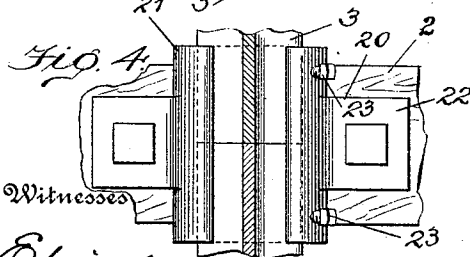
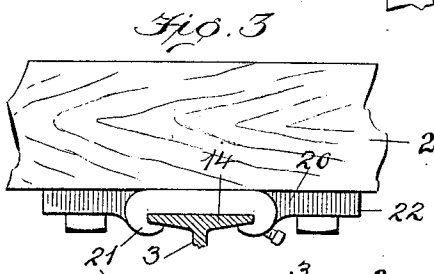
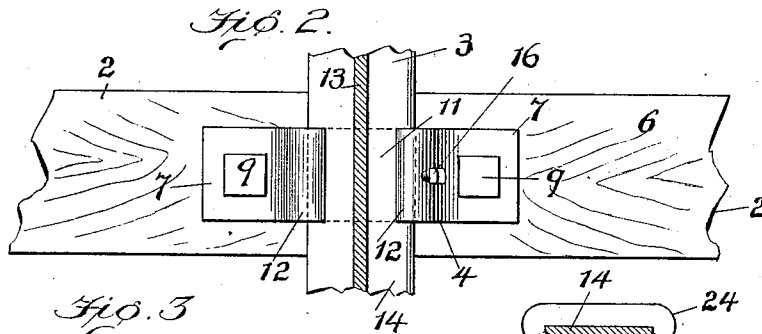
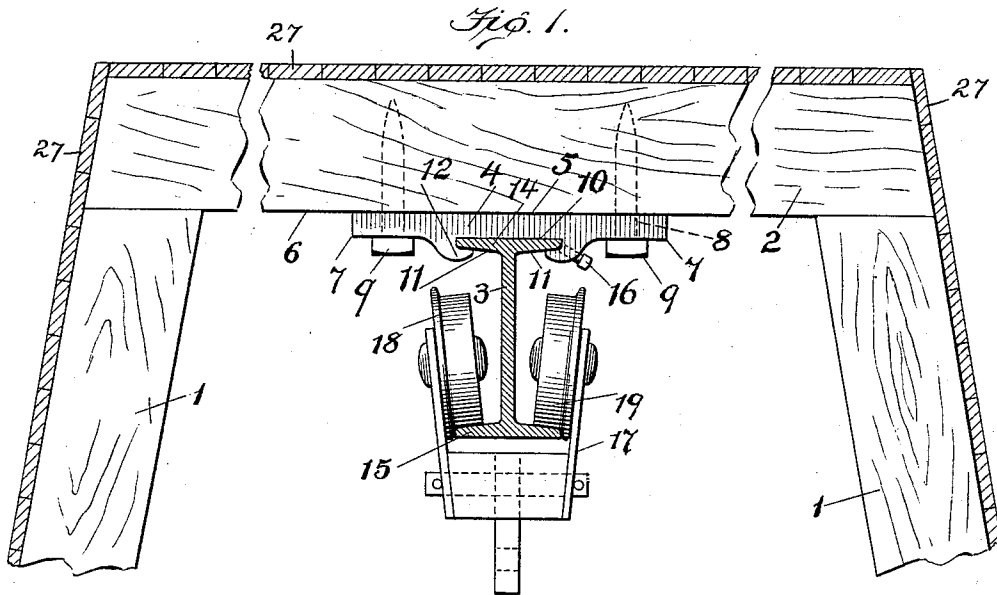


J. F. REILLY.  
 PORTABLE OVERHEAD TRACKWAY.  
 APPLICATION FILED NOV. 29, 1912.

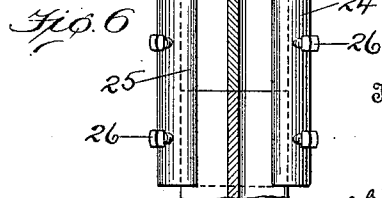
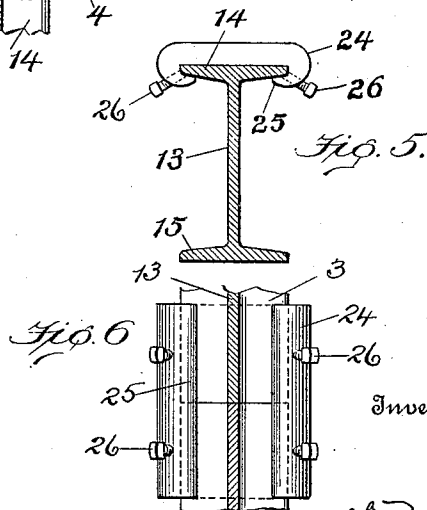
1,052,174.

Patented Feb. 4, 1913.



Witnessed

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 Attorneys

# UNITED STATES PATENT OFFICE.

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## PORTABLE OVERHEAD TRACKWAY.

1,052,174.

Specification of Letters Patent.

Patented Feb. 4, 1913.

Application filed November 29, 1912. Serial No. 733,936.

