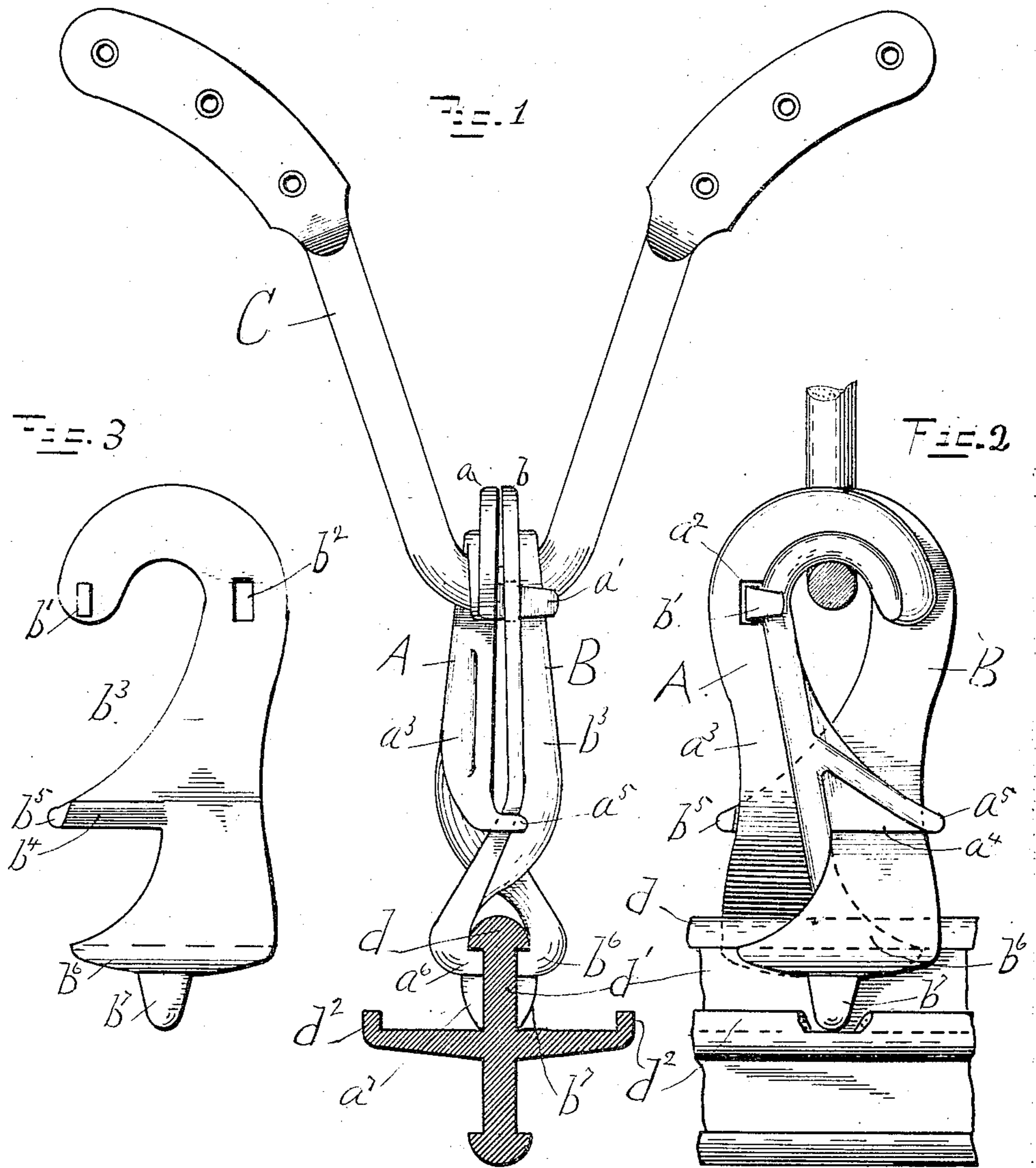


No. 886,276.

PATENTED APR. 28, 1908.

D. TOLTON.  
HANGER FOR OVERHEAD TRACKS.  
APPLICATION FILED FEB. 19, 1906.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

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## HANGER FOR OVERHEAD TRACKS.

No. 886,276.

