

(No Model.)

H. R. TOWNE.

HANGER FOR OVERHEAD TRAM RAILS.

No. 316,504.

Patented Apr. 28, 1885.

Fig. 4.

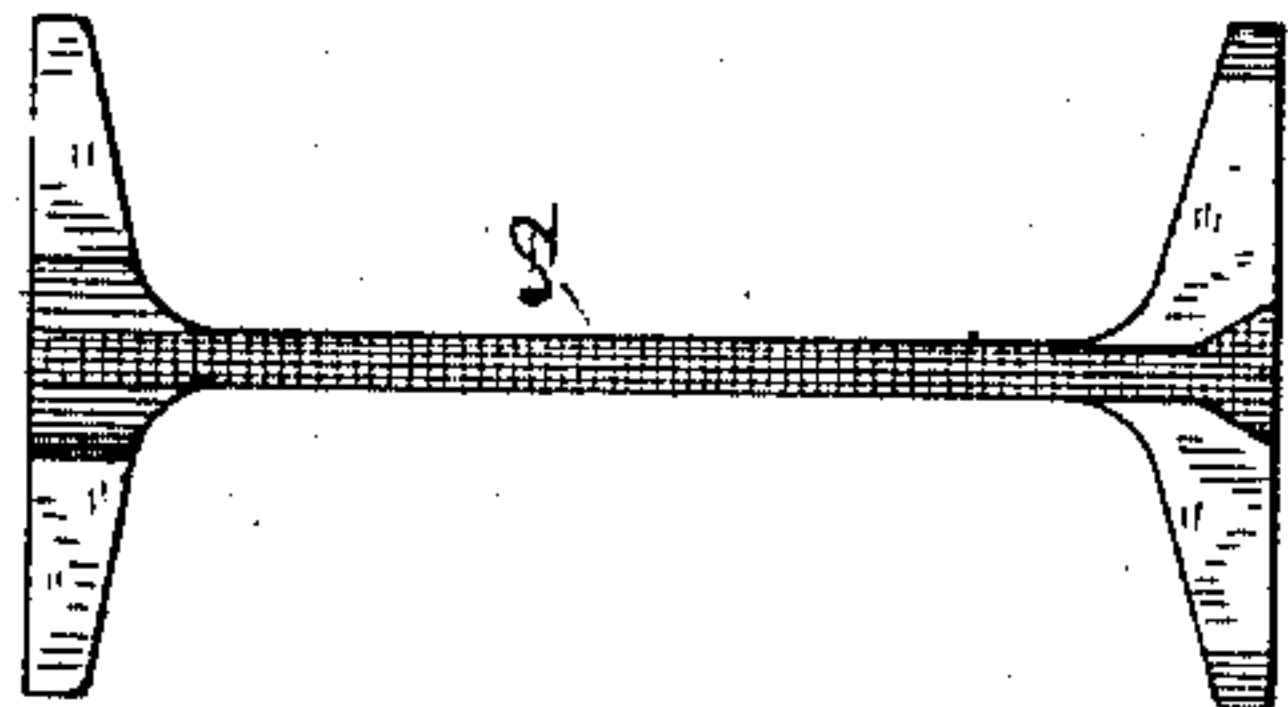


Fig. 3.

