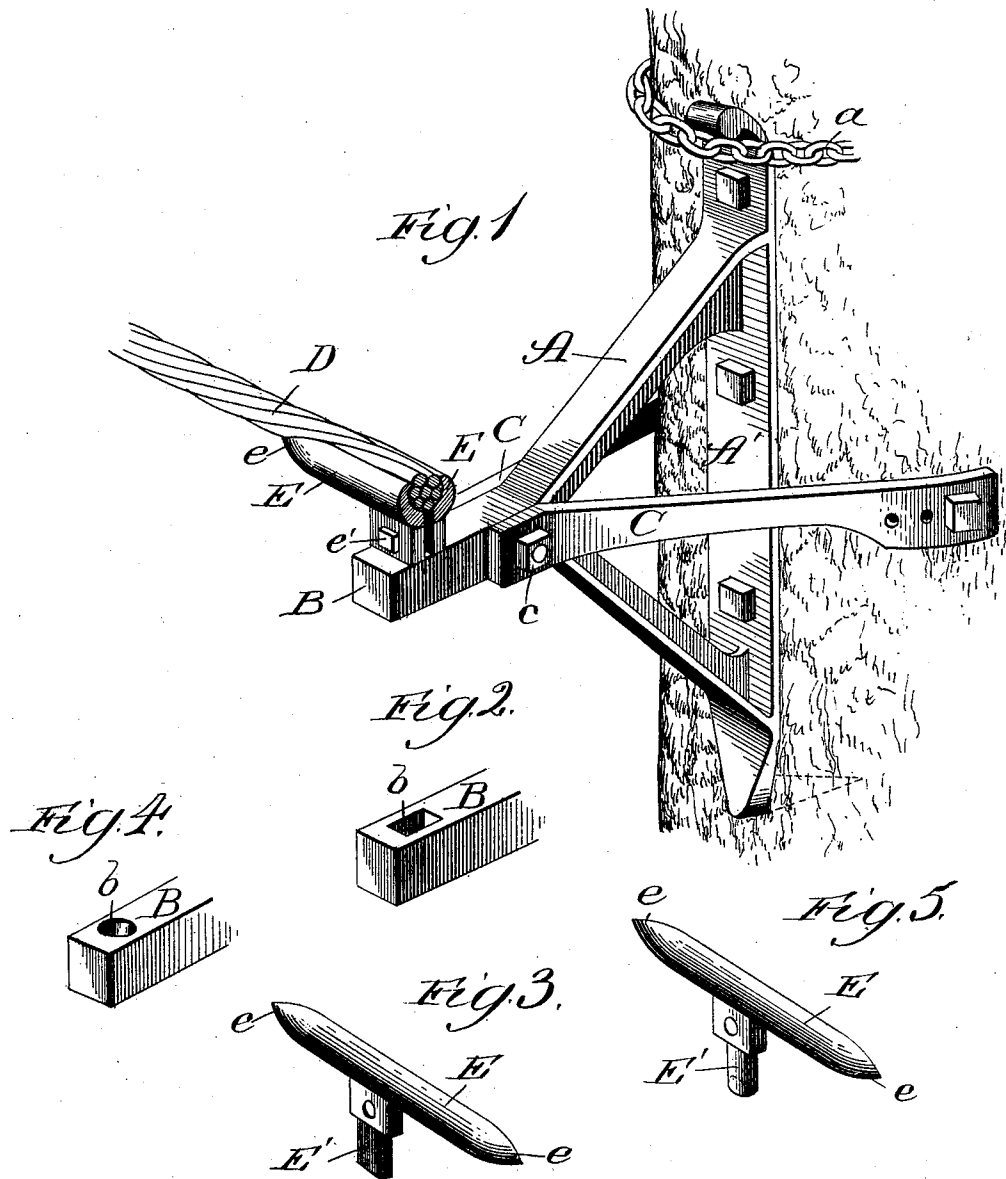


G. W. COLE.

HANGER OR SUPPORT FOR LOG CARRIERS, &c.

No. 482,163.

Patented Sept. 6, 1892.



Witnesses:
Chas. C. Gaylord,
Clifford A. White.

Inventor:
George W. Cole,
By Dinning & Dinning & Rayson,
Attys.

G. W. COLE.

HANGER OR SUPPORT FOR LOG CARRIERS, &c.

No. 482,163.

Patented Sept. 6, 1892.

Fig. 6.