Specification of Letters Patent.

Patented April 28, 1908.

Application filed February 19, 1906. Serial No. 301,944.

*To all whom it may concern:*

Be it known that I, DAVID TOLTON, a subject of the King of England, and a resident of the city of Guelph, Province of Ontario, and Dominion of Canada, have invented certain new and useful Improvements in Hangers for Overhead Tracks, of which the following is a full, clear, and exact specification.

This invention relates to means for suspending an overhead trolley or track, and especially to a self-adjusting hanger, which is placed in position on the supporting bracket or eyelet, and in engagement with the track, without the use of bolts, screws, washers or other like parts.

One object of the invention is to provide a hanger which may be hooked over the closed loop or eyelet of a bracket or eye-bolt after the latter is secured in place, and which, when so hooked, is completely closed around it, so that it cannot be accidentally displaced.

Another object is to provide a hanger which has a practically uniform cross-sectional strength throughout its length.

A further object is to provide a hanger which adjusts itself to the track and grips the same, without aid of bolts, screws, washers, or other like parts necessitating the use of wrenches or similar tools while hanging the track.

The invention consists in the matters hereinafter set forth, and more particularly pointed out in the appended claims.

Referring to the drawings, Figure 1 is a view in cross-section through an overhead track rail, suspended from a fixed bracket or loop by a hanger which embodies the features of the invention. Fig. 2 is a view in detail of one of the members of the hanger. Fig. 3 is a view in side elevation of a portion of the track-rail, and of the hanger.

In the drawings, A and B comprise a pair of oppositely disposed, detachably engaged members constituting the hanger. The upper portions of said members are oppositely turned hooks  $a$  and  $b$ , whose outer faces are suitably ribbed and flanged for the intended load, and whose proximate faces are plane and slightly convergent. Said hooks are so proportioned and designed that when in position they form a closed eyelet which encircles the supporting bracket or V-loop C. They are secured each to each by bendable

lugs  $a^1$  and  $b^1$ , registering with apertures  $a^2$  and  $b^2$ .

The depending shanks of the hooks are obliquely offset so as to cross each other, these offset portions  $a^3$  and  $b^3$  crossing each other and being halved together, the upper lips  $a^4$  and  $b^4$  of the resultant notches being extended past the outer margins of the opposing shank and inturned at their extremities  $a^5$  and  $b^5$  to form hooks or projections which prevent lateral displacement of the members. The edges of the lips  $a^4$ — $b^4$  are in horizontal alinement and form bearings on which the members rock. The lower ends of the members are inturned and form jaws  $a^6$ — $b^6$  parallel to said edges and to the plane of the upper hooks. These jaws are adapted to conform or fit closely into the angles formed by the upper flange  $d$  and web  $d^1$  of the track rail D which is of the usual I-shape in its central portion. Where the rail is provided with lateral flanges  $d^2$ , the members of the hanger are each fitted with downwardly extending lugs  $a^7$ — $b^7$ , which bear against the faces of the rail web and resist any torsional or tilting effect of an unequally loaded trolley running on the lateral flanges, and said lugs may be used with good effect where a simple channel or I-beam is used. The members of the hanger are thus in reality, tongs, whose upper arms form a closed eyelet around the support, and whose lower jaws embrace the upper flange of the track rail, the point of suspension, point of application of load and the bearing being so relatively disposed that the tendency of the jaws is to grip the rail harder under increase of load.

In operation, the members are oppositely hooked over the support and their shanks interlocked, with the jaws closing on the rail. The lugs of the hooks are thus forced through their respective apertures, and the parts are secured by bending the lugs over the adjacent ribs by tapping with a hammer, the jaws adjusting themselves to the thickness of the web of the rail, and the lugs holding the hooks together as closely as the spread of the jaws allows.

One advantage of the invention is the fact that the hanger, when in place, is in effect a closed eyelet encircling the support from which it is suspended, thus precluding the possibility of accidental displacement.

Another advantage of the invention is the cross-sectional strength of the members, which are not apertured for rivets or bolts, and which may thus be made of uniform resisting power throughout their length.

A further feature of the invention lies in the design of the members whereby they automatically adjust themselves to different thicknesses of webs or tracks, and when under load, tend to close toward each other, after the manner of ice tongs.

