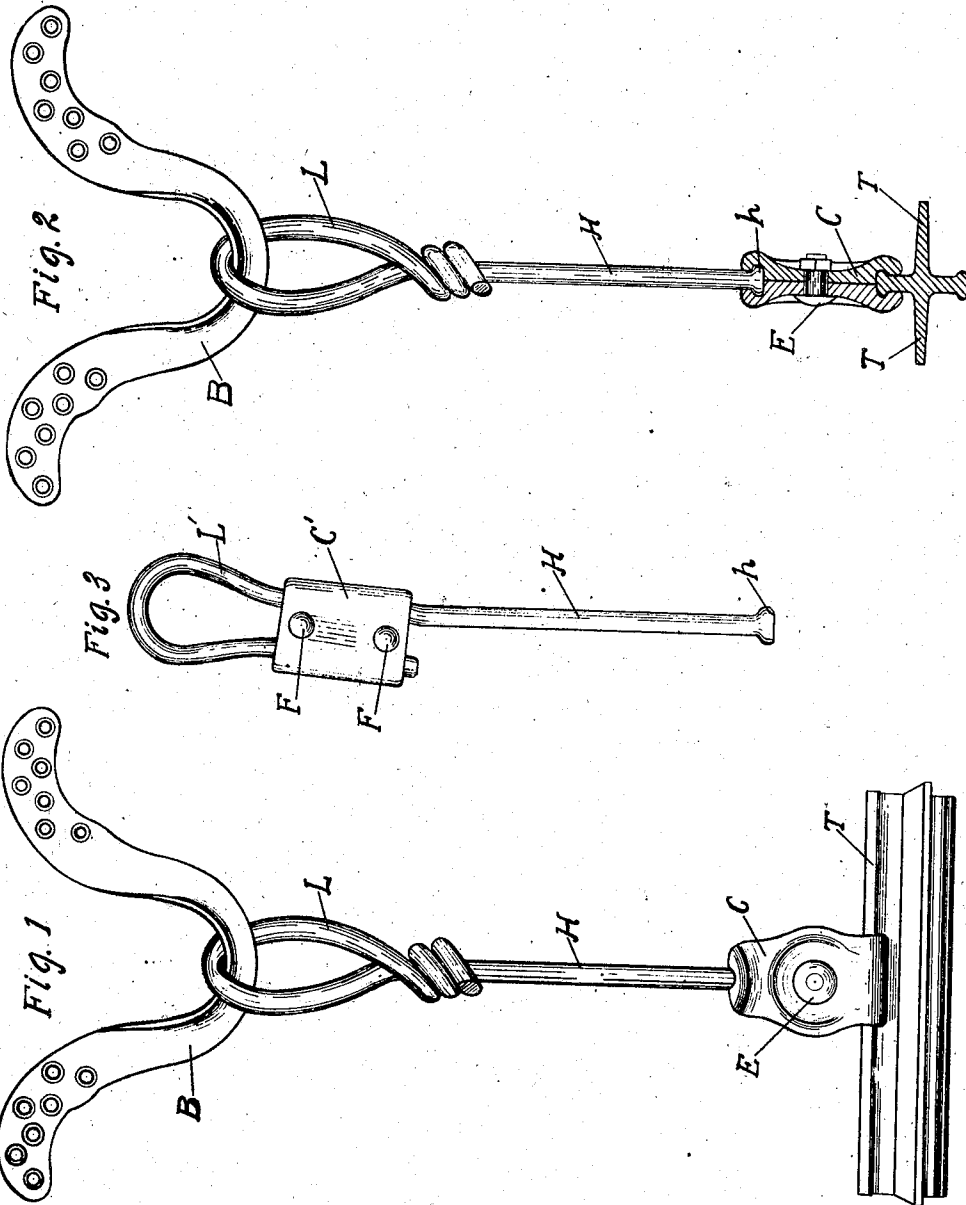


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HANGER FOR ELEVATED TRACKS.
APPLICATION FILED APR. 23, 1909.

933,416.

Patented Sept. 7, 1909



Witnesses:

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HANGER FOR ELEVATED TRACKS.

933,416.

Specification of Letters Patent.

Patented Sept. 7, 1909.

Application filed April 23, 1909. Serial No. 491,843.

To all whom it may concern:

Be it known that I, HUGH B. CALLANDER, residing at Guelph, in the county of Wellington, Province of Ontario, Canada, have invented a new and useful Improvement in Hangers for Elevated Tracks, of which the following is a specification.

