(No Model.) 2 Sheets—Sheet 1.

A. SCHUMACHER.

TROLLEY TRACK.

No. 547,457. Patented Oct. 8, 1895.

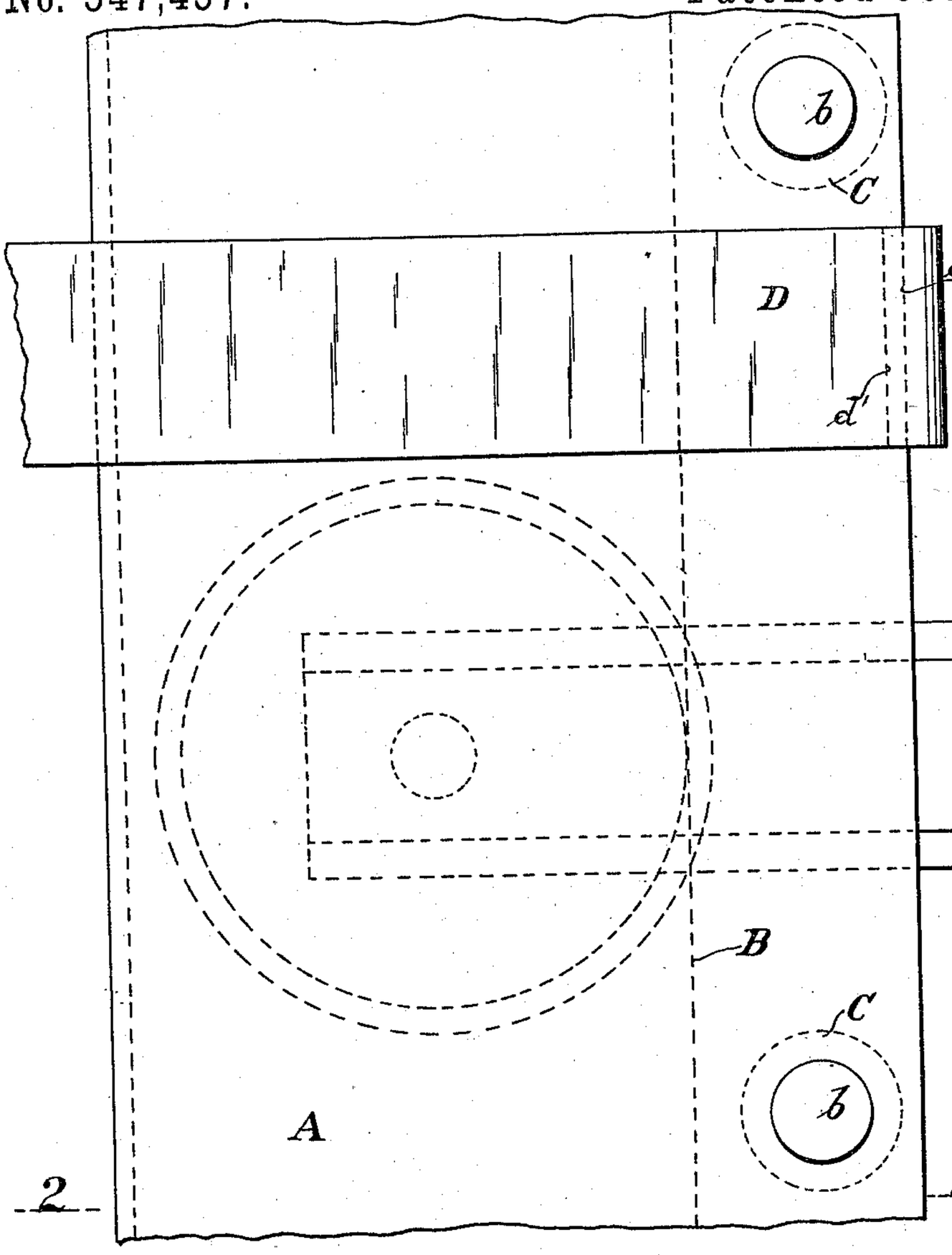

