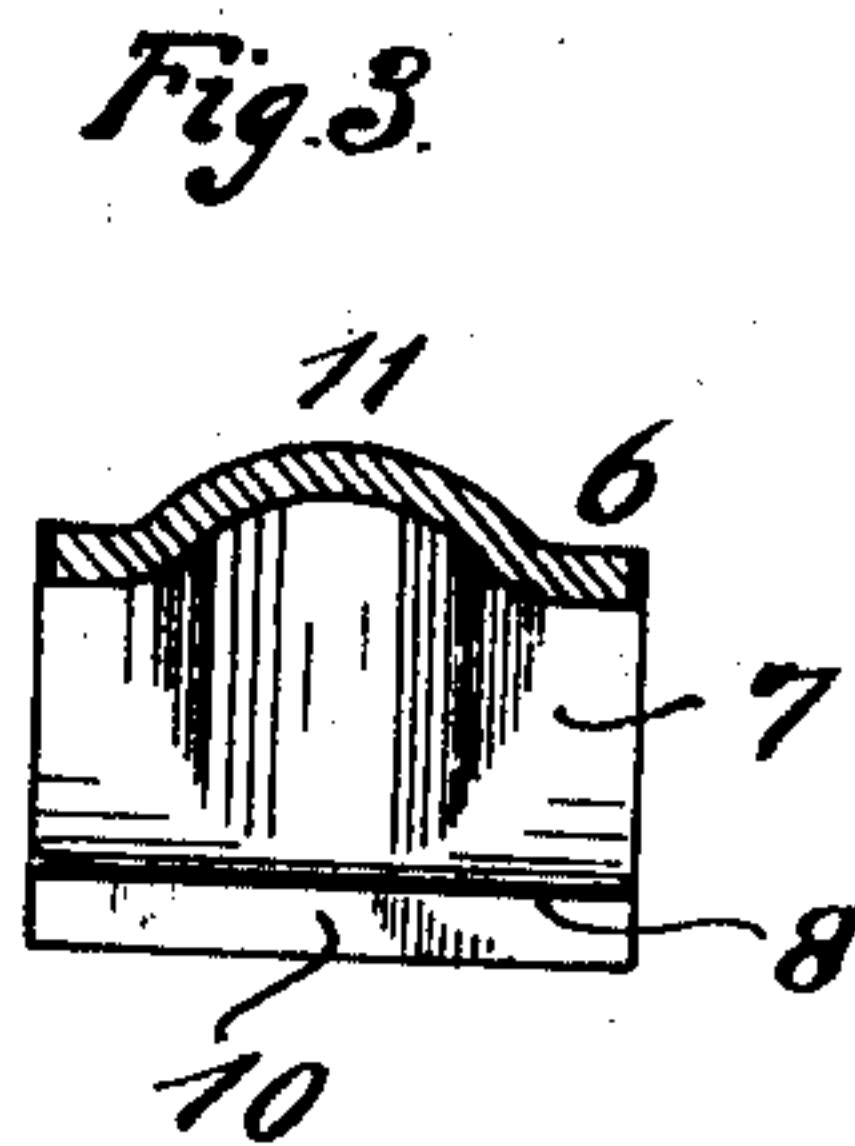
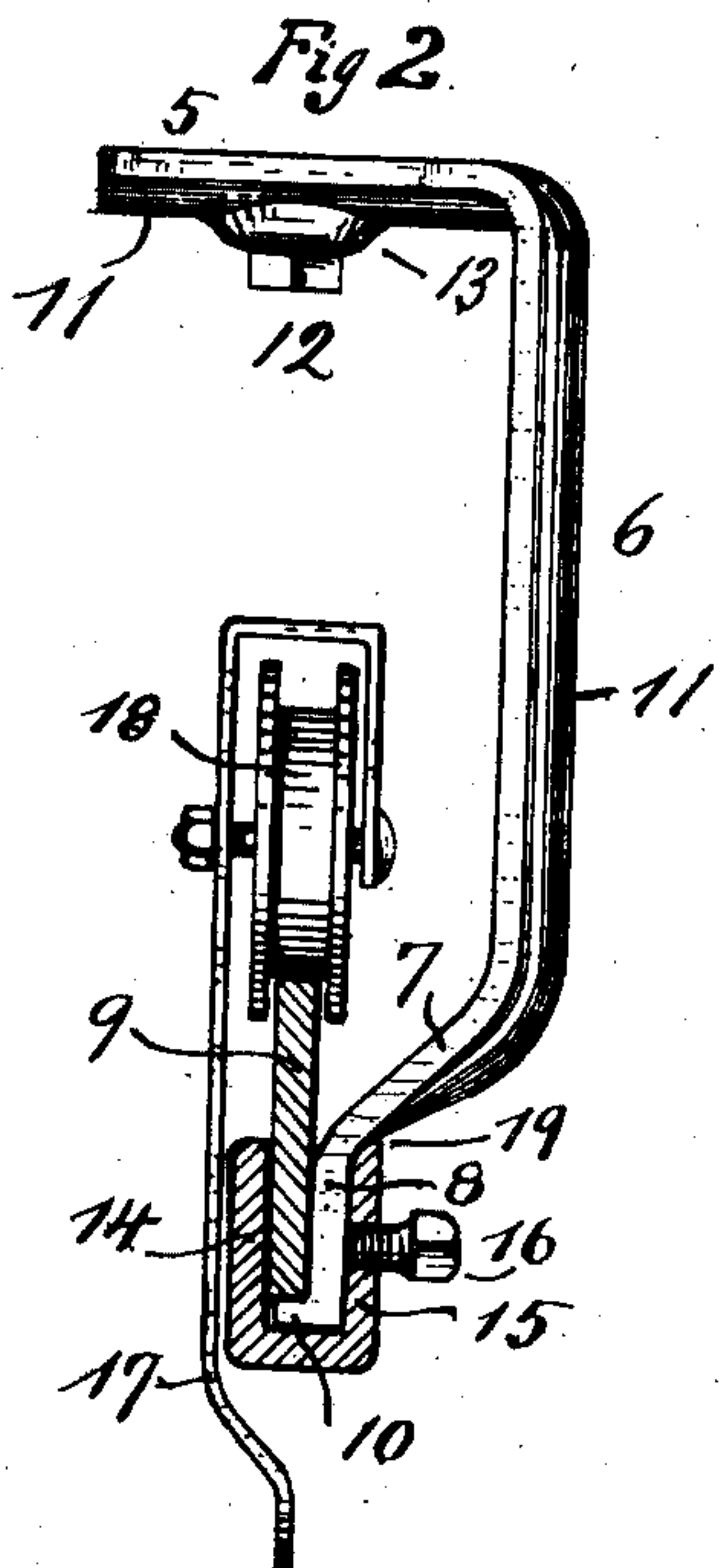