The chief feature of the invention is the fact that the hanger comprises two integrally formed, interlocking members which can be placed in position without the use of wrenches or the like, and are locked in place with a blow of the hammer, thereby adding greatly to the ease of installing an overhead system for carriers, whose parts are in a measure difficult to reach and hard to adjust in proper relation because of the inaccessibility.

It is evident that where the construction calls for a removable hanger, the hooks of the upper part may be turned in the same way, thus allowing a section of rail to be lifted temporarily from the fixed brackets together with the hangers thus leaving clear head room, as over a door, or the like.

I claim as my invention:—

1. A hanger for overhead tracks comprising two oppositely disposed members whose upper ends are oppositely turned hooks which together form an eyelet encircling the hanger support, and whose lower ends are opposing jaws, said members being crossed and fulcrumed on each other between their ends to form self closing tongs, and being detachably interlocked at the pivotal point.

2. A hanger for overhead tracks comprising two oppositely disposed members interlocking and rocking on each other between their ends to form self-closing tongs, the upper extremities of said members forming a closed eyelet encircling the hanger support, and the lower ends being two opposing track jaws.

3. A hanger for overhead tracks comprising two oppositely disposed members halved together between their ends and rocking on each other at the line of contact to form self-closing tongs, the upper portions of said members being oppositely bent to form an eyelet encircling the hanger support, and the lower ends being opposing track jaws.

4. A hanger for overhead tracks comprising two members which cross each other between their ends and are fulcrumed on each other at the point of crossing to form self-closing tongs, said members being detachably and movably interlocked at the intersection by lugs integrally formed on the members, the lower ends of said members being inturned, mating jaws adapted to grasp a rail web between the rail flanges, and the up-

per ends of the members being bent transversely to the plane of the jaws into hooks which close past each other and encircle the hanger support the proximate faces of the members being in contact only at the fulcrum point.

5. A hanger for overhead tracks comprising two members detachably interlocked between their ends, the upper parts of said members being bent past each other into an eyelet, and the lower portion of each member being obliquely offset and crossing the corresponding portion of the opposed members, their lower ends being inturned to form mating jaws, said members being so fulcrumed on each other at the line of interlocking only and forming tongs so that said jaws close on an interposed object when said members are suspended by the eyelet.

6. A hanger for overhead tracks comprising two members rocking on each other between their ends, said parts being detachably interlocked at the pivotal point by oppositely disposed lugs integrally formed on the members, and being obliquely offset and crossing each other below their pivotal point, inturned, mating jaws on the lower end, and oppositely turned, corresponding hooks, transverse to the plane of the jaws, on the upper ends.

7. A hanger for overhead tracks comprising two members, rocking on each other between their ends, said parts being detachably interlocked at the pivotal point by oppositely disposed lugs integrally formed on the members, and being obliquely offset and crossing each other below their pivotal point, the lower ends of said members being inturned, mating jaws, and the upper ends, oppositely turned, corresponding hooks, and bendable lugs on the hooks, engaging registering apertures on the hooks.

8. A hanger for overhead tracks comprising two members, whose upper portions have slightly convergent, proximate faces, and whose lower portions cross each other, said members being fulcrumed on each other between their ends, and detachably and movably interlocked near their pivotal points by lugs integrally formed on each member, the lower ends of the members being inturned jaws, and their upper ends each comprising a hook, and a bendable lug on each hook engaging an aperture on the opposite hook.

9. In combination with a fixed bracket and a flanged rail for an overhead track, a hanger comprising two members whose upper ends are oppositely bent into hooks which close past each other and encircle the bracket, and whose lower ends are mating jaws transverse to the axial plane of the upper hooks, which engage the rail web between the rail flanges, said members being fulcrumed on each other and detachably and movably

interlocked between their ends by lugs integrally formed on the members, and being obliquely offset to cross each other below the interlocking line, and a bendable lug on each upper hook engaging an aperture in the opposite hook.

In witness whereof, I have hereunto signed

my name in the presence of the subscribing witnesses, this 12th day of February, A. D. 1906.

DAVID TOLTON.

Witnesses:

W. E. BUCKINGHAM, Jr.

S. McCRAE.