My invention relates to that class of hangers for supporting elevated tracks having eyes or loops on their upper ends engaging brackets secured to the rafters or joists, or other overhead timbers of a building, and clamping means on the lower ends to embrace the edge of a track rail; and it consists of an improvement whereby the track may be laterally curved or bent or run at any angle laterally to the supporting timbers and brackets, as will appear in this specification and as fully set forth in the claims.

In the accompanying drawings forming part of this specification, Figure 1 is a side view of a section of track rail and a hanger with its supporting bracket, embodying the features of my invention. Fig. 2 is a side view of the bracket and upper portion of the hanger, the track rail and clamping members being turned so as to appear in transverse section. Fig. 3 is a side view of a modified form of the upper portion of the hanger.

Referring to the drawings, T represents the track rail, and B the bracket adapted to be secured to the overhead timbers.

C represents the clamping members which are held together by the bolt E.

H is the hanger proper which is fitted with a loop L on its upper end to engage the bracket, and a circular shaped head h on its lower end to be inserted between the upper ends of the clamping members which are provided with horizontally disposed grooves in the inner faces of their lower ends adapted to fit over and hold the upper edge of the track rail, and with recesses in their upper ends to embrace and hold the head h of the hanger, thereby securely connecting the track with the supporting bracket.

The head h is constructed so it will swivel or turn freely in the recesses, especially before the clamping members are firmly drawn together by the bolt E, and therefore the clamping members may be set in any desired position thereon to accommodate the line of the track at the point where it is located without straining or twisting the

hanger or bracket in the least. Sometimes it is necessary to run the track parallel with the supporting timber, at other times, at right angles to them and sometimes at varying angles between these points, but with my invention it makes no difference in what direction the track may run, the hanger can always be readily adjusted to suit it.

The hanger H is preferably made of steel wire similar to that used for tracks for elevated carrier. A head h is formed on its lower end to fit the recesses in the clamping members C, and a loop is formed on its upper end by twisting the wire around itself as shown in Figs. 1 and 2, or by connecting the looped end L' to the main part of the wire by clamps C' held together by bolts F, as shown in Fig. 3.

The wire is cut long enough including what it takes for the loop, to accommodate the distance from the track to the bracket, the head h and the loops L and L' are readily formed thereon and thus made, it constitutes a cheap, handy and effective hanger which is adapted to correspond with any position in which the track may run.

What I claim is:—

1. In hangers for elevated tracks, clamping means having their lower ends adapted to embrace and hold the upper edge of a track rail and their upper ends having recesses in their inner faces adjoining each other, and a hanger member having its upper end adapted to catch over an elevated supporting device and its lower end adapted to catch in the recesses of the clamping members and susceptible of being turned therein.

2. In hangers for elevated tracks, clamping means having their lower ends adapted to embrace and hold the upper edge of a track rail and their upper ends having recesses in their inner faces adjoining each other, and a hanger member having a loop on its upper end adapted to catch over an elevated supporting device, and its lower end adapted to fit in the recesses of the clamping members and susceptible of being turned therein.

3. In hangers for elevated tracks, clamping means having their lower ends adapted to embrace and hold the upper edge of a track rail and their upper ends having recesses in their inner faces adjoining each other, and a hanger member having a loop on its upper end adapted to catch over an elevated supporting device, and its lower

end headed to fit in the recesses of the clamping members and susceptible of being turned therein.

4. In a device of the character described, 5 a track rail, clamping members adapted to embrace and hold between their lower ends, the upper edge of the track rail, and having recesses in the inner faces of their upper ends, a hanger member having a loop on its 10 upper end adapted to catch over an elevated supporting device, and its lower end headed to fit in the recesses of the clamping members and susceptible of being turned therein.
- 15 5. In a device of the character described, a track rail, clamping members adapted to embrace and hold between their lower ends, the upper edge of the track rail, and having recesses in the inner faces of their upper 20 ends, a supporting bracket, a hanger member having a loop in its upper end catching over the bracket and its lower end headed to

fit in the recesses of the clamping members, and susceptible of being turned therein so the track and the bracket will stand in any 25 desired alinement.

6. In a device of the character described, a track rail, clamping members adapted to embrace and hold between their lower ends, the upper edge of the track rail, and having 30 recesses in the inner faces of their upper ends, a supporting bracket, a hanger member having a loop in its upper end catching over the bracket and its lower end headed to fit in the recesses of the clamping mem- 35 bers, and susceptible of being turned therein so the track and the bracket will stand in any desired alinement and means to hold the clamping members together.

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Witnesses:

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