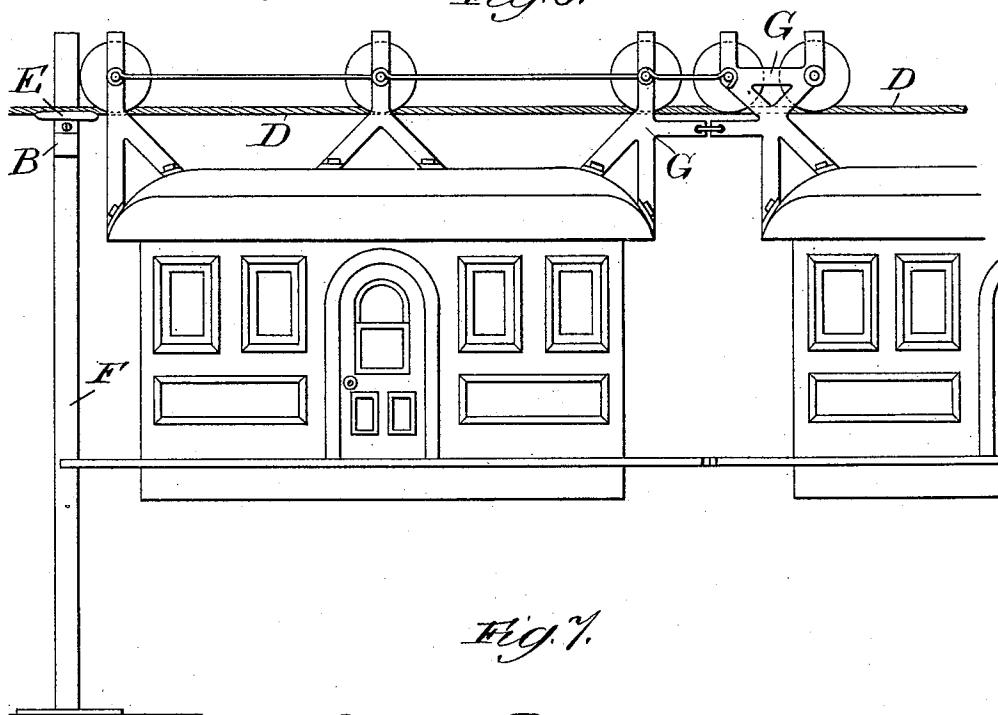
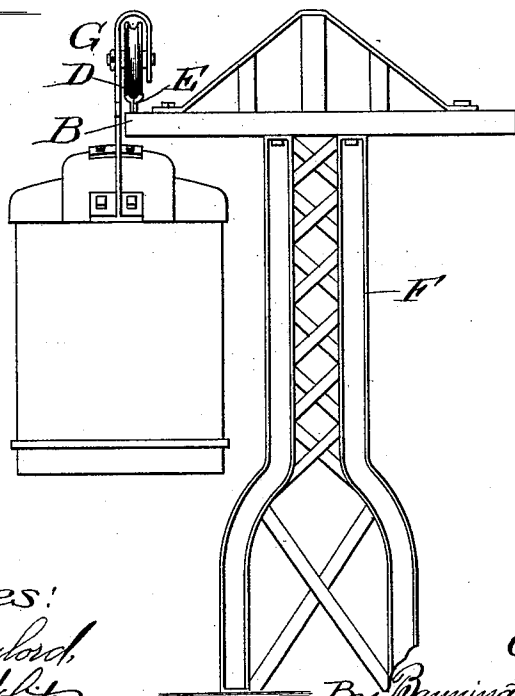


Fig. 7.



Witnesses:

Edw. C. Clayford,
Clifford H. White.

Inventor:

George W. Cole,
By Banning & Banning, Attys.

UNITED STATES PATENT OFFICE.

GEORGE W. COLE, OF CHICAGO, ILLINOIS.

HANGER OR SUPPORT FOR LOG-CARRIERS, &c.

SPECIFICATION forming part of Letters Patent No. 482,163, dated September 6, 1892.

Application filed September 9, 1891. Serial No. 405,203. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. COLE, a citizen of the United States, residing at Chicago, Cook county, Illinois, have invented a certain new and useful Improvement in Hangers or Supports for Lumber and Log Carriers and for General Transportation, of which the following is a specification.

The object of my invention is to provide a simple and efficient hanger for supporting tracks upon which are to be carried logs, lumber, cars, or any other devices or material which it may be desired to transport from one place to another; and the invention consists in the features and details of construction hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of one form of hanger embodying my improvements attached to a tree; Fig. 2, a perspective view of the end or arm of the hanger, showing a socket in which the jaws are held; Fig. 3, a perspective view of one of such jaws; Fig. 4, a perspective view of the end or arm of the hanger, showing a modified form; Fig. 5, a perspective view of one of the jaws adapted to be used in connection with such modified form; Fig. 6, a side elevation showing a modified form of hanger adapted to be used for an elevated or suspended railway, and Fig. 7 a cross-section of the device shown in Fig. 6.

