(No Model.)

L. COBURN.

TROLLEY TRACK.

No. 564,004. Patented July 14, 1896.

Fig 1

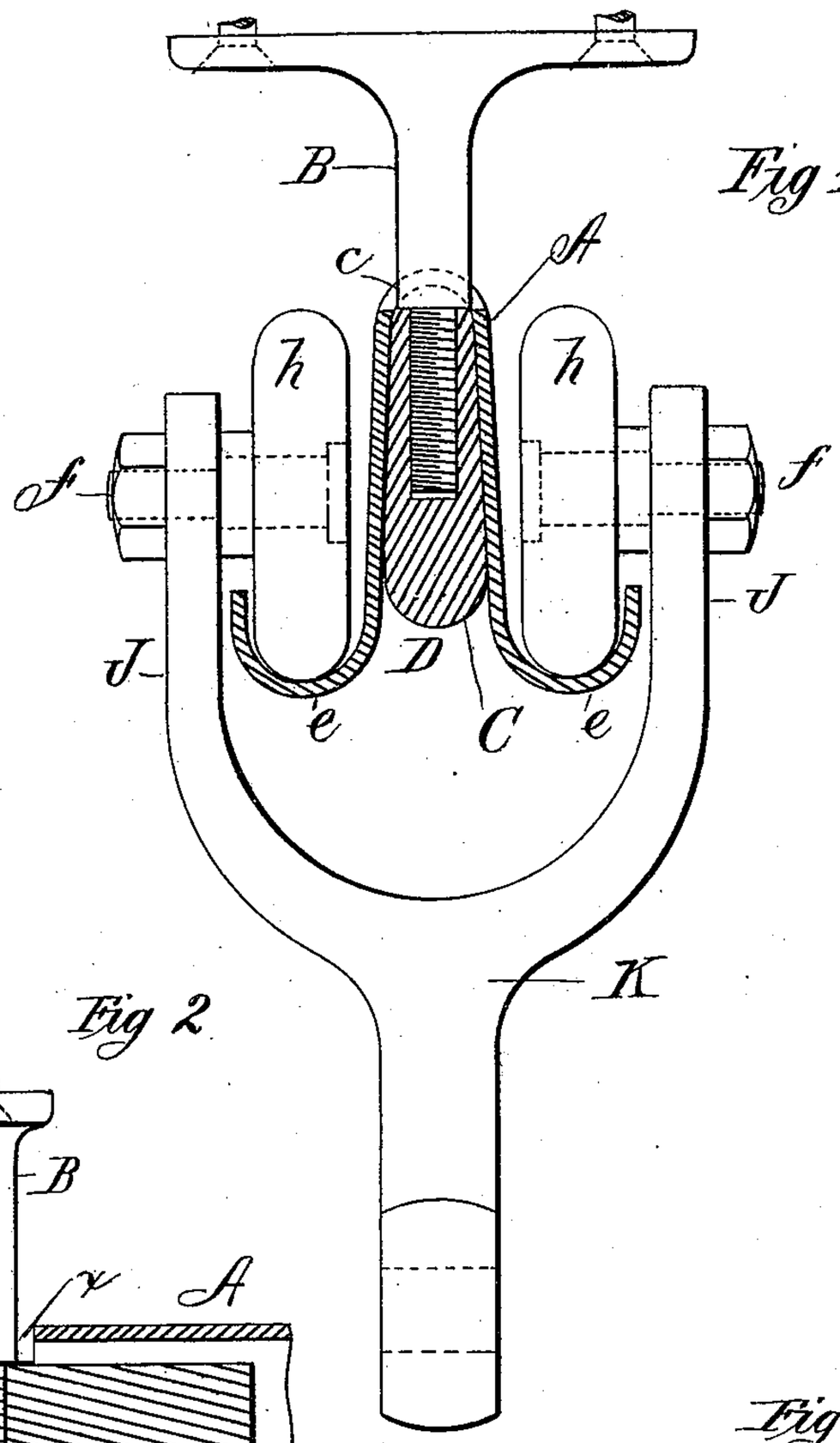


Fig 2

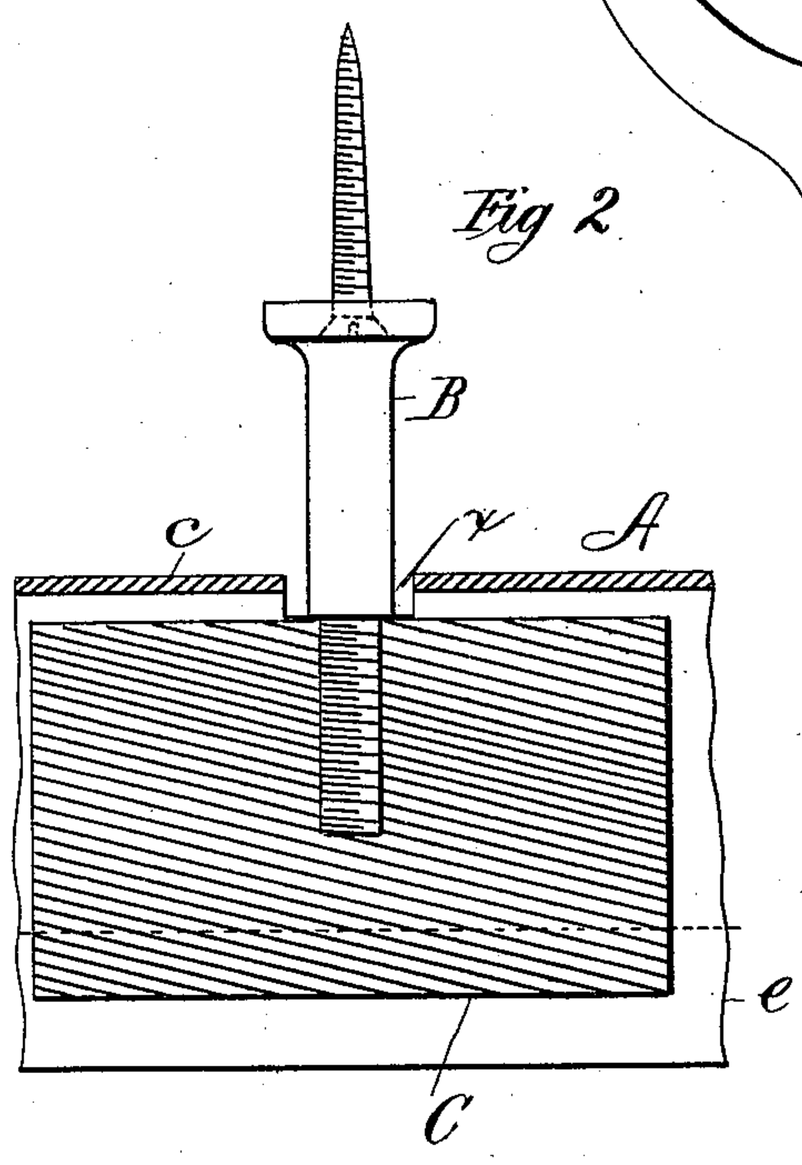
