

H. A. MYERS.

TRACK JOINT.

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914,443.

Patented Mar. 9, 1909.

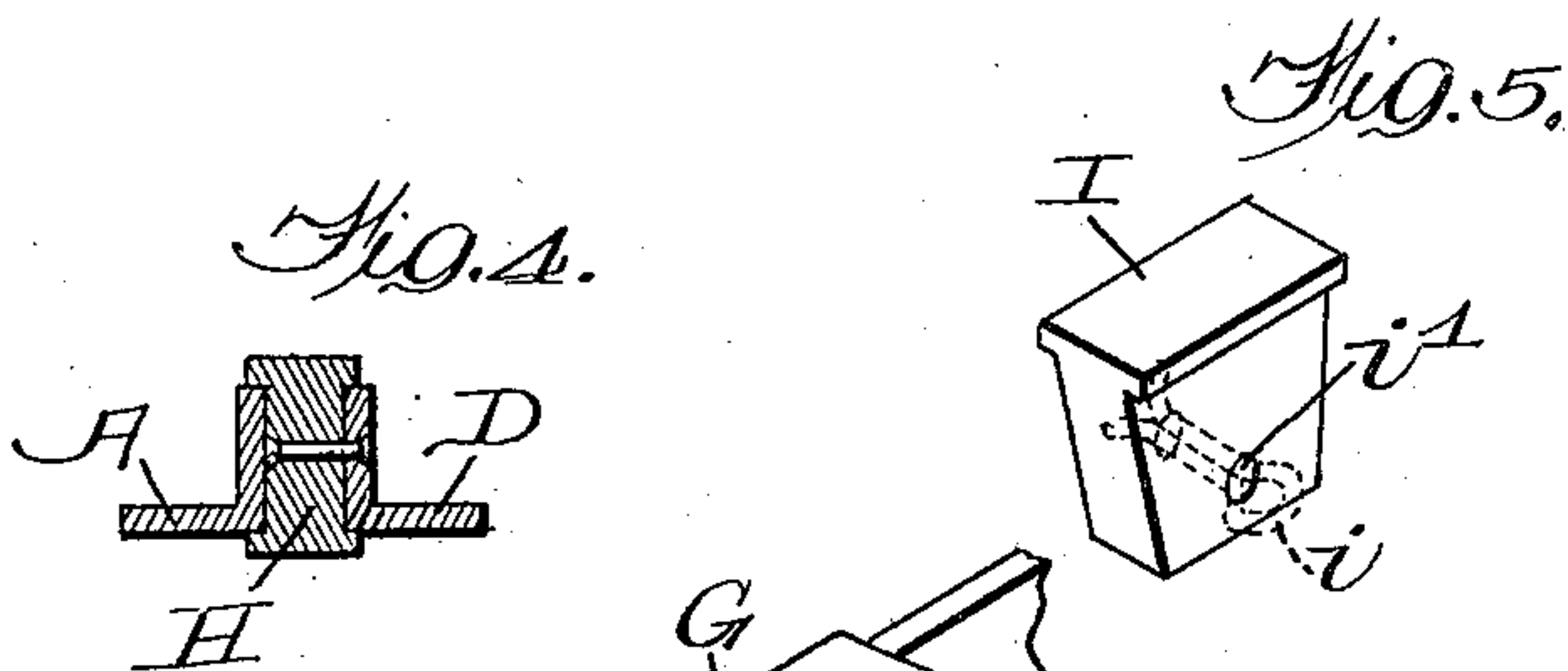
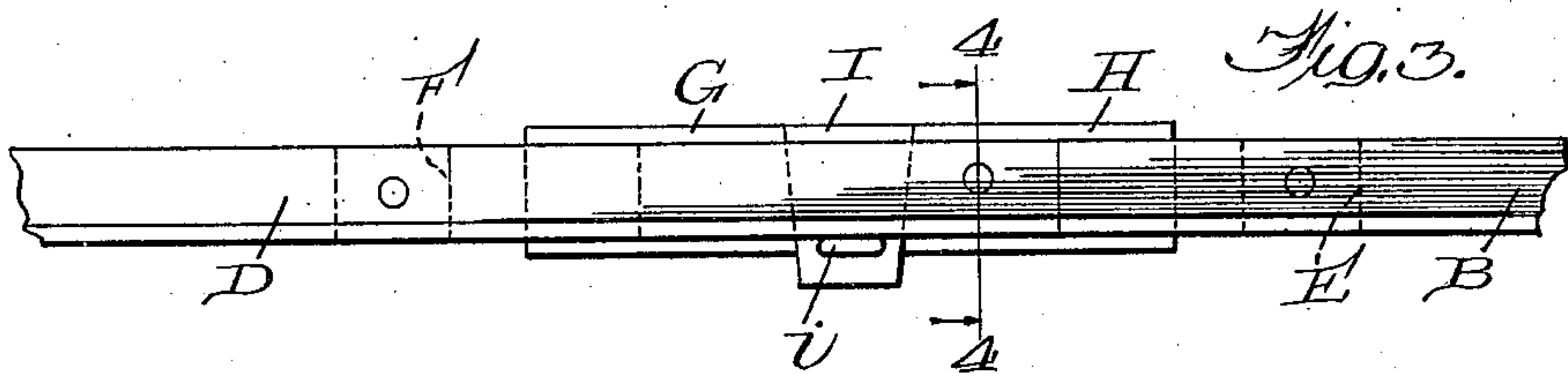