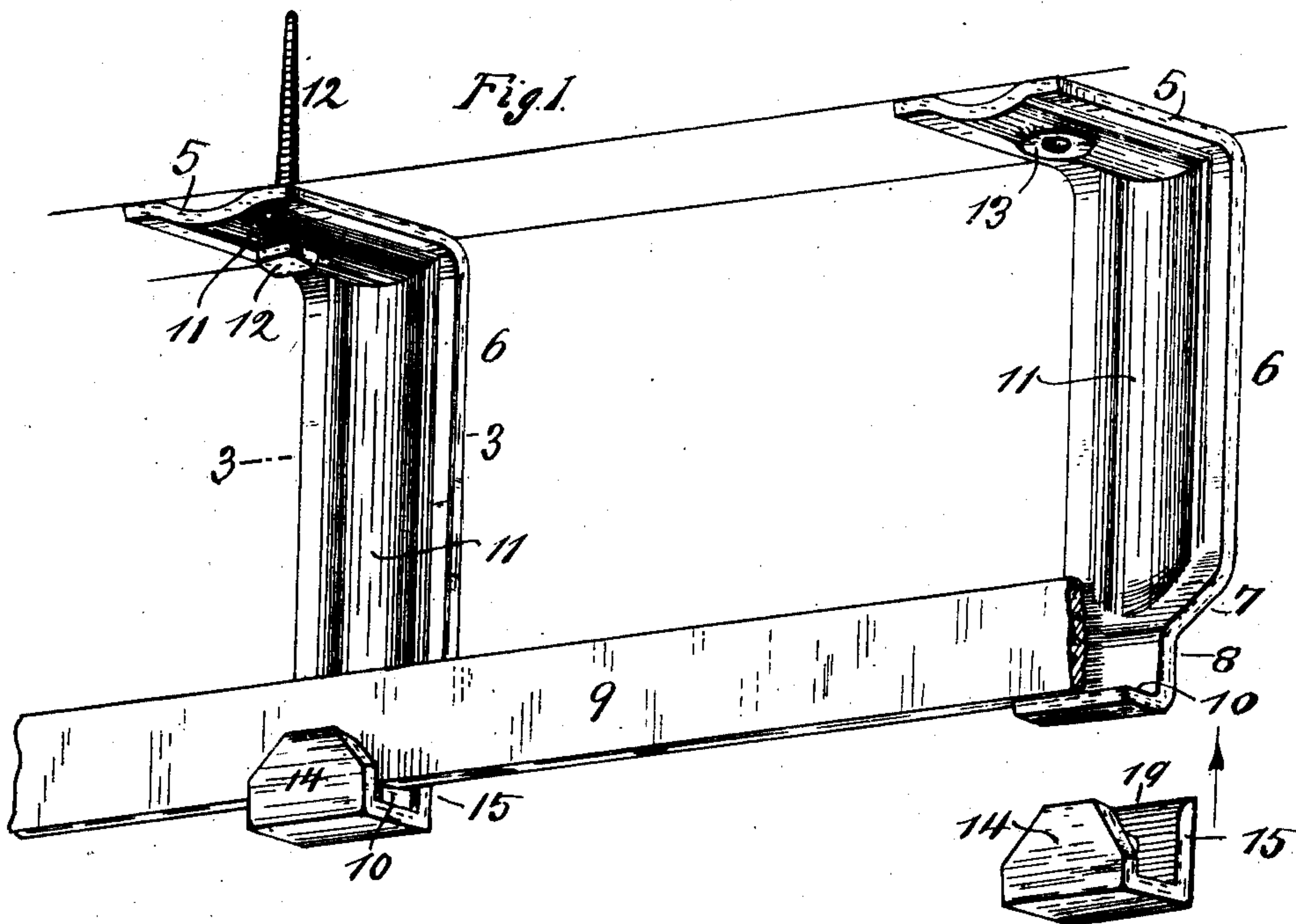


