

(No Model.)

E. BAKER.  
ELECTRIC MOTOR.

No. 453,031.

Patented May 26, 1891.

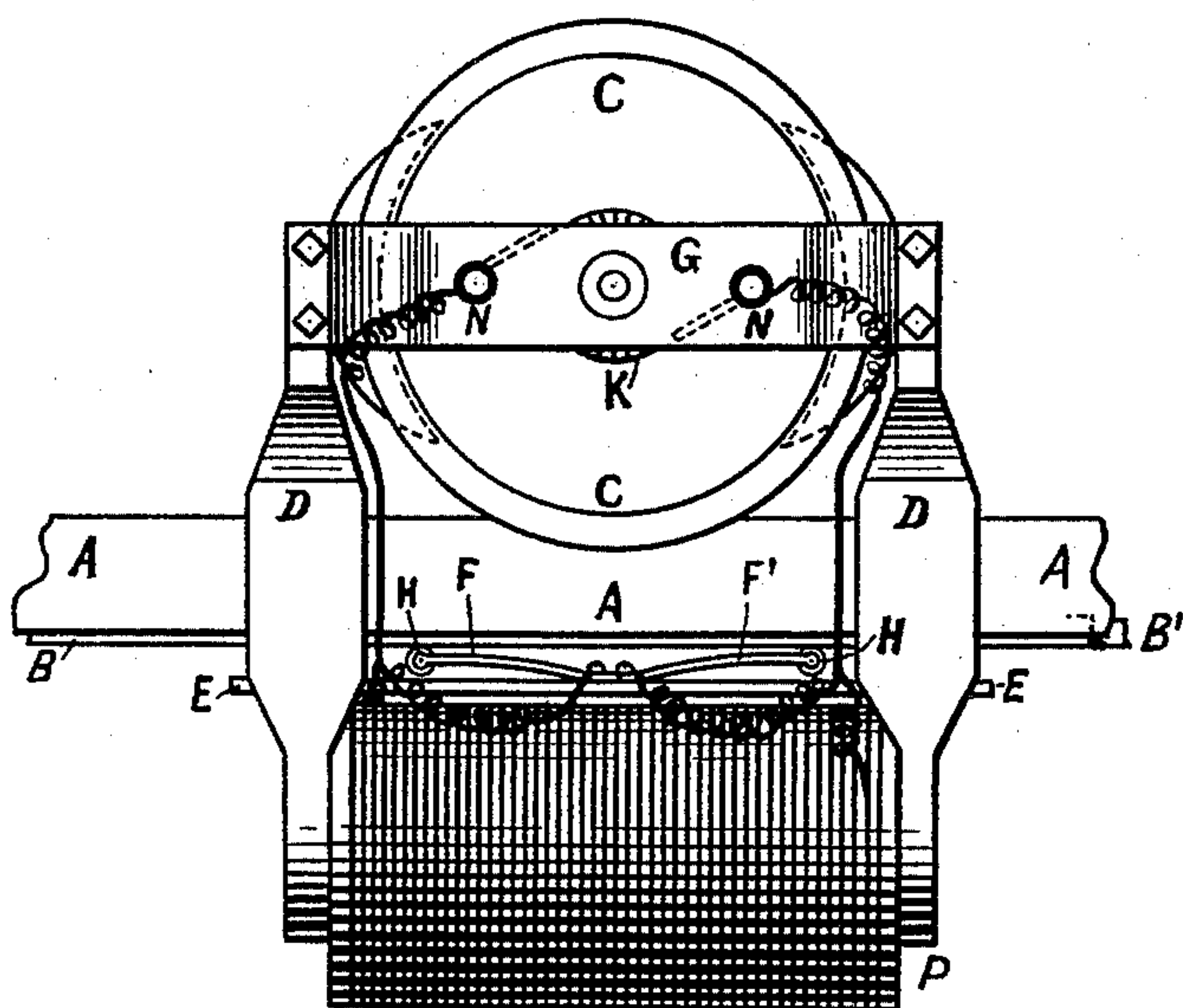


Fig. 1.