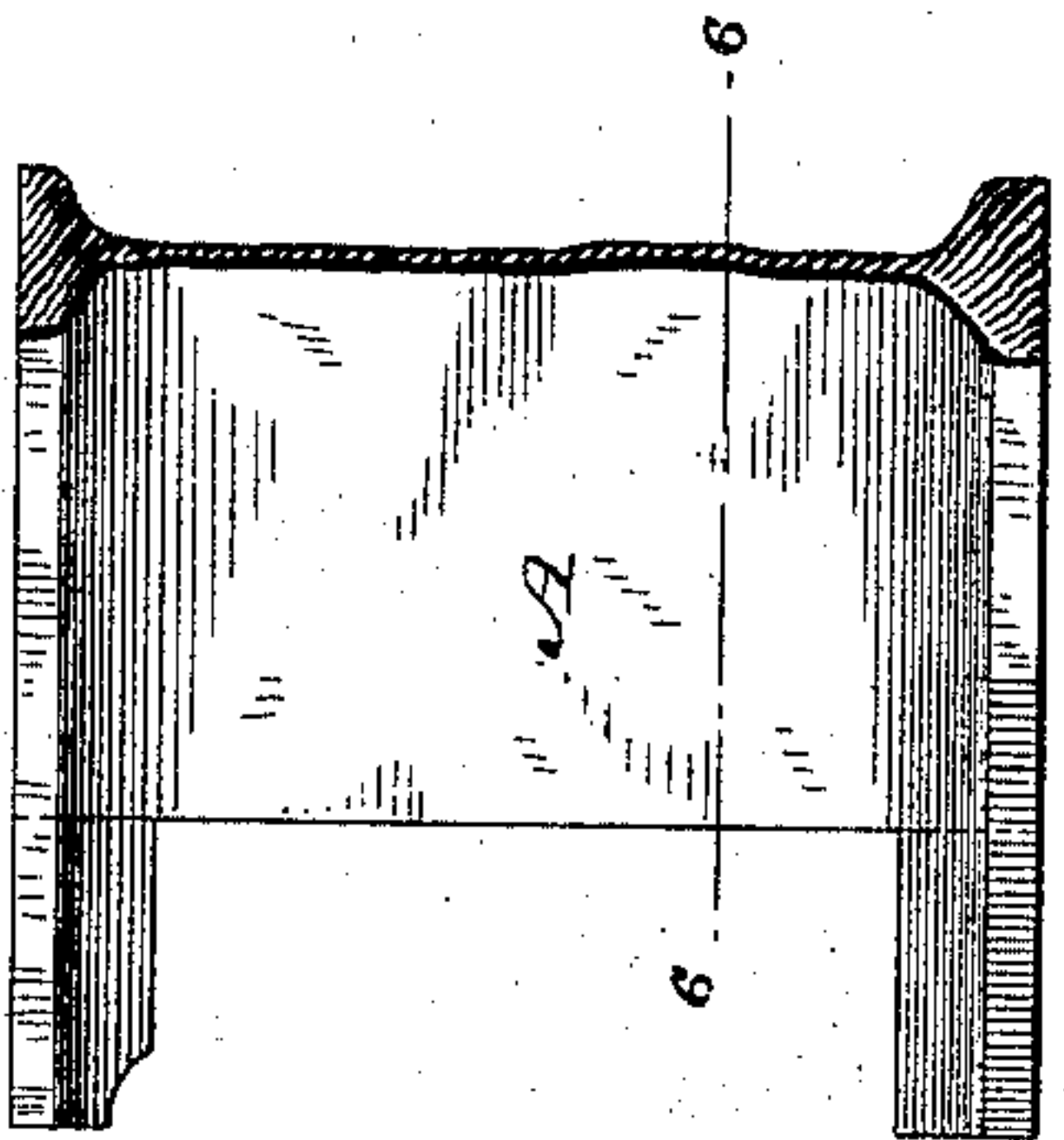


Fig. 5.