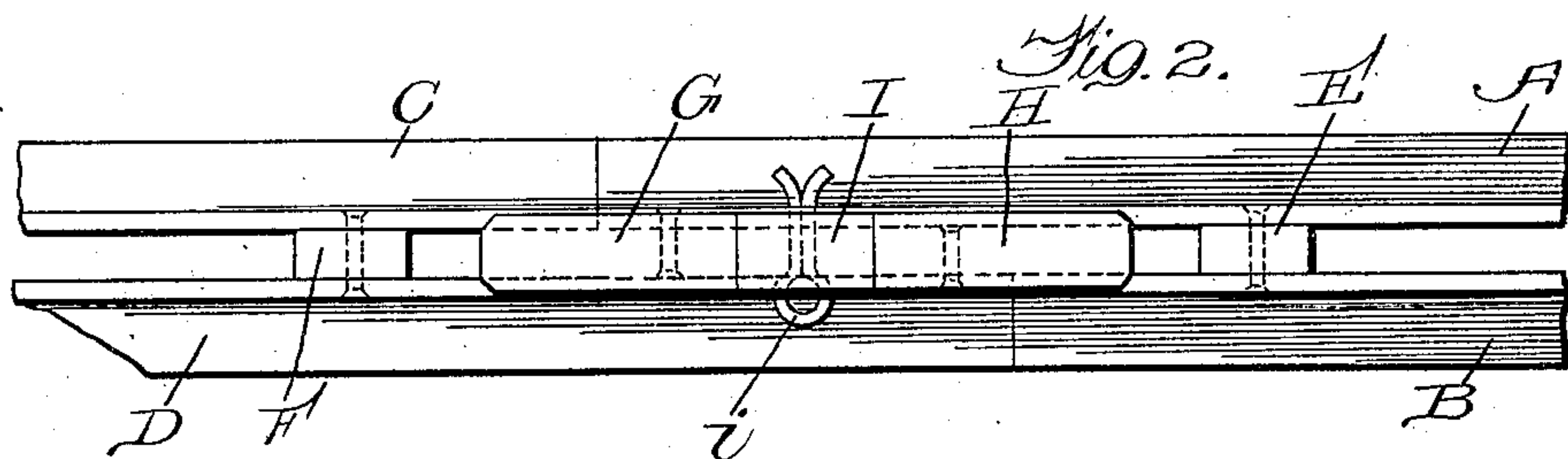
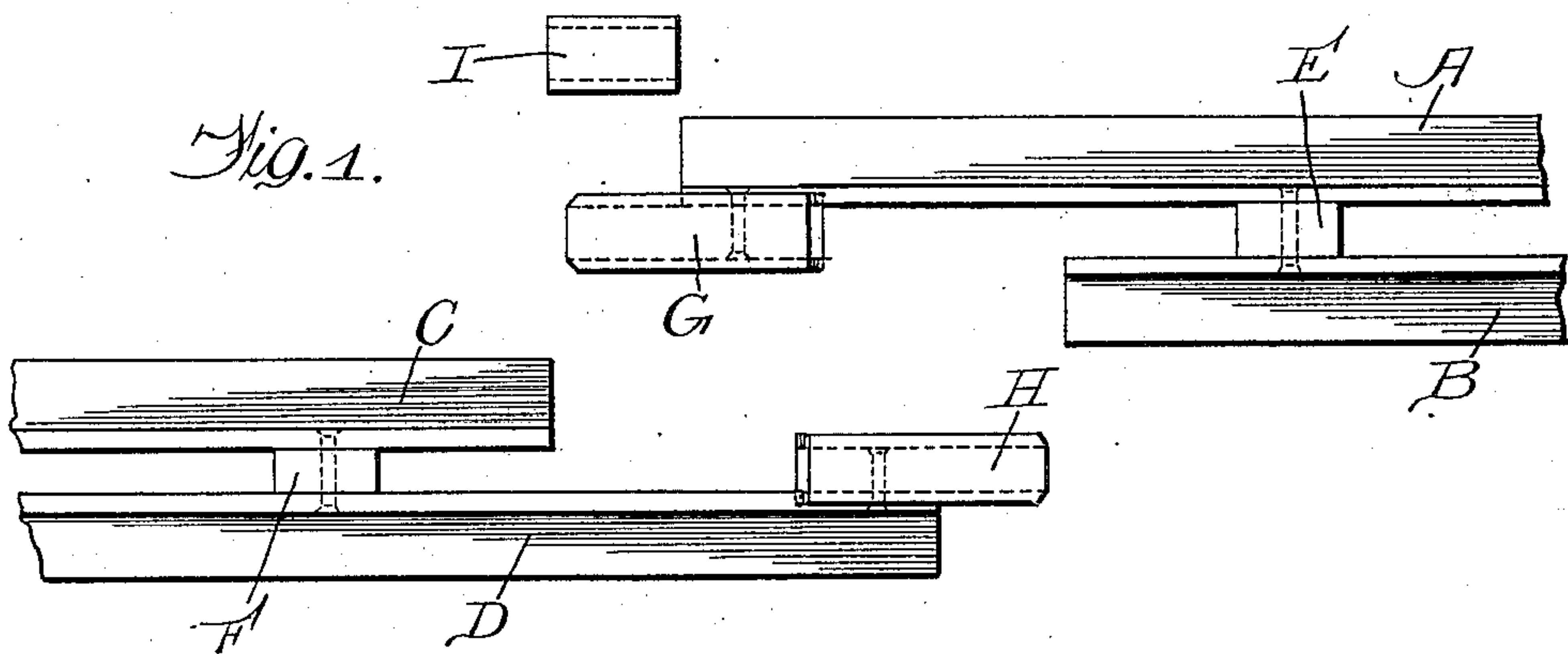
