No. 617,491. Patented Jan. 10, 1899.

W. LOUDEN.

TRACK SUSPENDING DEVICE.

(Application filed Dec. 27, 1897.)

(No Model.)

Fig. 1

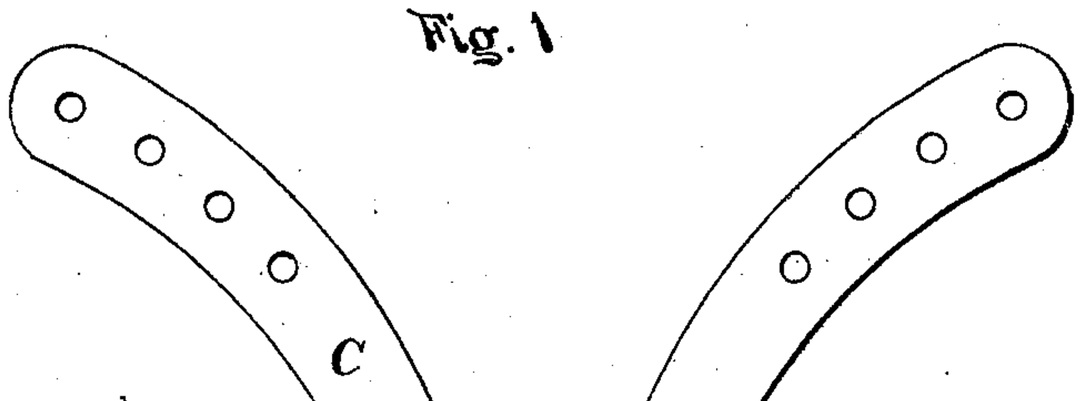


Fig. 2

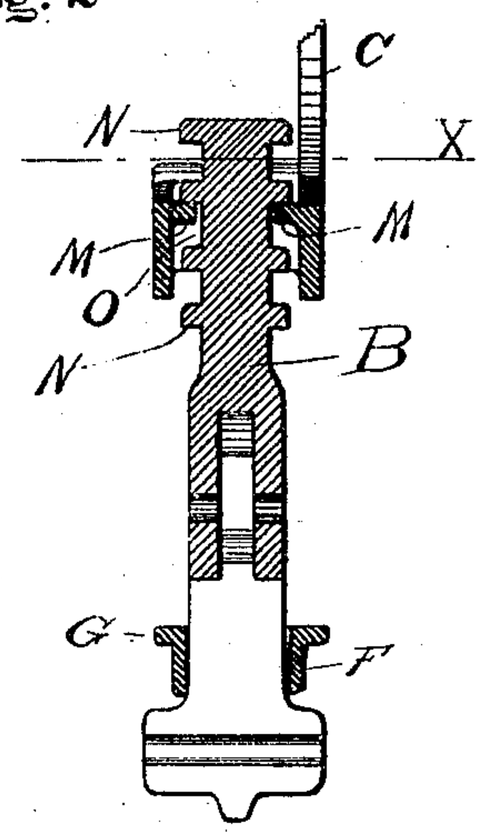


Fig. 3

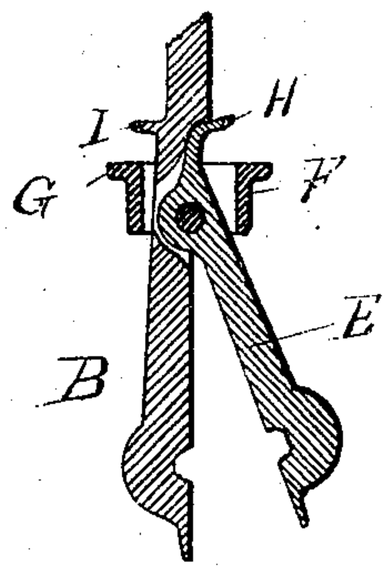


Fig. 6

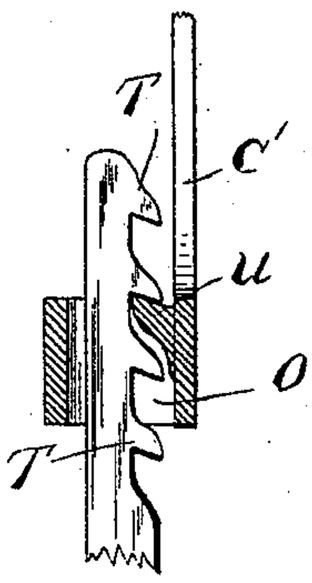


Fig. 4

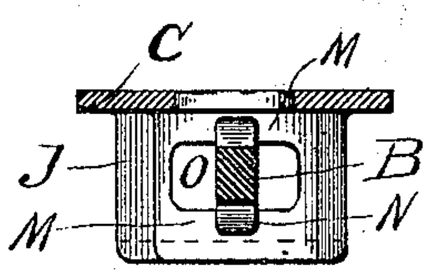
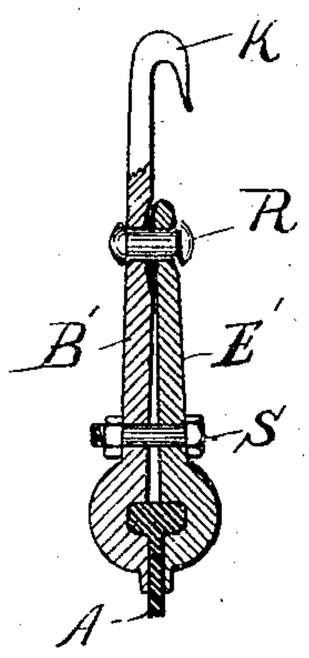


Fig. 5



Witnesses:

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UNITED STATES PATENT OFFICE.

WILLIAM LOUDEN, OF FAIRFIELD, IOWA.

TRACK-SUSPENDING DEVICE.

SPECIFICATION forming part of Letters Patent No. 617,491, dated January 10, 1899.

Application filed December 27, 1897. Serial No. 663,445. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM LOUDEN, a citizen of the United States, residing at Fairfield, in the county of Jefferson and State of Iowa, have invented a new and useful Improvement in Suspending Devices for Elevated Tracks, of which the following is a specification.

My invention relates to a suspending device, commonly called a "hanger," adapted at its upper end to connect with an overhead support and having its lower end fitted to embrace the head of a track-rail; and it consists of the improvement herein described, and definitely pointed out in the claims.

In the drawings accompanying this specification, Figure 1 is a vertical section of the hanger and lower end of the supporting-bracket, a side view of the upper part of the bracket being shown. Fig. 2 is a side view of the main part of the hanger, the clamping part being removed, and a vertical section of the supporting-bracket. Fig. 3 is a vertical section of the lower parts of the hanger, showing it opened to receive the head of the track-rail. Fig. 4 is a horizontal section on line *x x* of Figs. 1 and 2. Fig. 5 is a vertical section of a modified form of the hanger, and Fig. 6 is a view of a modified form of the upper end of the hanger and lower end of the supporting-bracket.

A represents the track-rail, B the suspending part of the hanger, and C the supporting-bracket.

E is a clamping part which is made separable and is then jointedly connected at or near its upper end to the body of the suspending part B. It is preferable to hinge the parts together by means of a rivet D, so they will readily open at their lower ends in placing the hanger on the track-rail. They may, however, be connected together as shown in Fig. 5 or in any other suitable manner, so they will readily separate at their lower ends to pass over the head of the track-rail without springing or bending the parts or entirely disconnecting them.

The lower ends of the parts B and E are fitted to catch over the head of the track-rail A in the usual manner, and a slip-ring F is placed over them, so as to hold their lower ends together and in engagement with the head of the rail. By driving the slip-ring up, as shown in Fig. 4, the lower ends of the parts B and E will separate and release the rail, while their upper ends will remain connected together. To facilitate the driving up and down of the slip-ring F, I form a flange G on the slip-ring, so it may be more readily struck and moved with a hammer or other similar instrument. A projection H is formed on the upper end of the part E to prevent the slip-ring F from coming off when driven up. The slip-ring is first placed on one of the parts, which is then connected to the other part, and when so connected the ring cannot come off on account of the projection H. A similar projection I may also be formed on the part B to help hold the slip-ring in place.