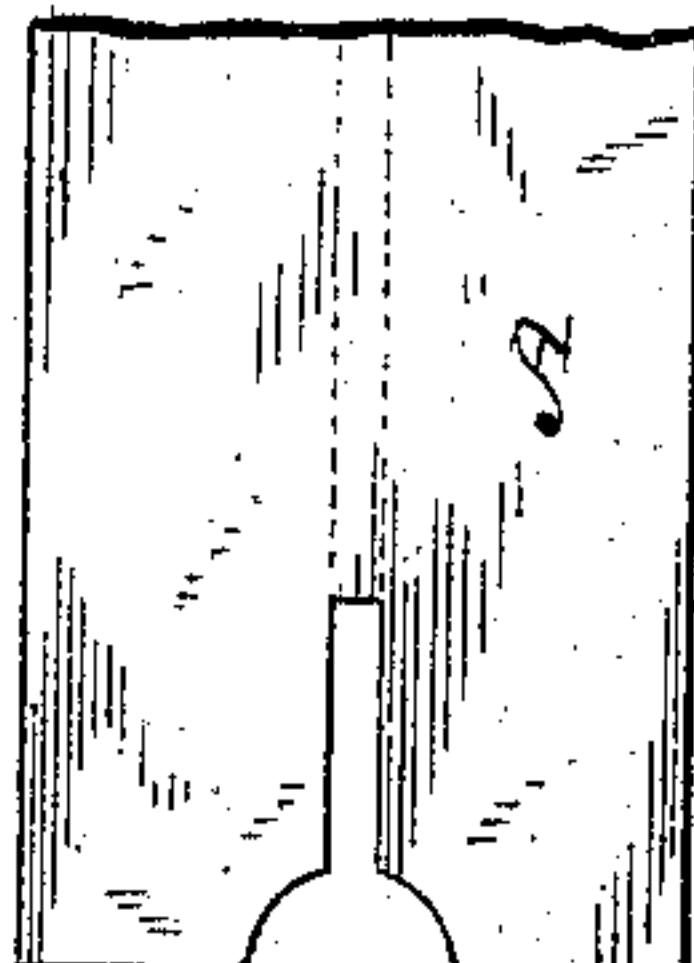


Fig. 6.