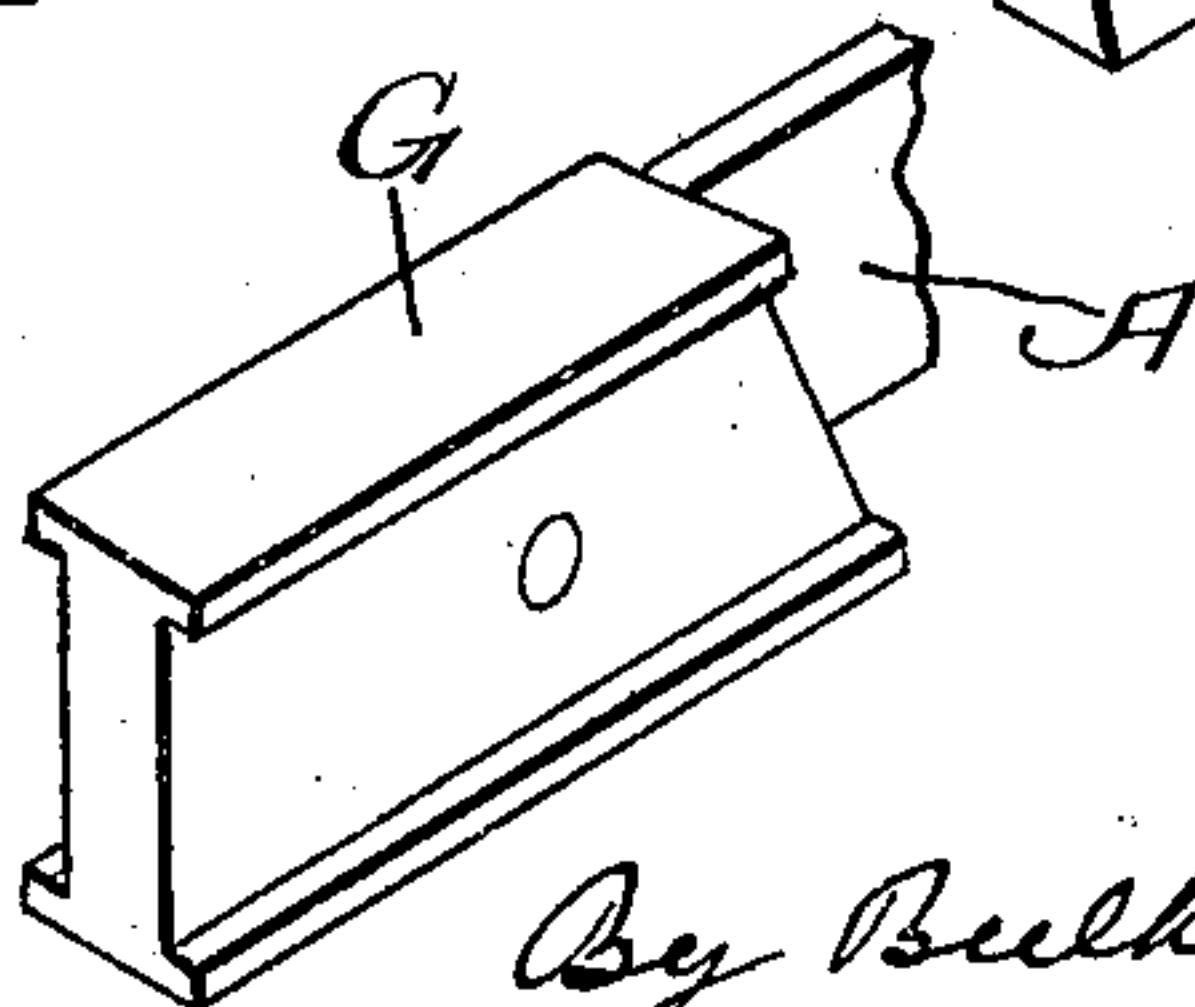
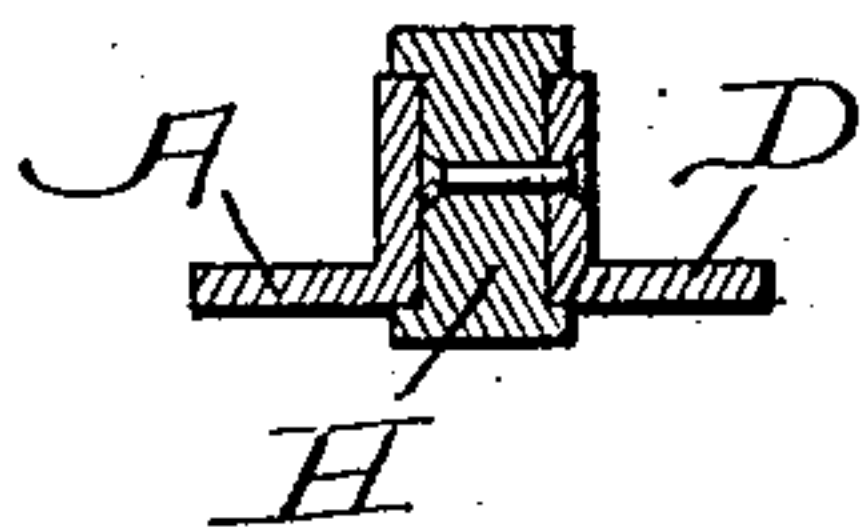