In constructing my improved hanger when made in the form shown in the first five figures I first make out of any suitable material—as, for instance, cast or wrought iron—a triangular frame A. One side A' of this frame may be secured to a tree or other support by means of bolts or lags, as shown, and a chain *a* can be used, if desired, to more firmly hold the upper end of the frame in place. This triangular frame is provided with an arm or extension B, preferably though not necessarily integral therewith, and in this arm is a socket or mortise *b* for the purpose of holding the jaws which engage with and support the track, as hereinafter to be described.

From the triangular form of the frame it will be evident that the arm B will be held from movement in a vertical plane. Inasmuch, however, as this arm will be subjected to strain in every direction, it is advisable to provide means for preventing it from moving

in a horizontal plane, and to this end I provide the braces C. These braces may be made of any suitable material, and preferably in the form shown. At their forward ends they are secured to the frame by means of a bolt *c* and at their inner ends they are secured to the tree or support by means of one or more bolts passing through holes in the brace, as shown. By means of these braces any sidewise movement of the triangular frame and arm B is prevented.

To engage with and hold the cable or other track D, I provide jaws E E. These jaws are preferably internally formed in such shape and size as to embrace rather more than half of the track, engaging, as shown, with some of the meshes of the cable when this form of track is used, the form of the jaws depending upon that of the track. The track, however, should extend up above the jaws to a sufficient height to prevent the wheels of the carriage which supports the material to be transported from striking against the jaws, and I prefer that, as shown, the external curve of these jaws should correspond somewhat with the curve of the cable or track, so as to present a smooth and even surface, and, furthermore, the jaws are preferably beveled at their ends, as shown at *e*, to permit the carriage-wheels to roll over them without any jar or jolt, and rounded at the edges to prevent cutting of the track. Each of the jaws is provided with a shank E', adapted to fit into the socket *b* in the arm B'. In Figs. 2 and 3 I have shown this shank and socket as made rectangular, so as to hold the jaw from turning; but in Figs. 4 and 5 I have shown them as circular, the purpose of this construction being to enable the jaw to turn to any angle desired, which feature is useful when the track has to run around curves. The jaws may be clamped upon the wire by means of a bolt and nut *e'*, and when attached thereto hold it in a firm and rigid manner.

In Figs. 6 and 7 I have shown my hanger as applied to an elevated or suspended railway. In this case I make frames or standards F, adapted to be placed in the middle or side of the road or other place at which the road is to pass. This frame supports the arm B, which is provided with a socket or mortise *b*, similar to that already described when

speaking of the first form, and in this socket I place the jaws E E, which are made as already described.

The cars are suspended from the track by means of sheaves or pulleys G, which may be either single, as shown on the left-hand car in Fig. 6, or double, as shown on the right-hand car, the advantage of the latter construction being that the cars travel over the jaws E with more steadiness than where there is only a single pulley.

Although I have shown two applications of my device, I do not intend to limit myself to these or either of them solely, since they have been given merely for purposes of illustration, and while I have described more or less precise forms I do not intend to limit myself thereto, but contemplate changes in form and proportion and the substitution of equivalent members, as may be necessary or desirable—as, for instance, the length of the jaws may be varied as desired as well as the form of the shank which may be of any shape suitable either to prevent the jaws from turning in the socket or to enable them to turn therein.

Other means may be substituted for the bolt e'—as, for instance, a set-screw—and similarly other changes may be made without departing from the spirit of my invention, which consists in constructing a suitable hanger provided with jaws for engaging with and supporting the track.

I claim—

1. A track-supporting hanger comprising a frame provided with an arm, a socket in such arm, and jaws adapted to engage with the track and provided with shanks fitting into such socket, substantially as described.

2. A track-supporting hanger comprising a

frame having an extending arm, a socket in such arm, and jaws having shanks entering such socket, such jaws being clamped upon the track, the external curve of the jaws corresponding with the curve of the track, whereby the more even running of the vehicle is facilitated, substantially as described.

3. A track-supporting hanger for lumber-carriers, &c., comprising a triangular frame carrying an arm, a socket in such arm, and jaws supported in such socket and adapted to be clamped upon the track, such jaws being beveled at their ends to permit the wheels of the carriage to pass them without jar, substantially as described.

4. The combination of a triangular frame provided with an extending arm, a socket in such arm, jaws for engaging with the track, supported in such socket and provided with means for clamping them against the track, and side braces secured to the support and fastened to the frame to prevent any sidewise movement thereof, substantially as described.

5. A track-supporting hanger provided with an extending arm, a socket in such arm, and jaws adapted to engage with the track, rotatably supported in such socket, substantially as described.

6. The combination of a track-supporting hanger provided with an arm, jaws engaging with the track and held in a socket in such arm, and a double load-carrying sheave traveling on such track, whereby the jar of passing one of the jaws is lessened and the load steadied, substantially as described.

GEORGE W. COLE.

Witnesses:

GEORGE S. PAYSON,
SAMUEL E. HIBBEN.