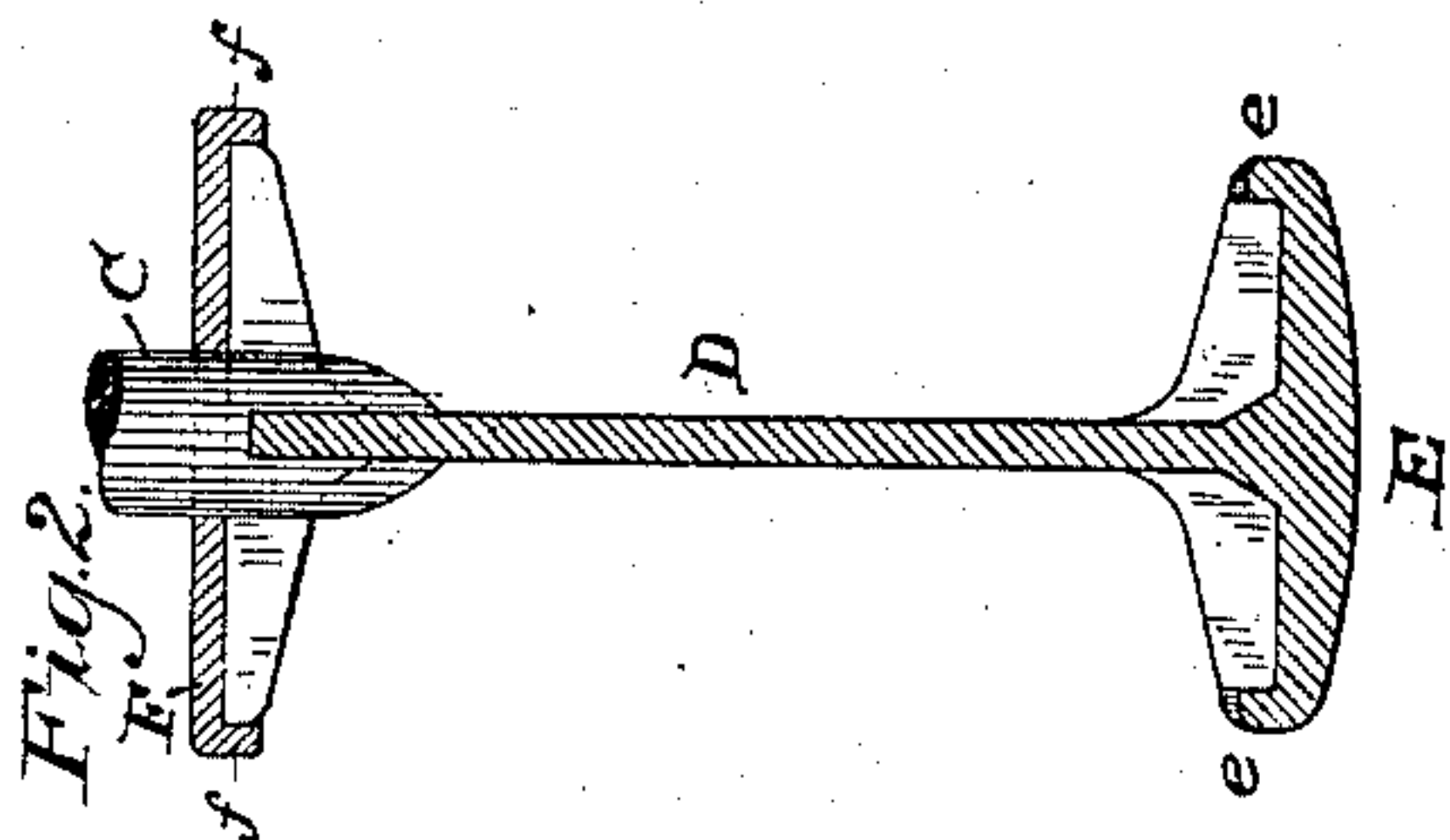
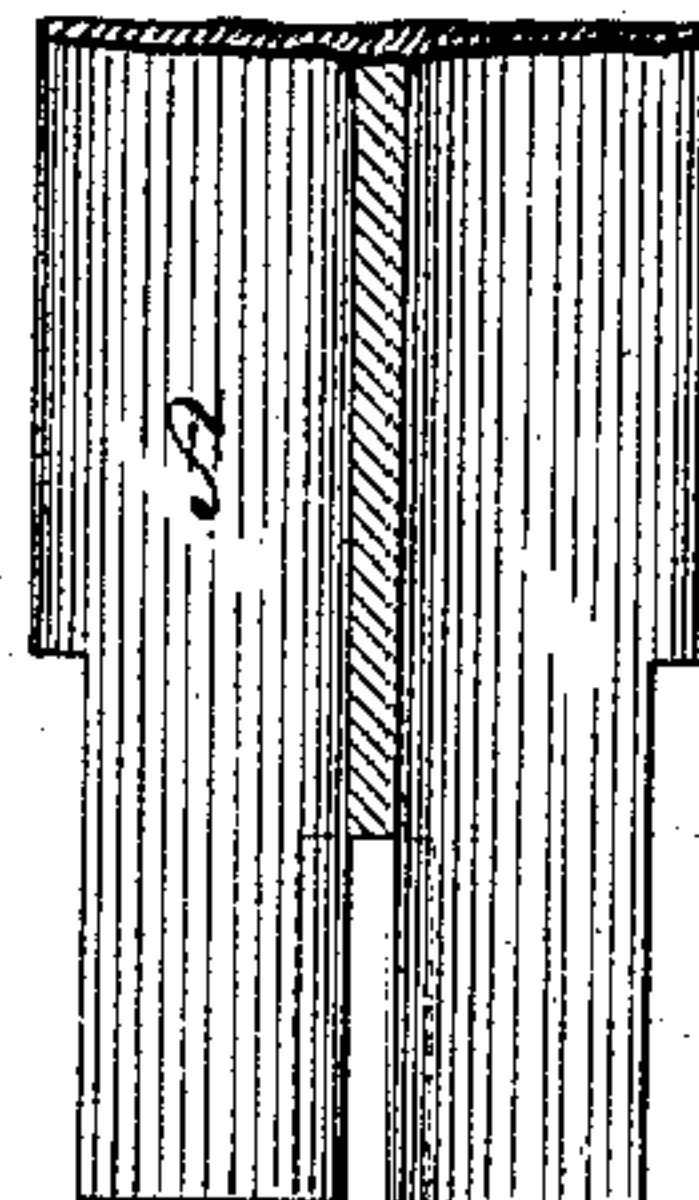


