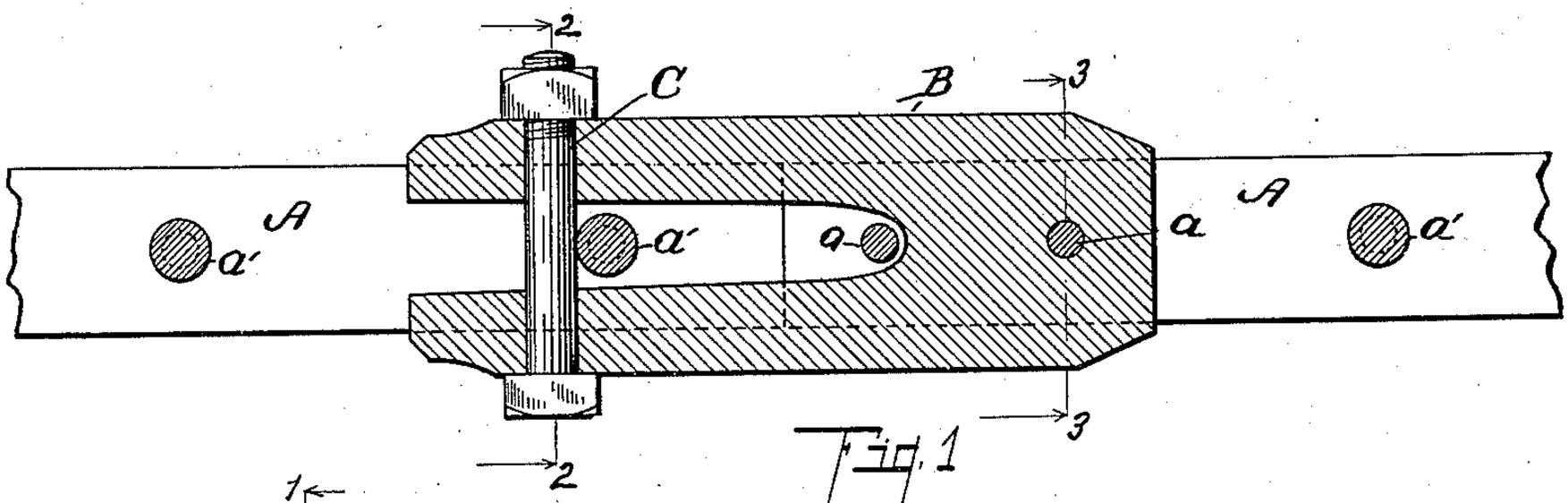

Fig. 1

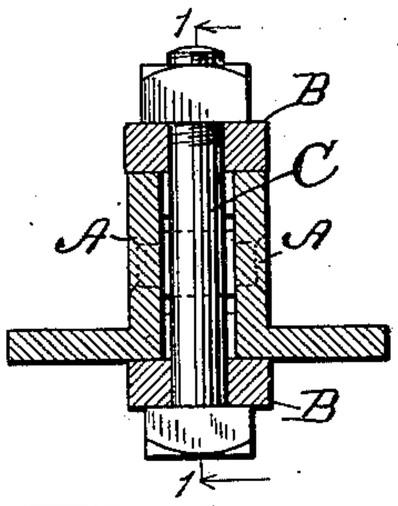

Fig. 2

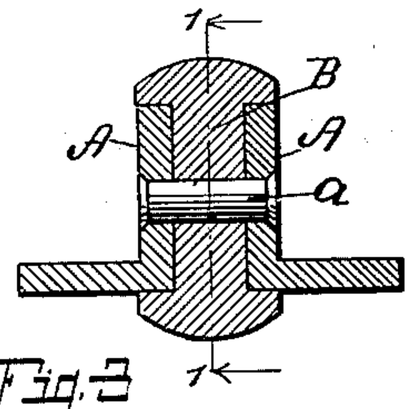

Fig. 3

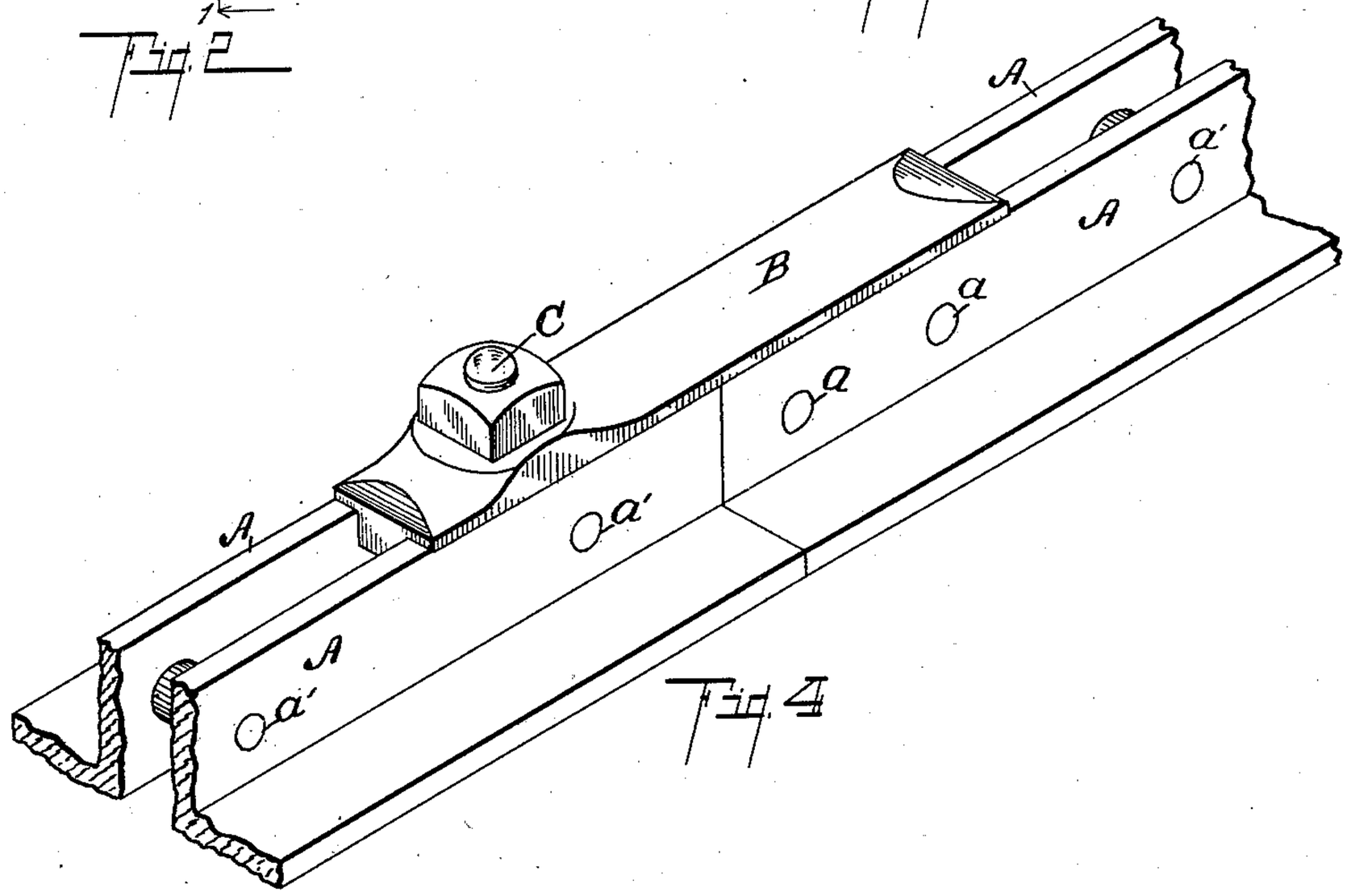

Fig. 4

Witnesses:
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UNITED STATES PATENT OFFICE.

ALLEN P. BOYER, OF GOSHEN, INDIANA.

HAY-TRACK COUPLING.

SPECIFICATION forming part of Letters Patent No. 661,753, dated November 13, 1900.

Application filed September 14, 1900. Serial No. 30,004. (No model.)