No. 826,605.

PATENTED JULY 24, 1906.

J. F. PFLUM & O. SCHMIDT.
HANGER FOR OVERHEAD TROLLEY TRACKS.

APPLICATION FILED MAY 23, 1906.



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OHIO, A CORPORATION OF OHIO.

HANGER FOR OVERHEAD-TROLLEY TRACKS.

No. 826,605.

Specification of Letters Patent.

Patented July 24, 1906.

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To all whom it may concern:

Be it known that we, JOSEPH F. PFLUM and OSCAR SCHMIDT, citizens of the United States, residing at Cincinnati, Hamilton county, State of Ohio, have invented certain new and useful Improvements in Hangers for Overhead-Trolley Tracks; and we do declare the following to be a clear, full, and exact description of our invention, attention being called to the accompanying drawings, with the reference characters marked thereon, which form also a part of this specification.

This invention relates to improvements in hangers which support trolley-tracks as used in slaughter and packing houses, commercial and manufacturing establishments, &c., where they serve to support sides or quarters of beeves, packages of merchandise, or manufactured articles and upon which by means of trolley-wheels from which such articles are suspended they may also be conveniently moved from one place, building, or compartment to another for storage, distribution, loading or unloading, shipment, &c. Such tracks consist usually of rails set up edgewise and supported by depending hangers usually attached to the ceiling. For such attaching purposes the hangers are usually provided with an attaching-flange at their upper ends, while their lower ends are arranged to support the rail. Various means and arrangements are used at this point to hold a rail in position, all of which usually involves the punching or drilling of holes in the hanger or in the rail, or in both, to admit connecting bolts, rivets, or screws.

The object of our invention is to provide means which permit quick and ready attachment of the rail at its attaching-point without requiring provision of holes to admit connecting devices like bolts or rivets.

In the following specification, and particularly pointed out in the claims at the end thereof, is found a full description of our invention, together with its parts and construction, which latter is also illustrated in the accompanying drawings, in which—

Figure 1 shows in perspective view two of our hangers attached in position for supporting a rail. Fig. 2 is a side view of such a hanger with the rail in section. Fig. 3 is a horizontal section on line 3 3 of Fig. 1.

5 is the attaching-flange of the hanger, whereby the same is attached in a suitable position to available means overhead.