Fig. 8.

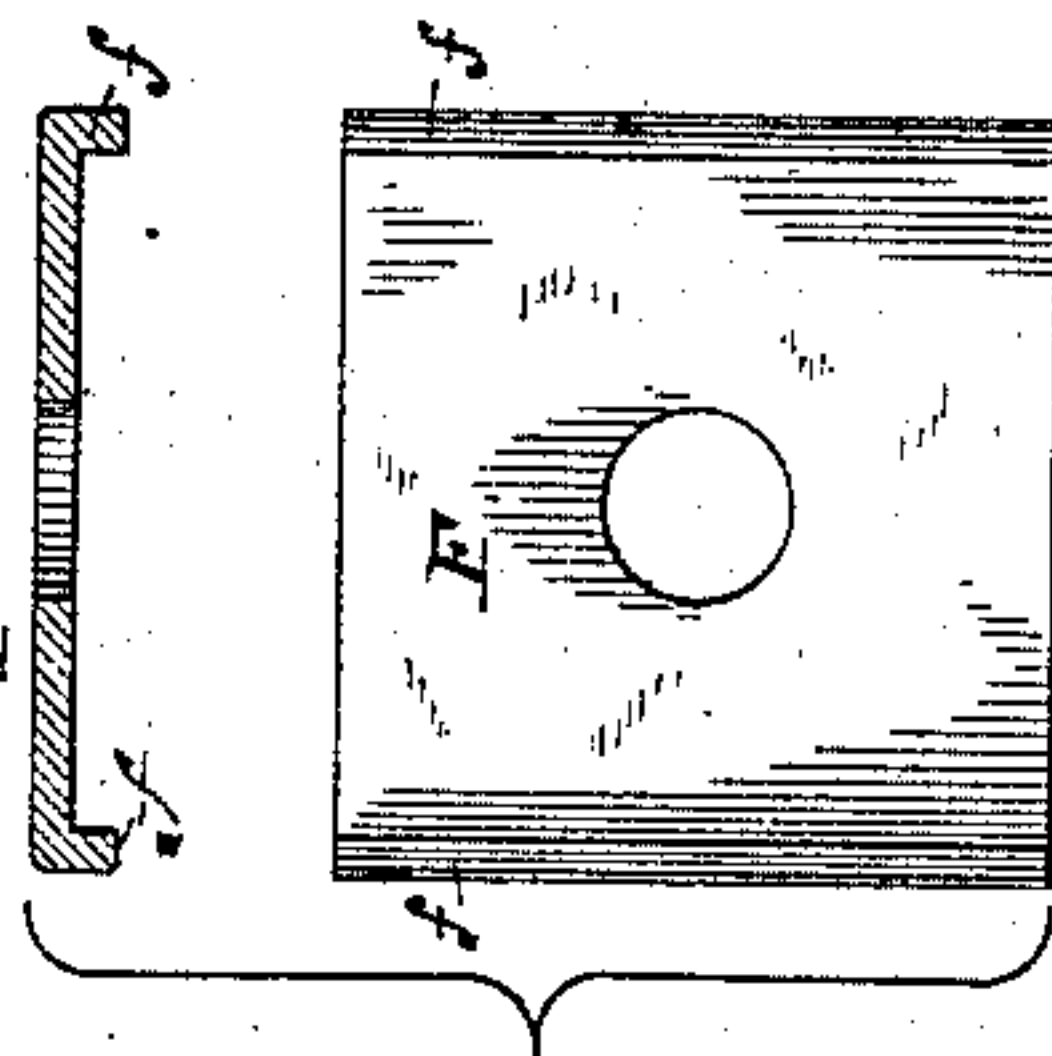


Fig. 1.