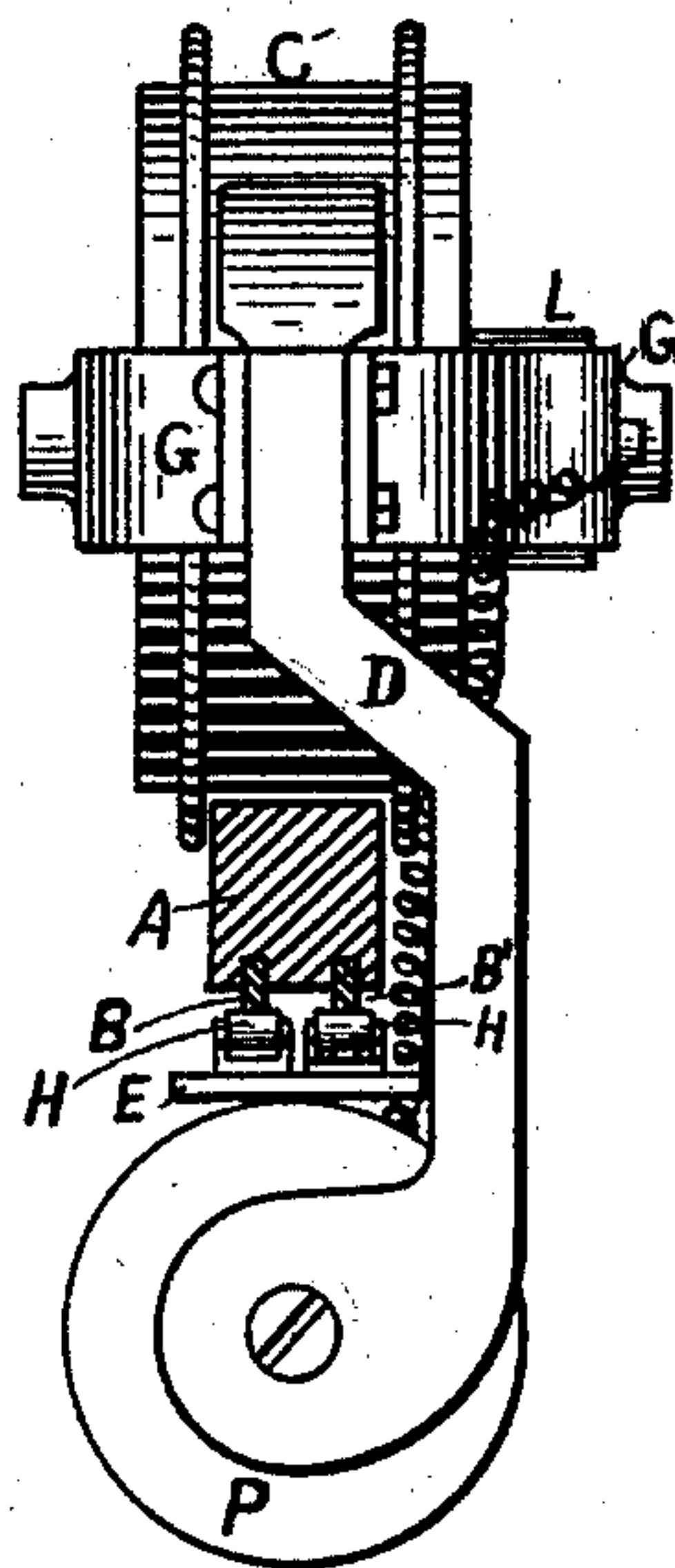


Fig. 2.