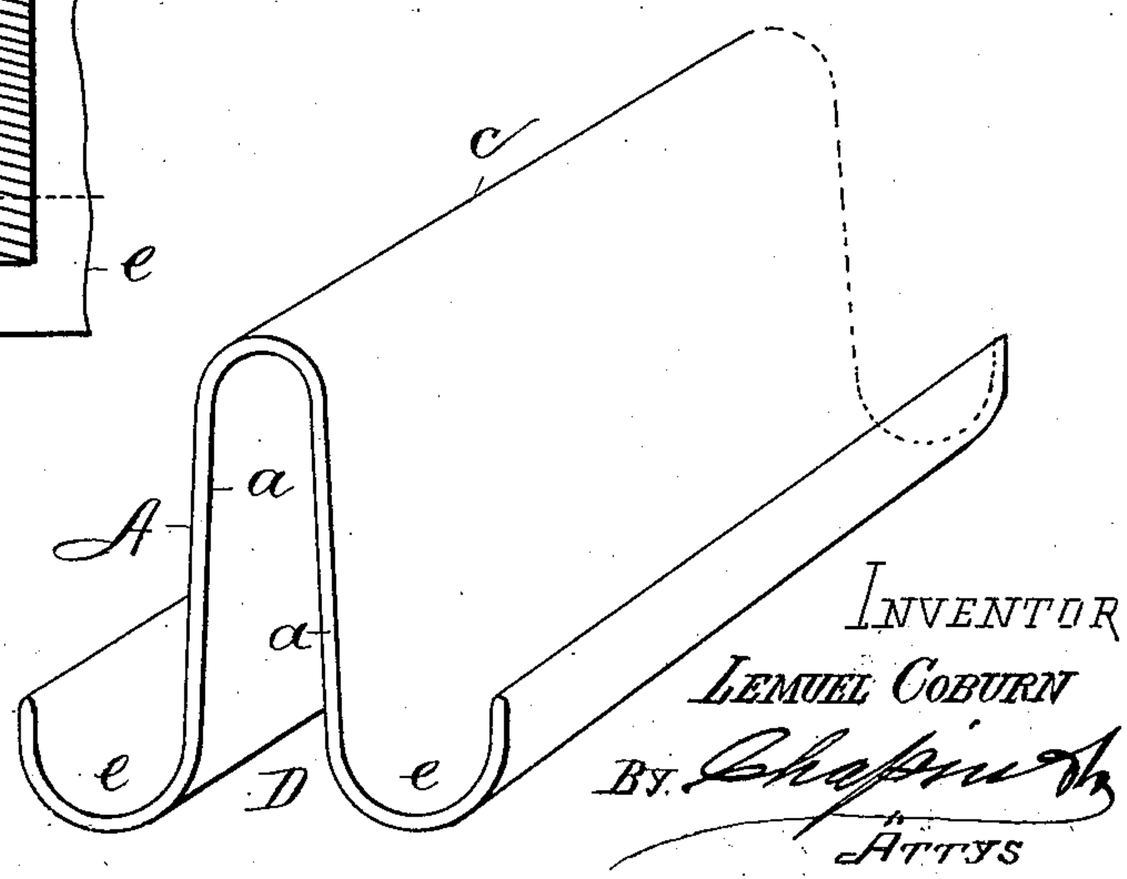


Fig 3



WITNESSES

Wm. A. Chapin

J. D. Garfield

INVENTOR

LEMUEL COBURN

BY Chapin & Co

ATTYS

UNITED STATES PATENT OFFICE.