Fig. 1

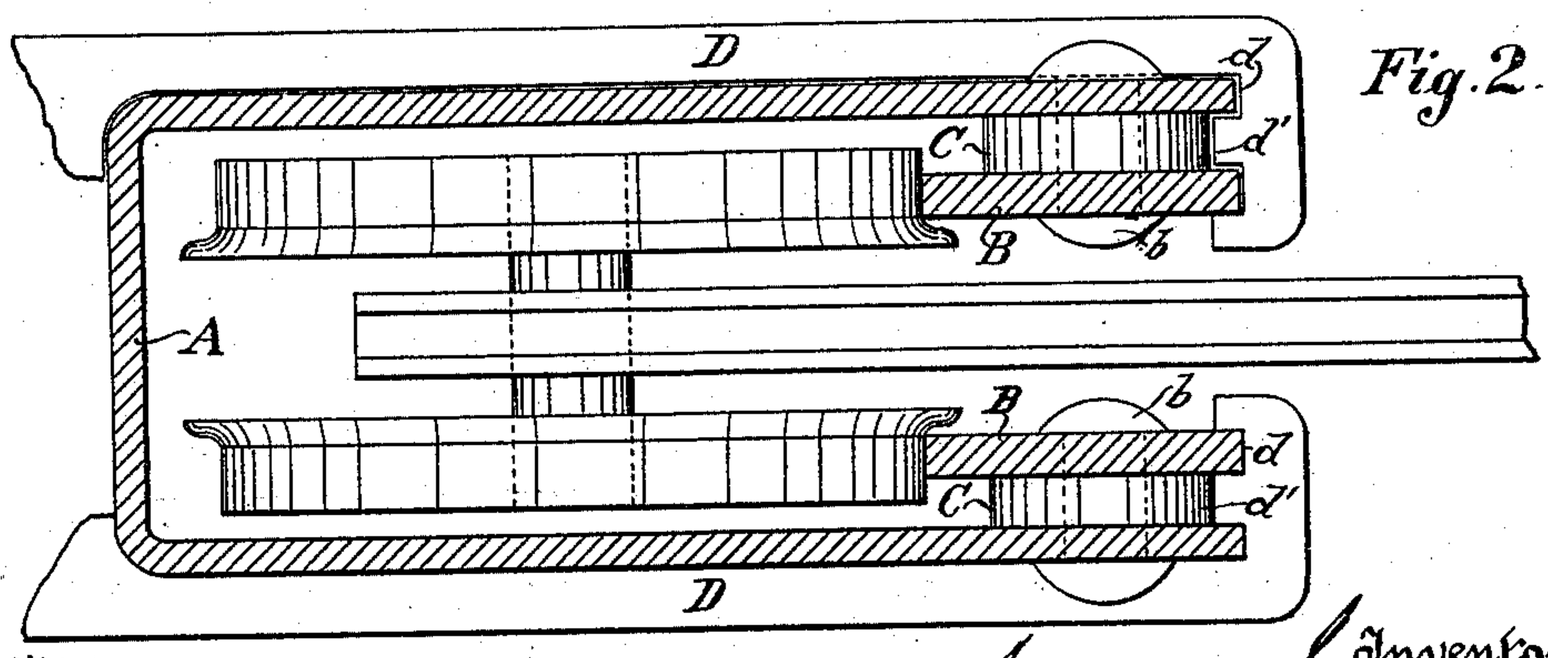

Fig. 2.

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(No Model.) 2 Sheets—Sheet 2.

