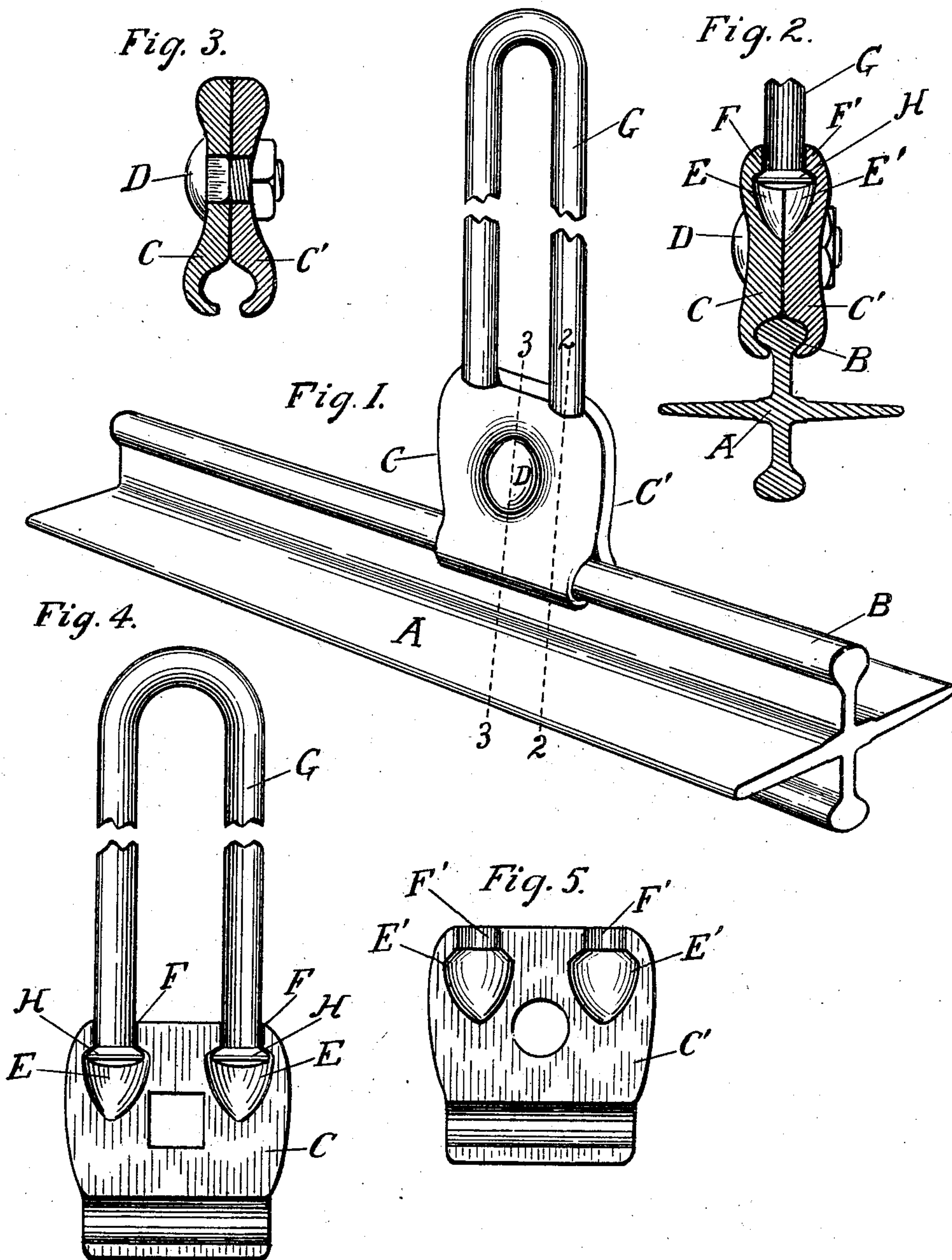


No. 897,388.

PATENTED SEPT. 1, 1908.

A. H. NELLER.
TRACK HANGER.

APPLICATION FILED APR. 22, 1908.



WITNESSES:

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ALBERT H. NELLER, OF FAIRFIELD, IOWA, ASSIGNOR TO LOUDEN MACHINERY COMPANY,
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TRACK-HANGER.

No. 897,388.

Specification of Letters Patent.

Patented Sept. 1, 1908.

Application filed April 22, 1908. Serial No. 428,607.

To all whom it may concern:

Be it known that I, ALBERT H. NELLER, 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 Track-Hangers, of which the following is a specification.

My invention relates to that class of track hangers which are designed to grip the head of a track-rail and hold it suspended, and it consists of a pair of clamps adapted to grip the head of the rail and also the lower ends of a staple which may be made of varying lengths to suit requirements, and of other features set forth herein and specifically pointed out in the claims.

In the accompanying drawings forming a part of this specification, Figure 1 is a perspective of a section of track and track hanger embodying my invention. Fig. 2 is a transverse section on line 2—2 of Fig. 1. Fig. 3 is the same on line 3—3 of Fig. 1 the track being omitted. Fig. 4 is a side view of the staple and the inner side of one of the clamping pieces. Fig. 5 is a side view of the inner side of the other clamping piece.

Referring to the drawings, A represents a track-rail having wheel supporting flanges and also an upper beaded web or head B.

C and C' represent the clamping pieces, each of which has a groove on the inner side of its lower end which is adapted to catch over the head B, and they are held in position thereon by means of the bolt D or by equivalent clamping means. In the upper portion of the inner faces of the clamping pieces C and C' are recesses E and E' which are provided with small openings or necks F and F' which extend up through the upper ends of the clamping pieces.

G represents a staple having ends H, preferably headed as shown.

The bodies of the staple are adapted to fit in the small openings or necks F and F' in the clamping pieces C and C' in such a way that the heads H will be inserted in the recesses E and E' and will catch under the necks F and F' and will thus be connected to clamping pieces.

As will be understood, the staple is adapted to catch over and be supported by a hook or bracket or other similar overhead supporting device (not shown) and by this means the track will be suspended. The staples G

may be made in different lengths to accommodate the distance between the track and the overhead supporting devices which is liable to vary in different places. In this way all that is necessary to provide hangers of different lengths is to furnish different lengths of staples which can readily be set in the recesses in the upper parts of the clamping pieces C and C' and they will thus hold the track at any desired distance from the overhead supporting device. Instead of having heads on the lower ends of the staples, they may be arranged in any suitable way to catch and hold in recesses in the clamping pieces.

The entire device is extremely simple and cheap to make and the staple takes up the least possible amount of lateral space and therefore, is not liable to come in contact with the wheels of the carrier which run on the flanges of the track-rail.

What I claim is:—

1. A track hanger comprising a pair of clamping members having their lower ends adapted to catch over and hold the head of a track-rail, and having means on their upper ends to embrace and hold the lower ends of a staple.

2. A track hanger comprising a pair of clamping members having their lower ends adapted to catch over and hold the head of a track-rail, and having recesses in their upper ends to embrace and hold the lower ends of a staple.

3. The combination of a pair of clamping members having recesses in the inner faces of their upper ends, and their lower ends adapted to embrace and hold the head of a track-rail, and a staple having headed ends inserted in the recesses of the clamping members.

4. The combination of a pair of clamping members having a recess in each of the upper corners of the inner faces, and their lower ends adapted to embrace and hold the head of a track-rail, and a staple having headed ends inserted in the recesses in the corners of the clamping members.

Fairfield, Iowa, April 20", 1908.

ALBERT H. NELLER.

Witnesses:

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