LEMUEL COBURN, OF HOLYOKE, MASSACHUSETTS.

TROLLEY-TRACK.

SPECIFICATION forming part of Letters Patent No. 564,004, dated July 14, 1896.

Application filed August 19, 1895. Serial No. 559,755. (No model.)

To all whom it may concern:

Be it known that I, LEMUEL COBURN, a citizen of the United States of America, residing at Holyoke, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Trolley-Tracks, of which the following is a specification.

This invention relates to improvements in double-tread trolley-track bars, the object being to provide an improved construction of said bars whereby the tracks for the trolley-wheels shall be located on the outer opposite sides of the bar, thereby providing for an economical construction of the latter and for conveniently raising the trolley-hanger and the wheels thereon out from the tread-grooves of the bar, and for convenient access to the bearings and hangings or supporting-bolts of the trolley-wheels, which is not provided for in trolley-track bars of tubular form in which the wheel-tracks are within the track or bar; and the invention consists in the improved trolley-track bar and trolley-track hanger constructions, all as hereinafter fully described, and more particularly pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 illustrates, in cross-section, a trolley-track bar embodying my invention and the hanging devices thereof and the form of the hanger and trolley-wheels employed therewith. Fig. 2 is a longitudinal section of a portion of the track-bar, showing the suspension-block therein in section and the suspending-bracket. Fig. 3 is a perspective view of the track-bar.

In the drawings, A indicates the trolley-track bar, B the suspending-bracket therefor, and C the suspension-block within said bar.

The trolley-track bar A is constructed, preferably, from suitable sheet metal, and in the formation of the bar A therefrom said sheet is bent to form a central longitudinal groove D, between its opposite sides *a a*. The said sides are of sufficient width from the apex *c* of the bar to the base of its tracks *e e*, to impart to the trolley-track bar the requisite strength to resist deflection under a load that may be suspended and moved thereon in using the rail for the various purposes to which trolley-track constructions are adapted. The said sides *a a* of the track-bar A are preferably so arranged that they diverge, as shown, more or less from each other from the apex *c* of the rail to its tread portion, in order to provide a firm contact and frictional engagement between the sides of the suspension-block C, which is correspondingly formed, and the inner opposite sides of the rail when the parts are united, as shown in Fig. 1. The said tracks *e e* are formed on the opposite edges of said bar A by bending the lower edges thereof outwardly and upwardly, preferably in an approximately semicircular form in cross-section, as shown in the drawings. It is obvious, however, that other forms than said circular one may be employed in making said tracks *e e*, whereby the tread portions of their surfaces shall be flat, so that flat-faced trolley-wheels may be employed therewith, if desired.

Referring to Fig. 1, in which the trolley-track rail is shown suspended, the suspension thereof is effected by perforating the apex *c* of the rail, as at *x x*, Fig. 2, placing the suspension-block C between the inner sides of the rail, and screwing the shank of the suspension-bracket B, which passes through said perforation, into said suspension-block, and in securing said bracket where it may be required by bolts or screws or other suitable means.

One form of trolley-wheel hanger K is illustrated in Fig. 1, which provides for the engagement of the trolley-wheels *h h* with both of the tracks *e e* simultaneously. The said hanger K is provided with two oppositely-arranged arms J, each of which arms is fitted with a bolt *f*, on which said trolley-wheels are hung and adapted to rotate, as usual in such construction.

It is obvious that if so desired the herein-described trolley-track bar may be used with two separate suspension-hangers, each engaging with one of the tracks *e e* and movable thereon, independently of each other.

The above-described form of trolley-track bar possesses, in addition to the advantages above set forth, that of economy in the construction thereof, since it requires considerably less metal in its formation than is common to tracks heretofore made, which are substantially rectangular in cross-section.

What I claim as my invention is—

1. A trolley-track bar having an apex semi-circular in cross-section, diverging sides pending from said apex, and an outwardly and upwardly extending trolley-track on each of said sides, substantially as set forth.

2. The combination with the track-bar A, having the central longitudinal groove D, with means for suspending said bar consisting of the block C, within said groove, and a hanger passing through the apex of said bar and having a screw engagement with said block, substantially as set forth.

LEMUEL COBURN.

Witnesses:
K. I. CLEMONS,
H. A. CHAPIN.