*To all whom it may concern:*

Be it known that I, JAMES F. REILLY, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Portable Overhead Trackways, of which the following is a specification.

This invention relates to an improved construction of portable trackway and support for overhead carriers and has particular reference to a construction for suspending an I-beam track rail in tunnel construction so that the rail may be readily secured in place without the necessity of boring or drilling holes therein thereby leaving the rail in a good commercial condition for sale after it has served its purpose as a track-rail in the engineering or construction work.

The invention is illustrated in the accompanying drawing wherein,—

Figure 1, shows a vertical sectional elevation through an I-beam rail with a two-wheel suspension truck attached thereto and also shows the earth supporting frame structure and the rail-supporting plates carried by the latter. Fig. 2, illustrates an inverted or bottom plan view of the horizontal beam of the supporting structure; the rail-suspension plate and the rail therein. Figs. 3 and 4 show side elevation and bottom plan views respectively of the suspension plate for joining or holding the ends of two rails in position, and Figs. 5 and 6, illustrate side and bottom plan views of the suspension plate employed to join the ends of the rails at points intermediate the structural frame supports.

In the drawing, 1, designates the side supports or legs and, 2, the horizontal cross-beams or caps of the earth supporting structure which connect the side support or legs whereby to form an elevated structure from which the load is to be suspended. In practice, and particularly in tunnel engineering work it is customary to locate the earth supporting structures at suitable spaced-apart points, which vary according to the character of the soil. The fact that the distance between the cross-beams or caps varies makes it desirable to provide a rail hanger by which the suspension of the overhead rail 3, may be secured without the necessity of drilling holes in the rails because such drilling could not be done except at the time of extending the rail because the holes in the rail must be at such points where attach-

ment could be made to a cross-beam or cap. To meet this condition the under side of the cross-beams or caps, 2, are provided with suspension plates, 4, each of which has a flat bearing face, 5, to seat close against the under face, 6, of the horizontal cross-beam or cap, 2. Each plate has a side lug or extension, 7, with a perforation, 8, therein,—the perforation being shown in broken lines in Fig. 1, and lag-bolts or screws, 9, pass freely through said perforations and are secured into the cross-beam, 2, from the under side so as to rigidly seat the face, 5, of the plate against the beam. On the under side each suspension plate has a horizontal cross-wise channelway comprising an enlarged cavity, 10, and a narrower under-side opening, 11, which latter is formed by providing suspension lugs, 12, on the under side which lugs project in addition toward each other so as to partially close the entrance to said channelway from the under side but leave said channelway open horizontally and at opposite ends.

The suspended rail, 3, is of the I-beam type having a central vertical web, 13, and upper and lower flanges, 14, and, 15, respectively. The upper flanges, 14, of the suspended rail pass through the channelway cavity, 10, and the suspension lugs, 12, project beneath the said flanges and sustain the rail from said upper flanges. The rails are connected with the suspension plates by inserting the ends of the upper flanges in one end of the channelway and then sliding the rail longitudinally through the channelway with the web, 13, of the rail depending through the under opening, 11, and between the suspension lugs. Suitable set bolts, 16, screw through the suspension lugs, 12, and impinge on the upper flanges, 14, of the rail so as to prevent longitudinal movement of the rail. The rail is suspended so that the lower flanges, 15, on each side of the web 13, thereof may be utilized as tracks for a two wheeled suspension trolley, 17,—one wheel, 18, traveling on the flange at one side of the web and the other wheel, 19, riding on the flange at the other side of the web.

In cases where two track rails are to be abutted at a point beneath one of the cross-beams or caps, 2, the suspension plate, 20, is provided with suspension lugs, 21, which are somewhat broader than the side lugs or extension, 22, and in such case the suspension lug may have a plurality of set-bolts, 23, so

that at least one bolt will bind on the end of each rail as shown in Figs. 3 and 4.

When the joint between rails must be effected at a point intermediate the cross-  
5 beams or caps, 2, a coupling plate, 24, having the suspension lugs, 25, may be employed and in this instance each lug may have a plurality of set-bolts, 26, as shown in Figs. 5 and 6, of the drawings.

10 It is to be understood that in tunnel construction the vertical legs, 1, and cross-beams or caps, 2, are provided on their side which confronts the earth wall with board-  
15 ing or sheathing, 27, so as to sustain the earth while the tunnel wall is formed with concrete or concrete and brick as the case may be. By suspending the load, either of  
20 the material excavated or of the materials entering into the tunnel construction the bottom is left free of tracks and the work much facilitated.

Having thus described my invention what I claim and desire to secure by Letters  
Patent is:—

25 A suspension trackway having upper sup-

porting members; a suspension plate having side extensions by which the same is secured to the said supporting members and each plate being provided on its bottom side with a channelway and with suspension lugs at  
30 each side of the channelway; a set bolt extending through the suspension lug and entering the channelway; a rail having a central web and upper and lower side flanges,—  
35 the upper flanges of the rail entering the channelway and resting on the upper side of the suspension lugs and the set bolt engaging the suspension flange at the upper side of the rail and a suspension trolley hav-  
40 ing wheels to straddle the central web of the rail and ride on the lower flanges of the rail whereby to pendantly sustain a load from the lower flanges of the rail.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES F. REILLY.

Witnesses:

G. FERD. VOGT,  
CHAS. B. MANN.

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."

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