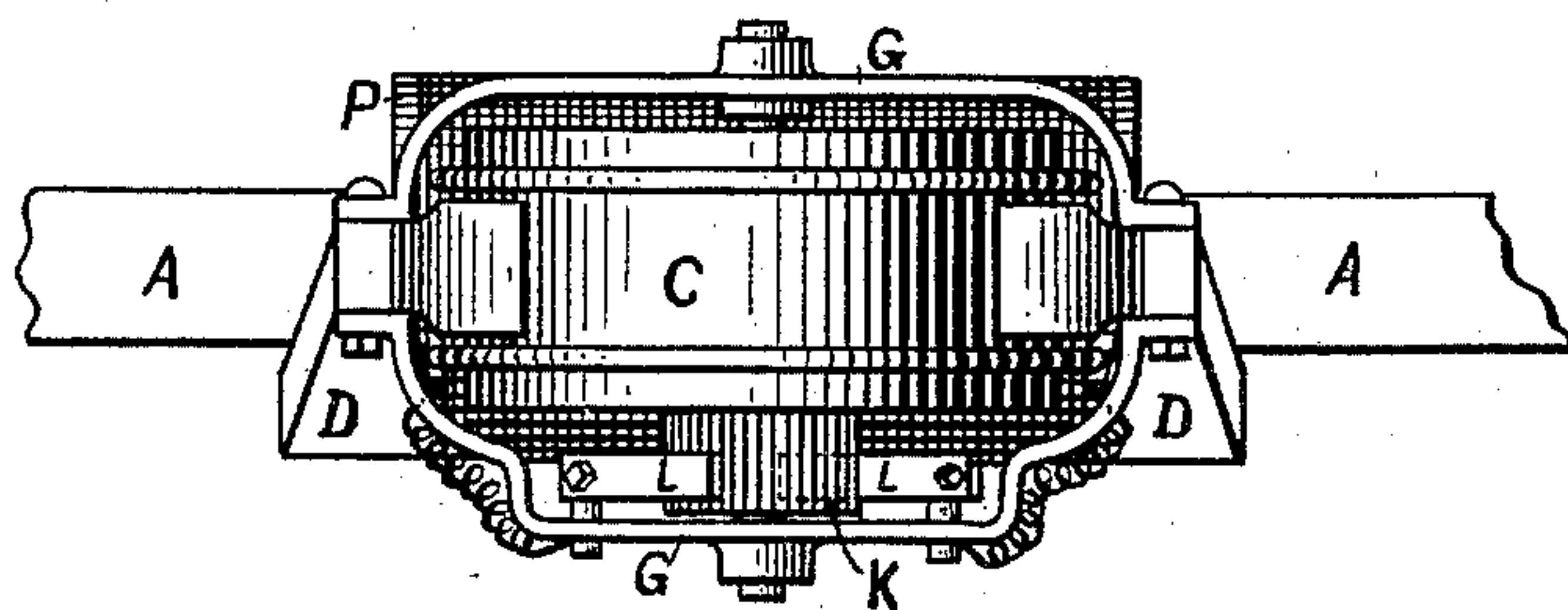


Fig. 3.

WITNESSES

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# UNITED STATES PATENT OFFICE.

ELBRIDGE BAKER, OF MALDEN, MASSACHUSETTS.

## ELECTRIC MOTOR.

SPECIFICATION forming part of Letters Patent No. 453,031, dated May 26, 1891.

Application filed July 5, 1890. Serial No. 357,889. (No model.)

*To all whom it may concern:*

Be it known that I, ELBRIDGE BAKER, of Malden, in the county of Middlesex and State of Massachusetts, have invented an Improvement in Electric Motors, of which the following is a specification.

The objects of my invention are to provide a cheap, simple, convenient, and efficient electric motor more especially adapted to run upon an elevated track for carrying small parcels or light packages; and it consists in the peculiar construction, combination, and arrangement of the several parts of the device, hereinafter more fully described, and specifically set forth in the claims.

In the drawings hereto annexed, and which form a part of this specification, it will be seen that Figure 1 represents a side elevation of an electric motor constructed to embody my invention. Fig. 2 represents an end elevation of the same, and Fig. 3 a plan showing the armature driving-wheel in position on an elevated or suspended track.

A represents an elevated or suspended track of wood, to the under side of which is secured two conducting copper wires or strips B B', extending parallel with each other throughout the length of the desired line to be traversed by the armature driving-wheel C, the body of which incloses a suitable armature, (not fully shown,) and its periphery is provided with projecting flanges, so as to guide and retain the driving-wheel in position on the upper surface of the track. This armature driving-wheel C is poised upon the said track by means of the curved or bent pole-pieces D, which are curved or bent to one side and downward, then turned inward partially around the track, so that the center of gravity of the driving-wheel is brought to the vertical plane of the center of the field-magnet P, suspended between the lower ends of the said curved or bent pole-pieces D by means of suitable bolts, as shown. It will be understood that by bending the said pole-pieces to one side and back again space is afforded to allow the position of the rail between the motor-wheel and field-magnet, which are electrically connected, as shown. An insulating flat bar E is secured in posi-

tion at each end to the said pole-pieces D, and has secured on the upper side thereof a spring contact-arm F, provided with a friction-roll H at its free end, which contacts loosely with the said conducting-wire B, a similar spring contact-arm F', forming like contact with the other wire B', forming a circuit, as usual. The armature driving-wheel C is journaled in the supporting-frame G, the ends of which are bent inwardly and bolted to opposite sides of the said pole-pieces D, and the journal or axle of the driving-wheel C is provided at one end with a commutator K, upon which the ends of the bushes L are arranged, as usual, their opposite ends being secured to insulated binding-posts N, supplied on the said frame G, and connected electrically with the field-magnet P by suitable wires, as heretofore. It will be seen and understood that the said spring contact-arms F F' are suitably connected with the field-magnet P, and the usual power-wires B B' form a suitable dynamo or battery, as heretofore employed for a similar purpose. The same need not be fully described in minute detail, being well known and in general use for operating various kinds of electric motors, stationary and traveling.

It will be evident that a suitable receptacle or box may be attached to the motor-frame or suspended therefrom, so as to receive small packages or parcels to be transported from one point to another, however distant. The motor being reversed, or passing around a loop formed in the track, may return over the same.

Having thus described my invention, what I claim is—

1. An electric motor having its armature inclosed within the driving-wheel and its field-magnet suspended beneath the same, substantially as described.

2. An electric motor having its armature located within the driving-wheel and its field-magnet suspended from the motor-frame by means of curved pole-pieces, as set forth.

3. An electric motor having its armature within the driving-wheel, and a field-magnet suspended from the motor-frame by means of curved pole-pieces, which carry the said mag-

net beneath the rail and poise the said driving-wheel thereon, substantially as described.

4. An electric motor consisting of a single wheel provided with an interior armature,  
5 and a field-magnet suspended from the motor-frame by curved pole-pieces, in combination with a single rail composed of non-con-

ducting material and provided upon its under side with continuous metallic conductors, substantially as shown and described.

ELBRIDGE BAKER.

Witnesses:

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