6 is the depending part of the same, arranged at right angles to the flange and of a length to suit conditions and requirements of the track-rails as to the height below the ceiling and above the floor.

7 is an intermediate forwardly and downwardly extending portion, below which again a vertical portion 8 joins, against which the rail 9 rests with its flat side while supported on a shoulder 10 at the lower end of part 8. (See also Fig. 3.) The various portions of the hanger are all made out of one piece, wrought-iron preferably, which is formed to shape, as shown. Transversely considered we also provide a central corrugation 11, starting from flange 15 down to parts 6 and 7, which serves to stiffen the hanger and also affords a more stable contact of flange 5 with the surfaces where it is attached and may be drawn more tightly into such contact by the attaching bolt or screw 12. A boss 13 is formed in the deepest part of this corrugation, against which the head of this bolt rests. Toward part 8 this corrugation flattens out to nothing to leave this part perfectly straight and flat.

For holding rail 9 on its supporting-shoulder 10 and against part 8 of the hanger we use a U-shaped clamp, consisting of a front jaw 14 and a rear jaw 15, spaced apart sufficiently to permit being slipped up over the lower end of the hanger, as best shown in Figs. 1 and 2. A clamping-screw 16, seated in the rear jaw 15, is used to draw front jaw 14 against rail 9, and thus clamp it against the flat part 8 of the hanger. The upper corners of the front jaw are preferably removed, as shown in Fig. 1, to lessen all possibility of interference with the depending trolley-strap 17 of the trolley-wheel 18. The point at the angle where parts 7 and 8 of the hanger come together is usually a weak spot and the hanger has a tendency to give and bend thereat under a heavy load. We materially strengthen this weak part by fitting the upper edge 19 of the rear jaw 15 into this angle, thus sustaining the hanger thereat. It will now be seen that after the hangers are once attached in position track-rails may be readily

and quickly placed, attached, changed, or taken down without requiring the provision of holes for screws or rivets.

Having described our invention, we claim
5 as new—

1. A hanger for overhead-trolley tracks consisting of an attaching-flange, a depending part thereon and a forwardly and downwardly inclined part on this latter, all provided with a continuous, central corrugation,
10 a continuous depending flat part on the inclined part and a rail-supporting shoulder on the lower end of this flat part.

2. A hanger for overhead-trolley tracks
15 consisting of an attaching-flange, a depending part thereon, a forward and downwardly inclined part on this latter, a depending flat part on this inclined part which is imperforate and a rail-supporting shoulder on the
20 lower end of this flat part, all forming a continuous structure.

3. In combination with a hanger for overhead-trolley tracks having a rail-supporting shoulder and an adjoining, upwardly-extending, flat part against which the rail rests flatwise while supported edgewise on the shoulder mentioned, a U-shaped clamp for holding the rail in the position described.
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4. In combination with a hanger for overhead-trolley tracks, having a rail-supporting shoulder and an adjoining, upwardly-extending, flat part against which the rail rests flatwise while supported edgewise on the shoulder mentioned, a clamp having parallel jaws
30 spaced to receive between them the rail and the flat part of the hanger mentioned, and a

clamping-screw seated in one of the jaws for holding it in position while clamping a rail to the hanger.

5. In combination with a hanger for overhead-trolley tracks having a rail-supporting shoulder and an adjoining, upwardly-extending, flat part against which the rail rests flatwise while supported edgewise on the shoulder mentioned, a continuous, upwardly and rearwardly extending angular part of the hanger, a clamp having parallel jaws spaced to receive between them the rail and the flat part of the hanger, the upper edge of the rear jaw being fitted into the angle between the flat and the adjoining inclined parts of the hanger mentioned, to sustain the particular angular relation between these parts of the hanger and a clamping-screw seated in this jaw and engaging the rear side of the flat part of this hanger, to draw the front jaw against the rail for holding the same in position.
40 45 50 55

6. A hanger for overhead-trolley tracks consisting of an attaching-flange having a central depression between its edges so that contact is limited to these latter only with the surface to which this flange is attached and a depending part on this flange adapted to support at its lower end a rail.
60 65

In testimony whereof we hereunto set our hands in presence of two witnesses.

JOSEPH F. PFLUM.
OSCAR SCHMIDT.

Witnesses:

C. SPENGEL,
T. LE BEAU.