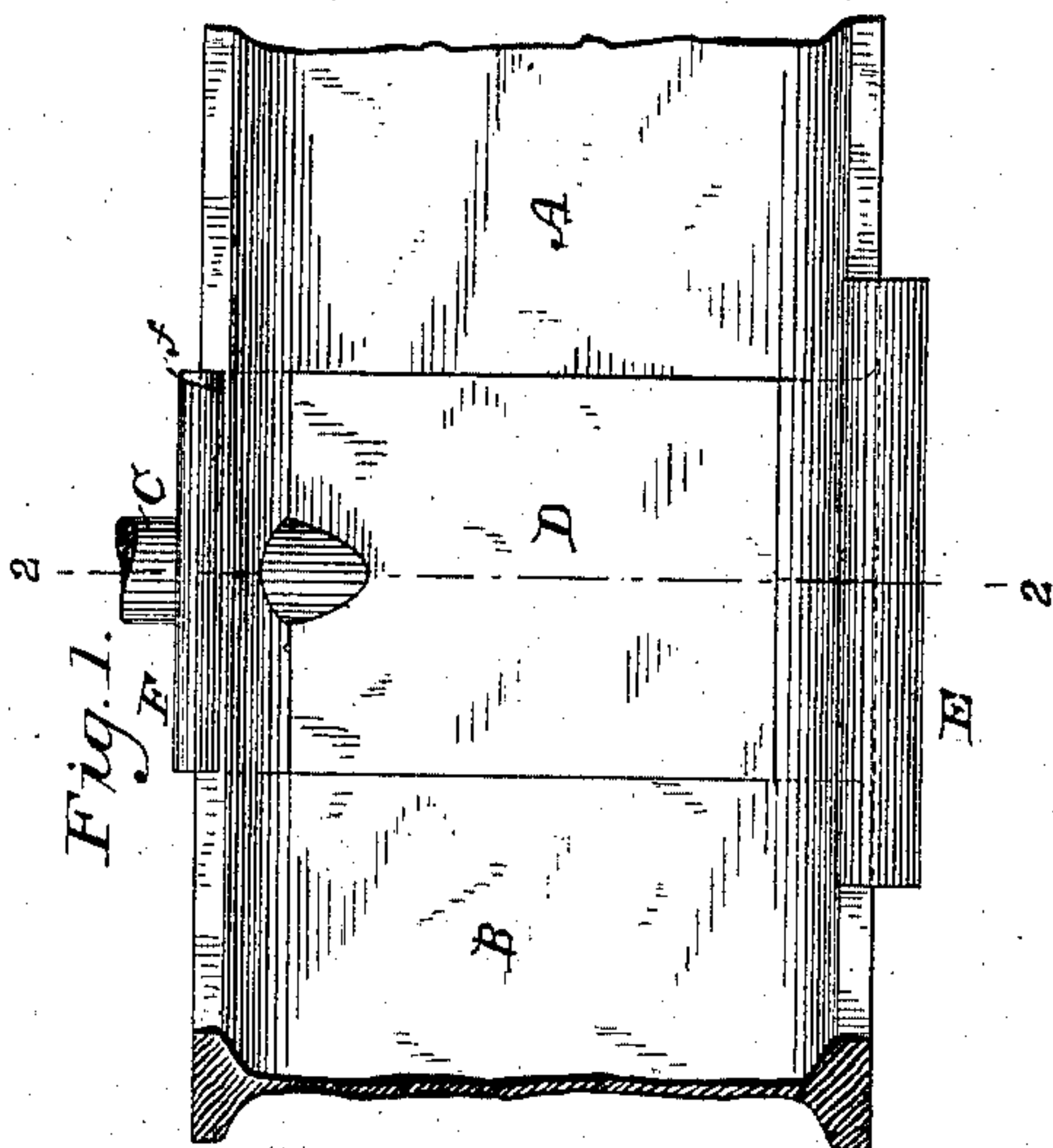
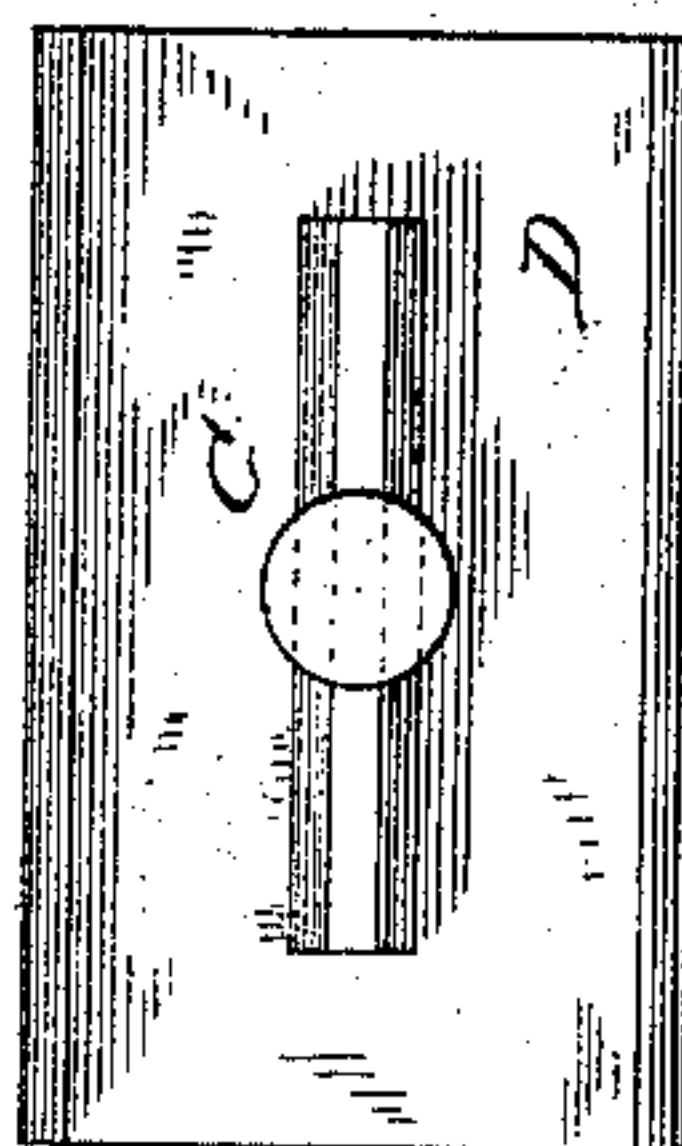


