

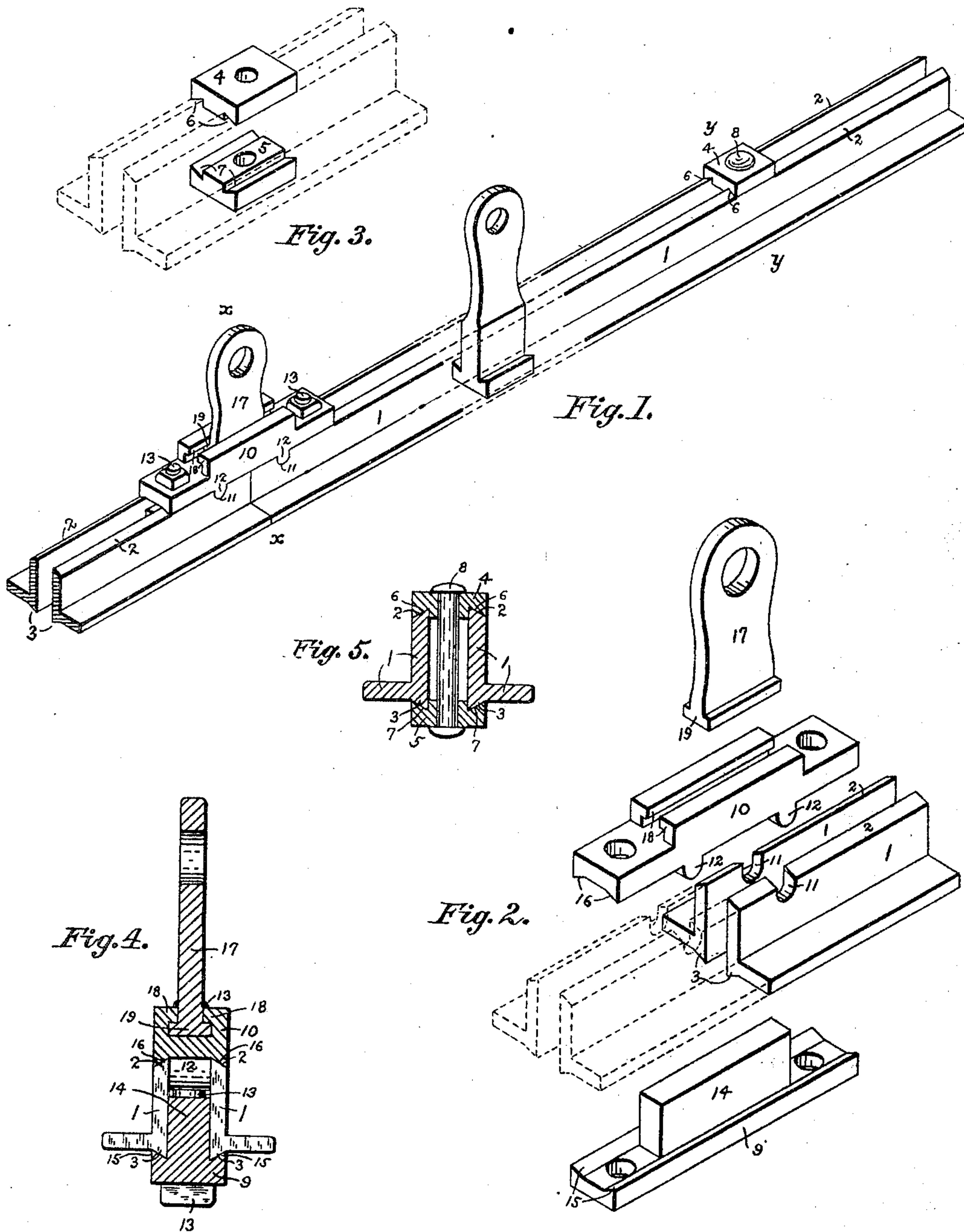
No. 681,810.

Patented Sept. 3, 1901.

J. NEY.
HAY ELEVATOR TRACK.

(Application filed May 8, 1901.)

(No Model.)



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UNITED STATES PATENT OFFICE.

JACOB NEY, OF CANTON, OHIO, ASSIGNOR TO THE V. L. NEY COMPANY,
OF SAME PLACE.

HAY-ELEVATOR TRACK.

SPECIFICATION forming part of Letters Patent No. 681,810, dated September 3, 1901.

Application filed May 8, 1901. Serial No. 59,227. (No model)

To all whom it may concern:

Be it known that I, JACOB NEY, a citizen of the United States, residing at Canton, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Hay-Elevator Tracks; 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 of this specification, and to the figures of reference marked thereon, in which—

Figure 1 is a view showing a portion of the track and illustrating one joint and the upper cap and its hanger. Fig. 2 is a view showing portions of the track-rails and the different parts for coupling the adjoining ends of the rails together and the joint-hanger. Fig. 3 is a view showing portions of the track-rails in dotted lines and illustrating the bottom and lower caps, the clamping-bolt being removed. Fig. 4 is a transverse section at xx , Fig. 1. Fig. 5 is a transverse section at yy , Fig. 1.

The present invention has relation to hay-elevator tracks designed to be supported just under the comb of a roof or in any other place where it is desired to use a hay-elevator.

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

In the accompanying drawings, 1 represents the track-rails, which are located parallel one with the other and consist of horizontal and vertical flanges. The top or upper edges of the vertical flanges are provided with the beveled tops 2, which beveled tops incline outward or from each other, as illustrated in the drawings. Each of the rails 1 is provided with the ribs 3, which ribs are provided with inclined faces, said ribs being located directly under the vertical flanges, as illustrated in the drawings.

