

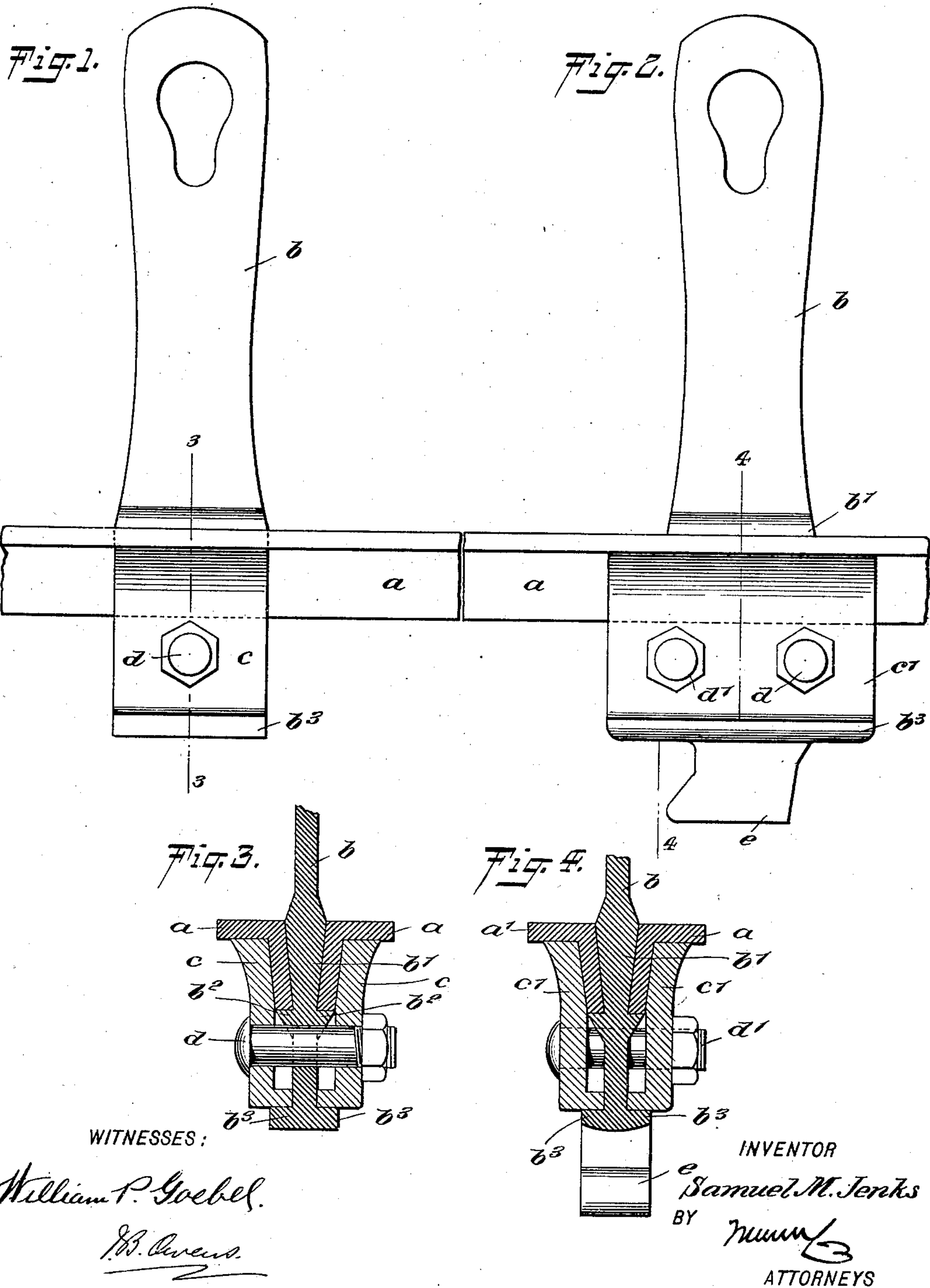
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Patented Apr. 30, 1901.

S. M. JENKS.
OVERHEAD TRACK.

(Application filed Jan. 14, 1901.)

(No Model.)



UNITED STATES PATENT OFFICE.

SAMUEL MICHAEL JENKS, OF MADISON, SOUTH DAKOTA.

OVERHEAD TRACK.

SPECIFICATION forming part of Letters Patent No. 673,271, dated April 30, 1901.

Application filed January 14, 1901. Serial No. 43,240. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL MICHAEL JENKS, a citizen of the United States, and a resident of Madison, in the county of Lake and State of South Dakota, have invented a new and Improved Overhead Track, of which the following is a full, clear, and exact description.