Fig. 5.



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UNITED STATES PATENT OFFICE.

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TRACK-JOINT.

No. 914,443.

Specification of Letters Patent.

Patented March 9, 1909.

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To all whom it may concern:

Be it known that I, HUBERT A. MYERS, a citizen of the United States of America, and resident of Goshen, Elkhart county, Indiana, have invented a certain new and useful Improvement in Track-Joints, of which the following is a specification.

My invention relates to track joints in general, but more particularly to the double steel tracks used in barns or other places for unloading hay, said tracks being suspended in the loft, or in some other overhead position, to provide a way along which the hay-carrier can travel, in the usual and well known manner.

My invention contemplates a joint of improved construction, adapted to be manufactured at a comparatively small cost, and having provisions for facilitating the hanging or installation of the track, as well as for rendering the same strong and rigid and otherwise satisfactory in use.

To these and other useful ends, my invention consists in matters hereinafter set forth and claimed.

In the accompanying drawings, Figure 1 is a plan of a track joint embodying the principles of my invention, the parts thereof being shown separated. Fig. 2 is a similar view, showing the parts assembled in place. Fig. 3 is a side elevation of the joint shown in Fig. 2. Fig. 4 is a cross section on line 4—4 in Fig. 3. Fig. 5 is a perspective of the key or locking block by which the two interlocking sections of the joint are held in place. Fig. 6 is a perspective of one of the interlocking portions of the said joint.

As thus illustrated, my invention comprises parallel angle irons A and B, the former longer than the latter. The angle irons C and D are adapted to extend in continuation of said other angle irons, the iron C being shorter than the iron D. When these two sections of the joint are brought together, said angle irons are adapted to provide two parallel, continuous tracks or ways upon which the wheels of the hay-carrier can travel. The irons A and B are spaced apart and rigidly connected by an I-block E, and the irons C and D are similarly united by an I-block F. The iron A is provided at its end with an I-block G, which extends for half its length beyond the end of the said iron. On the other section of the joint the iron D is provided with a similar I-block H. It will be observed that the

inner ends of said blocks G and H are beveled or inclined. The distance between the end of the block G and the end of the iron B is sufficient to admit the block H, and the distance between the block H and the end of the iron C is adapted to admit the block G, when the two sections of the joint are brought together. By forcing the two sections together endwise, the block G is then forced into the space between the irons A, C and D, and the block H is forced into the space between the irons A and B, as shown in Fig. 2. The key I, which is slightly tapered, is then inserted between the ends of the blocks G and H, as shown. Thus the two sections of the joint are rigidly interlocked, and a cotter pin *i* inserted in the opening *i'* holds the key in place. It will be understood that hangers can be employed for supporting the double steel track in place. My improved joint has the important advantage of making each section of the track self-sustaining as soon as it is coupled to the section already suspended in position, and before and while the hangers for the last or new section are being fastened in place. This is so, of course, assuming that the rail-sections are not too long. A track thus constructed is easily adjusted in position for use, and is comparatively cheap to manufacture. In use it provides a smooth and continuous way along which the wheels of the hay-carrier can travel.

The joint comprises, it will be seen, two double track sections, each section having ends of unequal length, so that the sections lap when put together. For example, the ends of the tracks A and B are of unequal length, and the same is true of C and D, with the result that A laps over D when the joint is closed. The interlocking portions G and H are secured to the longer ends of the two sections, and engage inside of the shorter ends when the joint is assembled.

What I claim as my invention is:

1. The combination of angle irons, means for spacing the same apart, interlocking I-blocks on said irons, and a key inserted between the ends of said blocks to hold the same between the angle irons.

2. In a track-joint, a pair of shoulders facing each other, adapted to move toward each other to permit separation of the joint, and a key inserted between said shoulders to prevent endwise separation of the joint.

3. In a track-joint, two interlocking sec-

tions, and a key interposed vertically therein to prevent endwise separation of said joint.

4. In a track-joint, two I-blocks, means for embracing the sides of said blocks to prevent lateral displacement thereof, and means preventing movement of said blocks toward each other.

5. A joint for a double steel track, comprising blocks insertible between the two sides of the track to prevent lateral and vertical displacement thereof, and means for preventing movement of said blocks toward each other.

6. A joint for a double steel track, comprising angle irons of unequal length, an I-block secured upon the inner side of the end of each longer angle iron, each block being a distance away from the end of the shorter angle iron to permit the other block to pass between the same, a key inserted between the ends of said blocks to hold the latter in position between the angle irons, and means for holding the said key in place.

7. The improved double steel track joint, provided with lapping interlocking portions, and removable means for locking said portions against movement toward each other, substantially as shown and described.

8. In a track joint, two sections of double track, each section having the track at one side extending farther from the end thereof than at the other, so that the two sections lap, and means for holding said lapping sections in alinement.

9. In a track joint, two sections of double track, each section made with ends of unequal length, and an interlocking portion for the longer end of each section, each interlocking portion engaging inside of the shorter end of the other section.

Signed by me at Chicago, Illinois, this 21st day of February, 1908.

HUBERT A. MYERS.

Witnesses:

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