For the purpose of connecting the rails 1 together and holding them in proper parallel position with reference to each other the caps 4 and 5 are provided, said caps being provided with grooves 6 and 7, said grooves being formed of a size and shape to correspond substantially with the size and shape of the beveled edges 2 and the ribs 3, and into which recesses 6 and 7 the beveled edges 2 and the

ribs 3 are seated, as illustrated in Fig. 5. The caps 4 and 5 are clamped in position by means of rivets or bolts, such as 8, which rivets or bolts may be of a size to substantially fill the space between the parallel rails 1; but this is not absolutely necessary and they are not so shown. It will be understood that suitable apertures are to be formed in each of the caps, through which the rivets or bolts are passed.

For the purpose of connecting the adjoining ends of the track-rails 1 together, so as to produce a track of any desired length, the coupling-blocks 9 and 10 are provided, the coupling-block 9 being located upon the bottom or under side of the track and the coupling-block 10 upon the top or upper side of the track. For the purpose of preventing any longitudinal movement of the coupling-blocks 9 and 10 after they have been placed in proper position the track-rails 1 near their ends are provided with the recesses 11, into which recesses are seated the cross-flanges 12, which cross-flanges are formed of a size and shape to correspond with the recesses 11. The lower coupling-block 9 is held against longitudinal movement by means of the clamping-bolts 13, which clamping-bolts extend downward and engage the lower coupling-block 9.

The coupling-block 9 is provided with the web or block 14, which is formed of a thickness to correspond, substantially, with the distance between the inner faces of the track-rails 1.

The coupling-block 9 is provided with the inclined flanges 15 and the coupling-block 10 with the inclined flanges 16, which inclined flanges fit over and upon the beveled edges 2 and the ribs 3, as illustrated in Fig. 4.

In the construction of hay-elevator tracks it is desirable to have the track-rails so connected that no lateral projections are required at the points where the track-rails are joined together, or, in other words, to provide a track offering no obstruction to the movements of the hay-elevator back and forth upon the track upon which the elevator is to travel, so that substantially the entire surface of the horizontal flanges of the track-rails can be utilized for a tread for a hay-elevator. It will be noticed that by my peculiar arrange-

ment of connecting the adjoining ends of the track-rails together no laterally-extending flanges or bars are employed, but the horizontal flanges of the rails left clear and without obstructions throughout the entire length. This object I accomplish by providing the caps 4 and 5 with the grooves or recesses 6 and 7 and the flanges 15 and 16.

Another object and purpose of providing the ribs 3 and the inclined top 2 and forming them as illustrated is to prevent any spreading of the parallel rails and at the same time having a tendency to force the rails together or toward each other when properly clamped either at their joints or intermediate points.

In use it is frequently desirable to place a hanger, such as 17, at a point directly over a joint of the track-rail, and in order to accomplish this purpose the upper coupling-block 10 is provided with the flanges 18, which flanges are formed L shape, so as to form a proper shaped groove to receive the head 19 of the hanger 17, this feature being illustrated in Fig. 4.

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

1. In a track of the class described, two parallel rails each provided with horizontal and vertical flanges, said vertical flanges provided with beveled upper edges and ribs located below the faces of the horizontal flanges, and caps located upon the beveled tops of the vertical flanges and the ribs, and the clamp upon the rails, substantially as and for the purpose specified.

2. In a track of the class described, parallel rails provided with flanges one flange of each rail provided with a beveled edge and a beveled rib, caps provided with grooves or recesses to receive the beveled edges and the ribs, and means for clamping the caps upon the beveled edges and ribs, substantially as and for the purpose specified.

3. In a track of the class described, parallel rails provided with horizontal and vertical flanges, said vertical flanges provided with recesses near their joined ends, a coupling-block provided with cross-ribs adapted to fit into the recesses in the rail-flanges, said coupling-block provided with flanges upon its bottom or under side, and spaced flanges

upon its upper side, and a headed hanger located between the spaced flanges and means for clamping the block upon the track-rails, substantially as and for the purpose specified.

4. In a track of the class described, parallel track-rails spaced one from the other, recesses formed in the vertical flanges of the track-rails, coupling-blocks located upon the top and bottom of the track-rails at their joined ends, the lower coupling-block provided with a web located between the inner faces of the parallel track-rails and the cross-ribs of the upper block fitted into the recesses in the vertical flanges of the track-rails, and means for clamping the blocks upon the track-rails, substantially as and for the purpose specified.

5. In a track of the class described parallel track-rails, coupling-blocks located above and below the track-rails and upon opposite sides of the joint, said coupling-blocks provided with flanges upon their upper and lower sides respectively said upper coupling-block provided with cross-ribs located in recesses of the flanges of the track-rails, and said lower block provided with a web located between the inner faces of the track-rails, and means for clamping the coupling-blocks upon the track-rails, substantially as and for the purpose specified.

6. In a track of the class described, parallel rails a coupling-block provided with spaced flanges upon its upper side, and a headed hanger located between the spaced flanges of the coupling-block, substantially as and for the purpose specified.

7. In a track for hay-elevators, parallel rails spaced one from the other and provided with vertical and horizontal flanges having ribs, and beveled edges located opposite each other, caps provided with grooves adapted to fit the beveled edges and the ribs of the track-rails, said grooves of the caps spaced from each other, and means for clamping the caps, substantially as and for the purpose specified.

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

JACOB NEY.

Witnesses:

J. A. JEFFERS,
F. W. BOND.