This invention relates to an overhead track designed especially for sustaining hay and other like carriers—that is to say, such carriers as constitute a means for transporting material overhead from one point to another.

This specification is a specific description of one form of the invention, while the claims are definitions of the actual scope thereof.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side view of the invention. Fig. 2 is a side view of the same with an attachment for coaction with the carrier. Fig. 3 is a section on the line 3 3 of Fig. 1, and Fig. 4 is a section on the line 4 4 of Fig. 2.

Referring to Figs. 1 and 3, the track has two rails *a*, which are constructed of angle-irons, one member of each of which lies horizontal to form the treads of the rails and the other member projects downward at slightly more than ninety degrees inclination to the first-named or horizontal member. (See Figs. 3 and 4.) *b* represents the hanger for supporting the track. This hanger projects upward and is adapted to have its upper end fastened to a suitable support. The lower end of the hanger *b* is enlarged to form a spacing-block *b'*, the sides of which are slightly tapered to conform with the inclination of the lower members of the angle-iron rails *a*. Below the enlarged portion *b'* shoulders *b²* are formed, which are adapted to bear under the rails *a*, as illustrated, and the extremity of the lower portion of the hanger has lugs *b³* formed thereon and projecting laterally. Engaged with these lugs and with the outer sides of the vertical members of the angle-iron rails *a* are clamping-blocks *c*, which lie, respectively, at the sides of the track and are drawn firmly together by a bolt *d*. This bolt serves also to press the rails against the enlarged portion or spacing-block *b'* of the

hanger, and thus all of the parts are bound firmly together.

If desired, the lower end of the hanger at points below the lugs *b³* may be provided with a downwardly-projected detent *e*, which serves to coact with the carrier which runs on the track. This construction is shown in Figs. 2 and 4. In these figures I have illustrated clamping-plates *c'*, which are essentially the same as the blocks *c* before described, but which are shown to be of greater length than the blocks *c* and provided with two bolts *d'*, serving the same function as the bolt *d* before described. These enlarged plates *c'* may be used for the further purpose of splicing or joining the rails *a*. If this joint occurs at a point where it is convenient or desirable to employ a hanger, the parts may be fitted together in precisely the same way as at other points on the track, the meeting ends of the rails being engaged with the clamping-plates *c'* and the bolts *d'* being engaged, respectively, with said ends. If it is not desired to employ a hanger at the point of the rail-joint, a spacing-block similar to the block *b'* on the hanger may be employed, which spacing-block is, however, constructed separate from the hanger. Further, if it be desired to place the detent *e* at some point removed from any one of the hangers a spacing-block such as that mentioned above may be formed with a detent *e* and placed on the track by clamping-plates and bolts, as described.

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

1. An overhead track, comprising angle-rails, a spacing-block between the rails and provided with shoulders engaged by the rails and with lugs below the shoulders, clamping-plates engaging the lugs of the spacing-block and resting against the outer surface of the rails, and means for securing the parts together, as set forth.

2. An overhead track, comprising angle-rails, a spacing-block arranged between the rails and having downwardly-inclined slides, and shoulders at the end of the tapered portion, the said block being also provided with oppositely-projecting lugs below the shoulders, clamping-plates resting against the outer faces of the rails with their upper ends

engaging the horizontal members of the rails, the plates having their lower ends bent inwardly and resting upon the lugs of the spacing-block, and means for securing the parts together, substantially as described.

3. An overhead track, comprising two rails, a hanger, one end portion of which is provided with a spacing-block set between the rails, the hanger having shoulders engaged with the rails to sustain them on the hanger, clamping-plates engaged with the outer faces of the rails, and a fastening extending between the clamping-plates to press the parts together.

4. An overhead track, having a hanger provided at its lower end with a spacing-block and with shoulders projecting transversely from the bottom of said block, the lower extremity of the hanger having downwardly-projected studs or flanges, two rails engaged with opposite sides of the spacing-block and bearing on the shoulders, clamping-plates engaging the outer sides of the rails and bear-

ing on the studs or flanges at the lower extremity of the hanger, and a fastening extending between the clamping-plates to bind the parts together.

5. An overhead track, comprising angle-rails, a hanger provided with a tapering spacing-block, shoulders at the lower end of the block, lugs below the shoulders, and a dent below the lugs, clamping-plates resting against the outer faces of the rails with their upper ends engaging the horizontal members of the rails, the lower ends of the plates extending inwardly and resting upon the said lugs, and means for clamping the parts together, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

SAMUEL MICHAEL JENKS.

Witnesses:

J. M. PRESTON,
N. B. STAG.