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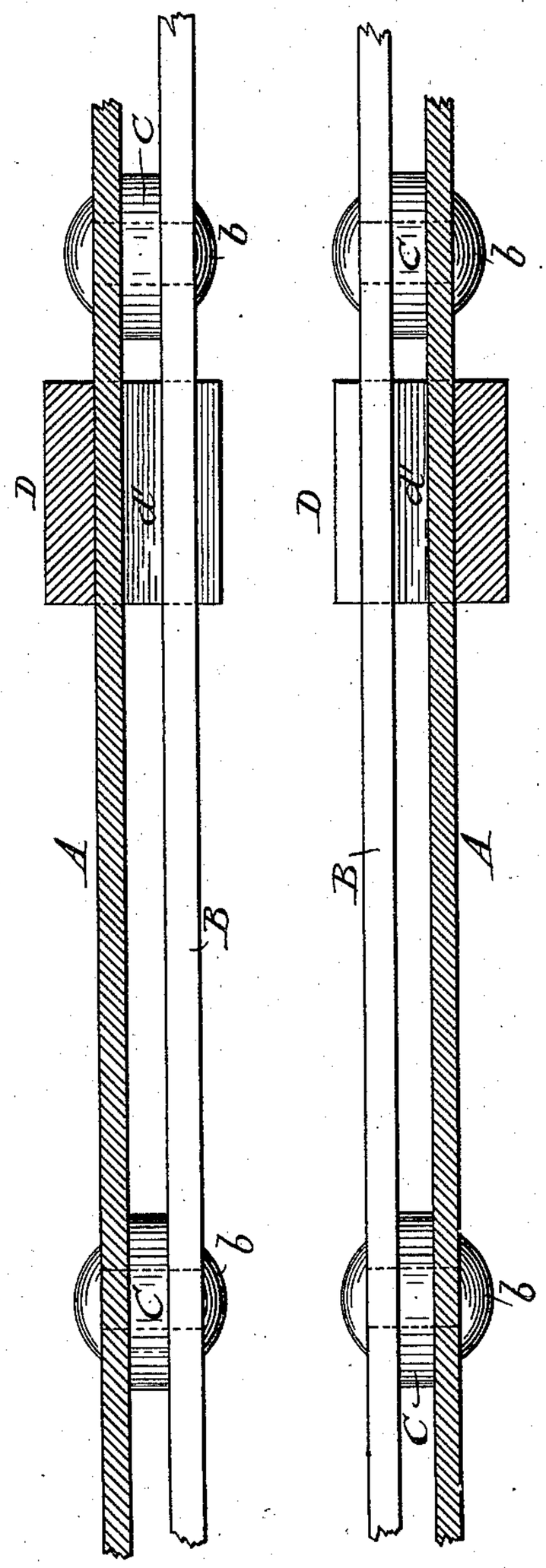
Fig. 3.



Witnesses.
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UNITED STATES PATENT OFFICE.

ANTONY SCHUMACHER, OF MILLINGTON, NEW JERSEY.

TROLLEY-TRACK.

SPECIFICATION forming part of Letters Patent No. 547,457, dated October 8, 1895.

Application filed March 21, 1895. Serial No. 542,670. (No model.)

To all whom it may concern:

Be it known that I, ANTONY SCHUMACHER, a citizen of the United States, residing at Millington, in the county of Morris and State of New Jersey, have invented certain new and useful Improvements in Trolley-Tracks, of which the following is a specification.

My invention relates to that class of trolley-tracks in which the wheels run upon a rail or track formed within a hollow structure or tube having a longitudinal slot in the bottom or under side thereof through which passes the hanger from the trolley-truck. Trolley-tracks of this general character are shown in patents of Brodie, No. 531,151, Coburn, No. 365,240, and various other patents. These tracks are usually made by bending a strip of metal longitudinally into U shape and then turning the edges inwardly toward the central plane of the U-shaped structure, the tracks or rails being formed by the inwardly-turned portions of the edges. In the structures shown in the two patents above cited the edges are turned inwardly and upwardly. The interior trough or groove formed by each inwardly-formed edge constitutes a depressed way or track in which the wheels of the trolley run. The hanger or pendent bar supporting the spring from the trolley travels in a longitudinal slot between the two tracks or ways thus formed. I have found that in tracks so constructed there is a gradual accumulation of dust and dirt in the grooves or tracks, notwithstanding the protecting inclosure formed by the body of the metal, and that such an accumulation seriously interferes with the running of the trolley, and it is necessary to clean out the grooves from time to time. In such structures as I have described it is also a fact that a relatively heavy metal must be employed where objects of any considerable weight are to be supported from the trolley. This involves the use of an unnecessary amount of the metal in the structure; and, further, the bending or forming of the elongated strip of metal into the desired cross-sectional shape involves considerable labor and the use of special tools.

