J. C. FLEMING.

SCAFFOLD HANGER.

APPLICATION FILED APR. 16, 1920.

1,427,453. Patented Aug. 29, 1922.



Fig. 2.

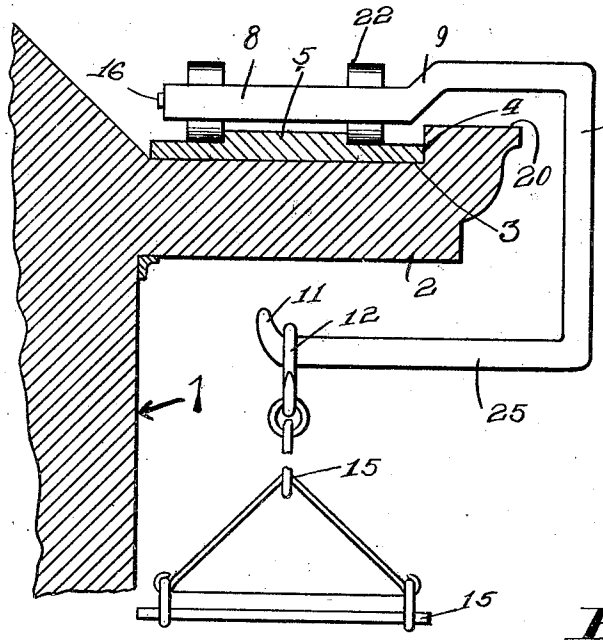
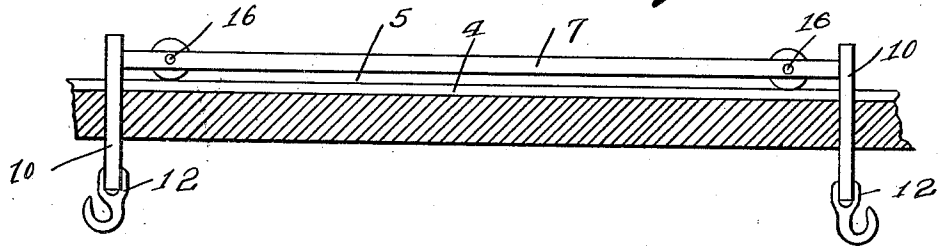


Fig. 1.

Fig. 3.



Inventor

J. C. Fleming.

Witness

By C. A. Snow & Co.

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UNITED STATES PATENT OFFICE.

JAMES C. FLEMING, OF DENVER, COLORADO.

SCAFFOLD HANGER.

1,427,453. Specification of Letters Patent. Patented Aug. 29, 1922.

Application filed April 16, 1920. Serial No. 374,427.

To all whom it may concern:

Be it known that I, JAMES C. FLEMING, a citizen of the United States, residing at Denver, in the county of Denver and State of Colorado, have invented a new and useful Scaffold Hanger, of which the following is a specification.

It is the object of this invention to provide novel means whereby a scaffold may be suspended from a cornice, for movement longitudinally of the cornice, the construction being such that a workman on the scaffold may operate beneath the cornice.

It is within the province of the disclosure to improve generally and to enhance the utility of devices of that type to which the invention appertains.

With the above and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that, within the scope of what is claimed, changes in the precise embodiment of the invention shown can be made without departing from the spirit of the invention.

In the accompanying drawings:—

Figure 1 shows in transverse section, a portion of a building whereunto the device forming the subject matter of this application has been applied, parts appearing in elevation, and parts being broken away; Figure 2 is a top plan showing the track and a portion of the truck; and Figure 3 is a front elevation, the scaffold having been omitted, and the cornice appearing in section.

The numeral 1 denotes a building provided with a cornice 2 having a gutter 3, the numeral 20 denoting the outer upstanding edge of the cornice. A track is located in the gutter 3. The track may be any desired construction, but, preferably, it is wide enough so that it cannot slide cross wise in the gutter 3, this detail being clear when Figure 1 of the drawings is noted. The track may include a body 4 provided intermediate its edges with a longitudinal upstanding rib 5.

The invention includes a truck embodying a frame made up of a back bar 6, a front bar 7 and end bars 8, the end bars 8 having upwardly inclined portions 9 adapted to clear the edge portion 20 of the cornice, and merging into outwardly extended U-shaped arms 10 including parts 25 extended inwardly beneath the cornice 2 and beneath the frame of the truck, the parts 25 having projections 11 adapted to retain hooks 12 on the parts 25, the hooks 12 supporting a scaffold, through the instrumentality of any suitable means indicated at 15.

Axles 16 are mounted in the front bar 7 and in the back bar 6, relatively near to the end bars 8. On the axles 16, rotatable members 17 are journaled, the rotatable members being located between the front bar 7 and the back bar 6. The rotatable members may comprise sleeves 21, wheels 22 being formed integrally with, or attached to the ends of the sleeves. The wheels 22 travel on the body portion 4 of the track, the rib 5 of the track being received between the wheels 22. The construction is such that the truck and parts carried thereby cannot shift crosswise of the track.

It will be clear that the truck may be trundled along the track, to enable the workmen to reach any desired position, and, owing to the provision of the parts 10—25, it is possible to work underneath the cornice 2.

Having thus described the invention, what is claimed is:—

In a device of the class described, a truck comprising a back bar, a front bar, end bars connecting the front and back bars, rotatable members journaled on the front and back bars and spaced inwardly from the end bars, the truck being open, longitudinally of the truck, between the rotatable members, the end bars being extended to form arms including approximately horizontal portions extended beneath the truck and of sufficient length to permit the adjustment of a scaffold therealong, transversely of the truck.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JAMES C. FLEMING.

Witnesses:

JAMES M. HARR,

JOHN D. BORT.