To all whom it may concern:

Be it known that I, ALLEN P. BOYER, a citizen of the United States, residing at the city of Goshen, in the county of Elkhart and State of Indiana, have invented certain new and useful Improvements in Hay-Track Couplings, of which the following is a specification.

This invention relates to improvements in couplings or joints for hay-carrier tracks.

The objects of the invention are to simplify such couplings and to provide a coupling which will receive the free end of a section of track while it is secured permanently in position upon the next preceding section. It is a coupling which is specially adapted for joining together the sections of track made up of pairs of L-shaped angle-strips. Minor objects will definitely appear in the detailed description to follow.

I accomplish the objects of this invention by the devices and means described in the following specification. The invention is clearly defined and pointed out in the claims.

A structure embodying the features of my invention is fully illustrated in the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a detail longitudinal sectional view taken on a line corresponding to line 1 1 of Figs. 2 and 3. Fig. 2 is a transverse sectional view taken on line 2 2 of Fig. 1. Fig. 3 is a transverse detail sectional view taken on line 3 3 of Fig. 1. Fig. 4 is a detail perspective view of the meeting ends of two sections of a rail joined by my improved coupling.

In the drawings all of the sectional views are taken looking in the direction of the little arrows at the ends of the section-lines, and similar letters of reference refer to similar parts throughout the several views.

The track is made up in the usual manner of oppositely-arranged angle-rails A A, the vertical portions of which are secured together by shoulder-rivets a' a' and the horizontal portions of which project outwardly at each side to form the tread for the hay-carriage. In the end of a section of rail I insert one end of the improved coupling B, which is provided with oppositely-arranged flanges above and below which are a proper distance apart to positively engage the top and bottom of the angle-bars A A, and the web or body between the flanges fills up the space between the rails, the ends of the rails being riveted thereto by rivets a therethrough, the holes in the rails being suitably countersunk to receive the rivets even with the surface. A longitudinal notch is cut in the body portion of the projecting end of the coupling of sufficient size to receive one of the coupling-rivets A′ within the same, and a bolt C is inserted vertically through the top and bottom flange, just back of the end rivet a', to secure the meeting ends of the sections together, the bolt being drawn sufficiently tight to bring the flanges together to clamp the rail and secure the alinement. The bolt coming back of the rivet a' positively retains the meeting ends together.

It will thus be seen that a very strong coupling is secured, it being impossible to separate the sections without removing or breaking the bolt C or one of the strong cross-rivets a'. It will also be observed that the couplings are always in position on the sections of the track ready for use, which is of very great convenience. It will also be observed that to effect a coupling of the meeting ends of the sections it is only necessary to insert a single bolt, the advantage of which in the saving of time is very great and of very great convenience when it is remembered that these sections are frequently coupled in an elevated position. I desire also to remark that it is of very great advantage to form the coupling of a single piece in addition to the bolt and rivets used, as its strength and rigidity are thereby positively insured. I have described the rail as made of strips. The coupling can be used with any form. I have described the parts as "longitudinal" and "vertical." These terms are only relative to each other.

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

1. The combination with opposite sections of double angle-rail track, of a coupling B with a flange above and below, with a web between arranged between the angle-rails of one end of the track, securely riveted, the said web or body containing a longitudinal notch to receive a coupling-rivet of the opposite end; and a bolt extending vertically through the flanges of said coupling back of

said coupling-rivet to clamp the flanges on the rail and engage the rivet for the purpose specified.

2. A coupling for hay-carrier track consisting of a body portion with flanges above and below, the body portion having a longitudinal notch at one end and adapted to be riveted at the opposite end between the bars forming the rail, and a bolt extending through the flanges back of the cross-rivet, to draw them together upon the meeting-rail for the purpose specified.

3. A coupling for hay-carrier track consisting of a body portion with flanges above and below, the body portion having a longitudinal notch at one end and adapted to be riveted at the opposite end between the bars forming the rail, and a bolt extending through the flanges to draw them together upon the meeting-rail for the purpose specified.

In witness whereof I have hereunto set my hand and seal in the presence of two witnesses.

ALLEN P. BOYER. [L. S.]

Witnesses:

A. S. ZOOK,

W. H. CHARNLEY.