In my invention I employ an elongated strip of metal that is bent into U shape and secure to the inside of each edge a trolley-rail by means of rivets or bolts, spacing-washers being placed around the rivets or bolts and between the rail and the side of the U-shaped metal inclosure or hood. The heads of the bolts or rivets may of course be countersunk in the inner side of the rail forming the wall of the slot, so as to leave a smooth unobstructed slot, and the rails may be of any desired weight or strength adapted for the purpose for which the track is to be used. The track thus constructed is supported at suitable intervals by brackets, in which the rails are seated. With such an organization I am enabled to reduce the cost of the manufacture and at the same time leave between the rail in which the trolley-wheel runs and the side of the hood or casing an opening that is only obstructed at intervals by the washers and which permits the discharge of any dust or dirt that would ordinarily in the usual construction accumulate upon the track in or on which the trolley-wheels run.

In the accompanying drawings, Figure 1 is a side elevation of a section of the trolley-track constructed according to my invention with the trolley-wheel shown in dotted lines and the hanger broken away below the rails. Fig. 2 is a cross-section therethrough on the line 2 2 of Fig. 1. Fig. 3 shows a longitudinal section taken just above the rails.

The U-shaped hood or casing A is formed by bending an elongated sheet or strip of metal in the manner described. The rails B are bolted to the opposite sides thereof near the edges by bolts or rivets *b*, a spacing-washer C being placed around the bolt or rivet and between the rail and the side of the hood or casing. At suitable intervals are placed brackets D, conforming in general shape to the exterior of the hood or casing and having inwardly-projecting feet, each formed with recesses or grooves *d d'*, in which respectively are seated the lower edge of the rail and the lower edge of the hood or casing. These brackets may be supported in any usual and well-known way. Preferably the inwardly-projecting feet or ends of the brackets do not extend beyond the plane of the interior head of the bolt or rivet.

Obviously such a trolley-track does not require the use of special tools other than those necessary to bend the elongated sheet of metal into U shape, and the thickness of the metal

forming the hood or casing is not necessarily related to the strength or thickness of the rails.

The structure described permits of the construction of a track of great strength and rigidity, since such qualities are due to the strength of the rail and the bracing bolts and washers more than to the strength of the U-shaped casing.

I claim as my invention—

1. An inclosed trolley track comprising the combination of the continuous U-shaped hood or casing, the rails secured to the continuous interior faces of the sides of the casing, thus leaving a central slot or continuous opening between the two rails, spacing washers interposed between the rails and the sides of the casing to provide a passage way for the discharge of dust and dirt, and the supporting brackets, substantially as set forth.

2. The combination of the continuous U-shaped hood or casing, the rails secured to the continuous inner faces thereof, thus leaving a central slot or continuous opening between the two rails, the spacing washers interposed between the rails and the sides of the casing, and the supporting brackets provided with seats or grooves for the rails and the edges of the casing, substantially as set forth.

3. An inclosed trolley track comprising the combination of the continuous hood or casing, independently formed trolley rails secured to the continuous interior faces of the sides of the casing, thus leaving a central slot or continuous opening between the two rails, there being between the sides of the casing and the trolley rails openings for the discharge of dust and dirt, and the supporting brackets, substantially as set forth.

In testimony whereof I have hereunto subscribed my name.

ANTONY SCHUMACHER.

Witnesses:
F. NISHWITZ,
FRED P. BAKER.