The lower end of the bracket C is made with an elongated opening O to receive the upper end of the suspending part B. Lips M are formed on the inner sides of the opening O, and the upper end of the part B is fitted with a series of projections N on its opposite edges. The part B being inserted in the opening O and turned so as to bring the projections N in engagement with the lips M, the hanger will be firmly held in place by the bracket C. To hang the track-rail higher or lower, all that is necessary is to set the hanger up or down, so that the lower or upper projections N will engage the lips M. The part B must be inserted in the opening O and adjusted to place before the device is connected to the track-rail, because it has to be turned quarter around to make the projections N catch and hold on the lips M. The sides J of the opening O are set flaring at the bottom, so that the hanger may swing to either side, as may be required and as will be easily understood by those skilled in the art.

In the modified form shown in Fig. 5 the parts B′ and E′ are connected together by a loosely-set rivet R, and their lower ends are held together by a bolt S. When the bolt S is removed or loosened, it is apparent that the lower ends of the parts will readily separate, so as to pass over or off the head of the track-rail, while the upper ends will remain connected together. Instead of the loosely-set rivet other means may be used to accomplish the same object—*i. e.*, the holding of

the upper ends of the parts together, while the lower ends will readily separate for the purpose stated.

When an ordinary form of bracket is used, a hook K or other form of connecting means may be used in place of the means shown in Figs. 1 and 2. The upper or connecting end of the suspending part B may also be modified, if desired, as shown in Fig. 6, in which are a series of hooks or ratchet-teeth T to catch on lips U, formed on one side only of the opening O.

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

1. In a track-suspending device, the combination of a suspending part having its upper end adapted to connect to an extraneous supporting device and its lower end to embrace one edge of a track-rail, a clamping part jointedly connected at, or near its upper end to the body of said suspending part and its lower end adapted to embrace the opposite edge of the track-rail, and means to hold said two parts together.

2. In a track-suspending device, the combination of a suspending part having its upper end adapted to connect to an extraneous supporting device and its lower end to embrace one edge of a track-rail, a clamping part jointedly connected at, or near its upper end to the body of said suspending part, and its lower end adapted to embrace the opposite edge of the track-rail, and a slip-ring to slide up and down and release or hold said two parts together.

3. In a track-suspending device, the combination of a suspending part having its upper end adapted to connect to an extraneous supporting device and its lower end to embrace one edge of a track-rail, a clamping part jointedly connected at, or near its upper end to the body of said suspending part and its lower end adapted to embrace the opposite edge of the track-rail, a slip-ring to slide up and down and release or hold said two parts together, and a projection on one or both of the parts to hold the slip-ring from getting off.

4. In a track-suspending device, the combination of a suspending part having its upper end adapted to connect to an extraneous supporting device and its lower end to embrace one edge of a track-rail, a clamping part jointedly connected at or near its upper end to the body of said suspending part and its lower end adapted to embrace the opposite edge of the track-rail, and a slip-ring to slide up and down and release or hold said two parts together, the slip-ring being fitted with a flange, substantially as set forth.

5. The combination of an elevated track-rail, and a supporting-bracket with a suspending device, consisting of a suspending part adapted to connect to said bracket and its lower end adapted to embrace one edge of said track-rail, a clamping part jointedly connected at, or near its upper end to the body of said suspending part and its lower end adapted to embrace the opposite edge of said track-rail, and means for holding said two parts together.

6. In track-suspending devices, having a supporting-bracket with an opening in its lower end, and having a hanger with its upper end adapted to enter said opening and be held therein, all in combination; a series of projections on the upper part of the hanger adapted to catch on said bracket and support the hanger.

7. In track-suspending devices, having a supporting-bracket with an opening in the lower end and having a hanger with its upper end adapted to enter said opening and be held therein, all in combination; a series of projections formed on the edges of the upper end of the hanger and inwardly-projecting lips in said opening to engage said projections and support the hanger.

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

WILLIAM LOUDEN.

Witnesses:
MOSES A. MCCOID,
SAMUEL P. WEST.