Fig. 7.



WITNESSES

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UNITED STATES PATENT OFFICE.

HENRY R. TOWNE, OF STAMFORD, CONNECTICUT, ASSIGNOR TO THE YALE & TOWNE MANUFACTURING COMPANY, OF SAME PLACE.

HANGER FOR OVERHEAD TRAM-RAILS.

SPECIFICATION forming part of Letters Patent No. 316,504, dated April 23, 1885.

Application filed November 19, 1883. (No model.)

To all whom it may concern:

Be it known that I, HENRY R. TOWNE, of Stamford, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Hangers for Overhead Tram-Rails, of which the following is a specification, reference being had to the accompanying drawings.

The object of my invention is to provide a suitable support for the joints or abutting ends of overhead tram-rails, both vertically and laterally—for example, such as are set forth in United States Patent No. 275,465—without increasing the thickness of the web portion of the rail or I-beam or of its bottom flange, and so as not to offer any obstruction to the passage of the trolley. To accomplish these objects, I provide a hanger consisting of a flat piece of metal of the thickness and height of the web, which is fastened to or formed into a bolt at the top, and a shoe fitting the lower flange at the bottom.

Referring to the drawings illustrating my invention, Figure 1 is a side elevation of the adjacent ends of two I-beams, forming the track of an overhead tramway, and of the means I have provided for securing them in place. Fig. 2 is a cross-section on the line 2 2 of Fig. 1. Fig. 3 is a side elevation of the end of one of the rails. Fig. 4 is an end elevation of the same. Fig. 5 is a plan view of the top of one end of the rail. Fig. 6 is a section on the line 6 6 of Fig. 3. Fig. 7 is a plan view of the hanger. Fig. 8 is a section and bottom plan view of the hanger-cap.

Referring to the different parts of my improved hangers by means of the letters upon the drawings, A in Fig. 1 indicates an I-beam or track of ordinary construction for overhead tramways, and B another similar rail, their ends being adjacent and supported against both vertical and lateral displacement by means of a hanger composed of a bolt or rod, C, to which is securely fastened in any suitable way a metal plate, D, preferably of the thickness and height of the web of the rail, and having

upon its lower end a shoe, E, as shown in Fig. 2, with its edges *ee* turned up. The lower flange of each I-beam near its end is cut away suitably to receive the upturned edges *ee* of the shoe, which is applied to support the adjacent ends of the rails and to prevent lateral displacement, as illustrated in Fig. 1. These adjacent ends are cut away in order to accommodate the parts of the hanger and the bolt, as is well illustrated by Figs. 3, 4, 5, and 6.

F indicates a cap which is turned down at its edges *f* and fits over the top of the ends of the rail and assists in preventing lateral displacement.

This hanger, it will be observed, does not increase the thickness of the I-beam in any respect, and thus does not interfere with the travel of a trolley upon the lower flange of the beam in the usual manner, while it at the same time vertically supports and laterally stays the track, and is simple and economical in construction and convenient for application.

I do not confine my invention to the precise form of embodiment herein described and illustrated, because mere formal changes may be made without departing from the substance of what I have invented.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. A hanger for the abutting ends of an overhead tram-rail, consisting of a vertical supporting-rod, a plate, and a shoe, whereby the rail ends are supported vertically and laterally, substantially as set forth.

2. The combination, with the abutting ends of an overhead tram-rail, of a vertical supporting-rod, a plate, a shoe, and a cap, substantially as set forth.

In testimony whereof I have hereunto subscribed my name this 16th day of November, A. D. 1883.

HENRY R. TOWNE.

Witnesses:

SCHUYLER MERRITT,
GEO. E. WHITE.