(No Model.)

T. L. JOHNSON.

TOWER WAGON FOR ELECTRIC STREET CAR SERVICE.

No. 414,222. Patented Nov. 5, 1889.

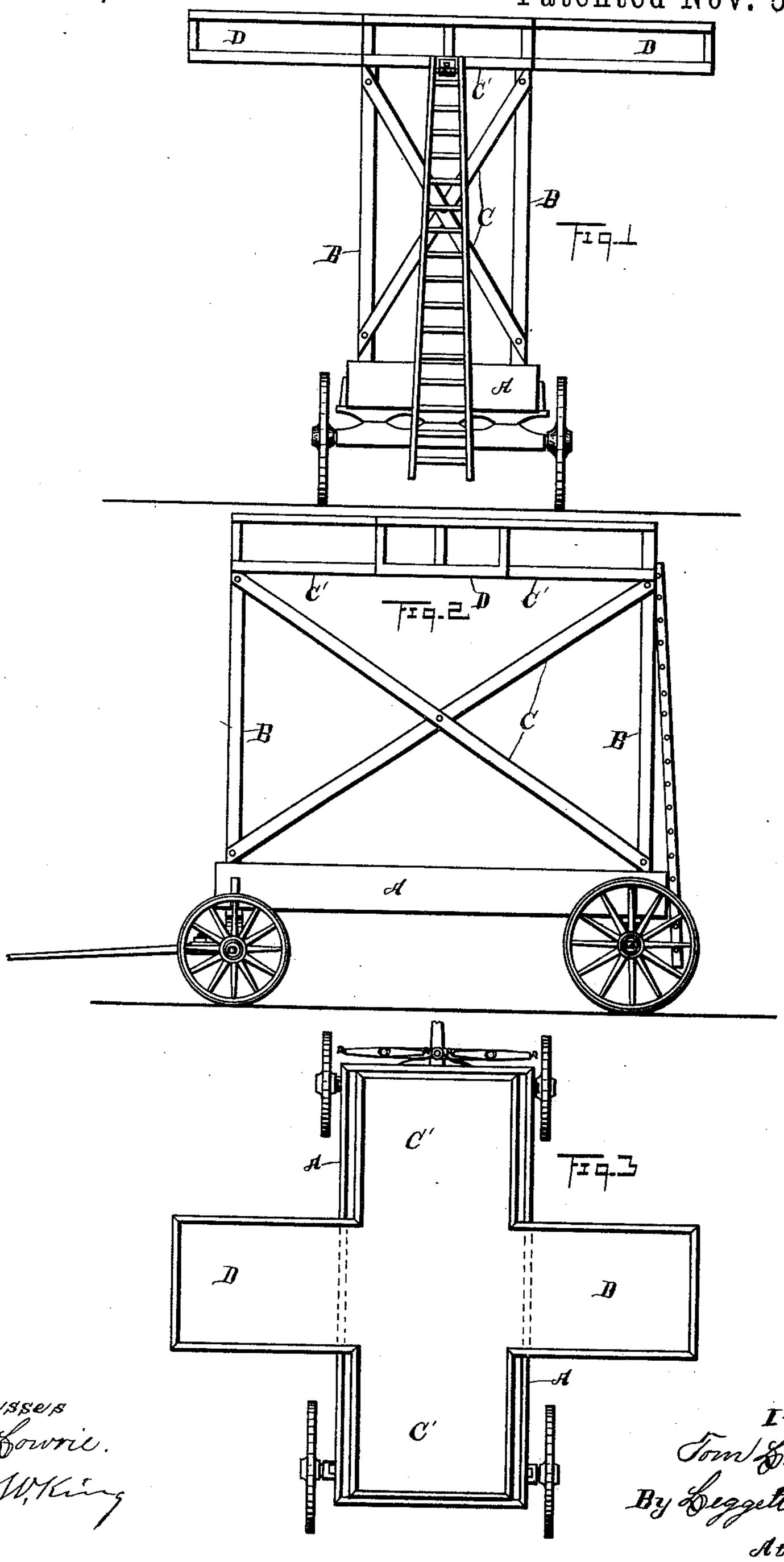

FIG. 1

FIG. 2

FIG. 3

Witnesses
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UNITED STATES PATENT OFFICE.

TOM L. JOHNSON, OF CLEVELAND, OHIO.

TOWER-WAGON FOR ELECTRIC STREET-CAR SERVICE.

SPECIFICATION forming part of Letters Patent No. 414,222, dated November 5, 1889.

Application filed July 29, 1889. Serial No. 319,010. (No model.)

To all whom it may concern:

Be it known that I, TOM L. JOHNSON, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Tower-Wagons for Street-Car Electric-Wire Service; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same.

My invention relates to improvements in tower-wagons for street-car electric-wire service, in which the tower is provided with a lateral overhanging platform, from which the electric wires and the supporting cross-wires may be reached by workmen without interfering with the passage of the cars.

In the accompanying drawings, Figure 1 is an end elevation. Fig. 2 is a side elevation. Fig. 3 is a plan.

A represents a wagon having wide tread, usually about seven feet, and coupled long. Upon the wagon is erected a frame-work or tower, consisting, in the main, of posts B and braces C, together with the necessary tie-bars, this tower or frame-work supporting platform C′, the latter extending lengthwise of the wagon. Connected with this platform is a lateral overhanging platform D, usually about sixteen feet (more or less) in length, and wide enough—say five or six feet—to accommodate several workmen thereon, this platform having such elevation—usually about fourteen feet from the ground—as will accommodate the operators in working at the trolley-wire or at the cross-wires that support the latter.

Electric street-railways usually supersede horse-lines, and heretofore it has been extremely difficult, if not impracticable, to place the electric wires in position over the tracks without interfering with the passage of the cars. With my improved tower-wagon the latter is driven alongside the track, but far enough removed to allow the cars to pass, the lateral platform extending above the cars and near enough to the vertical central plane of the respective tracks to bring the workmen within easy reach of the electric or trolley wires. The electric wires can therefore be attached to the supporting cross-wires without interfering with the traffic of the road.

After the electric road is in operation it will be necessary from time to time to inspect, repair, or renew, for instance, the insulating attachment between the trolley-wires and the cross-wires, and to do other work along the wires, in which case my improved tower-wagon, with its lateral platform, will furnish access to the parts without interfering in the least with the running of the cars.

What I claim is—

1. A tower-wagon having a lateral overhanging platform connected with the tower or frame-work of the wagon, such lateral platform having such elevation that it will extend above and clear the tops of the cars, substantially as set forth.

2. A wagon bearing an elevated platform extending crosswise of and overhanging the sides of the wagon, such platform having such elevation as will bring the workmen thereon within reach of the electric wires, such platform being adapted to ride over the cars without contact therewith, substantially as set forth.

In testimony whereof I sign this specification, in the presence of two witnesses, this 24th day of June, 1889.

TOM L. JOHNSON.

Witnesses:

CHAS. H. DORER,

ALBERT E. LYNCH.