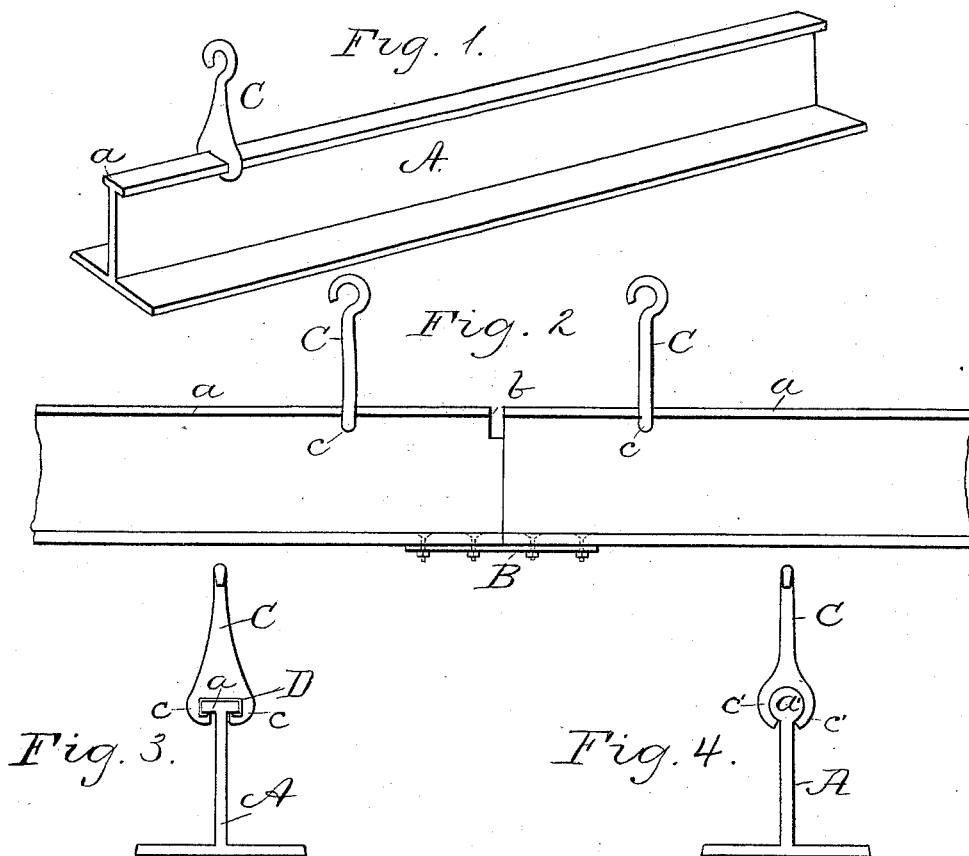


(No Model.)

J. E. PORTER.
HAY ELEVATOR TRACK.

No. 423,274.

Patented Mar. 11, 1890.



WITNESSES:

P. B. Coolidge
T. E. Ballin

Joseph E. Porter
INVENTOR

BY *F. D. Thomason*
his ATTORNEY

UNITED STATES PATENT OFFICE.

JOSEPH E. PORTER, OF OTTAWA, ILLINOIS.

HAY-ELEVATOR TRACK.

SPECIFICATION forming part of Letters Patent No. 423,274, dated March 11, 1890.

Application filed April 18, 1887. Serial No. 235,150. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH E. PORTER, of Ottawa, in the county of La Salle and State of Illinois, have invented certain new and useful Improvements in Hay-Elevator Tracks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings and reference-letters thereon.

The object of my invention is to provide new and useful improvements in hay-elevator tracks, whereby the construction is greatly simplified and cheapened, substantially as hereinafter described, and as illustrated in the drawings, in which—

Figure 1 is a perspective view of a section of my improved track. Fig. 2 is a side elevation. Fig. 3 is an end view thereof, and Fig. 4 is a modification of the track.

Reference being had to the drawings, A represents an inverted T-iron track, the upper edge of the vertical portion of which is provided with lateral flanges or beads *a*. The ends of the sections of track A are placed flush against each other, end to end, and are preferably secured together by means of a plate B, which laps over the joint and is secured to their under surfaces by means of countersunk screws or rivets passing down through the horizontal flanges of said tracks and said plate, as shown. These tracks are suspended by means of the hooks C from the lower ends of which project the L arms *c c*, the extremities of which point inward toward each other, and which, when said hooks are slipped over the beaded upper end of the ver-

tical flange of the track A, are designed to catch under the shoulders of said bead *a*, and, when said hooks are caught over suitable devices, suspend said tracks. One end of each section is recessed or cut away, as shown at *b* in the drawings, to a depth corresponding to the width of the body of the hook, so that said hook may be slipped therein laterally and then pushed in place longitudinally.

If desired, the bead *a'*, instead of being rectangular, may be elliptical or circular in cross-section. Any shaped bead would answer which would afford a purchase for the arms *c'* of hook C.

Besides the use which I have described, the above track, as being specially adapted for it, can with equal facility be used as a tramway in manufacturing and mercantile establishments for moving goods, manufactured articles, &c.

What I claim as new is—

The combination, with an inverted T-iron track, having a longitudinal bead on the upper edge of the vertical web thereof, which bead is cut away near one end of each section of track, and the horizontal flanges on the lower edge of said web, which flanges form treads for the opposite wheels, and a suitable hay-carrier, of a hook having its shank provided with downwardly and inwardly projecting arms that embrace said bead between them, and thus suspend said track.

JOSEPH E. PORTER.

Witnesses:

FRANK D. THOMASON,
JNO. W. SICKELS.