

No. 660,999.

Patented Oct. 30, 1900.

F. J. RICHARD.

TROLLEY TRACK.

(Application filed Apr. 20, 1900.)

(No Model.)

Fig.1

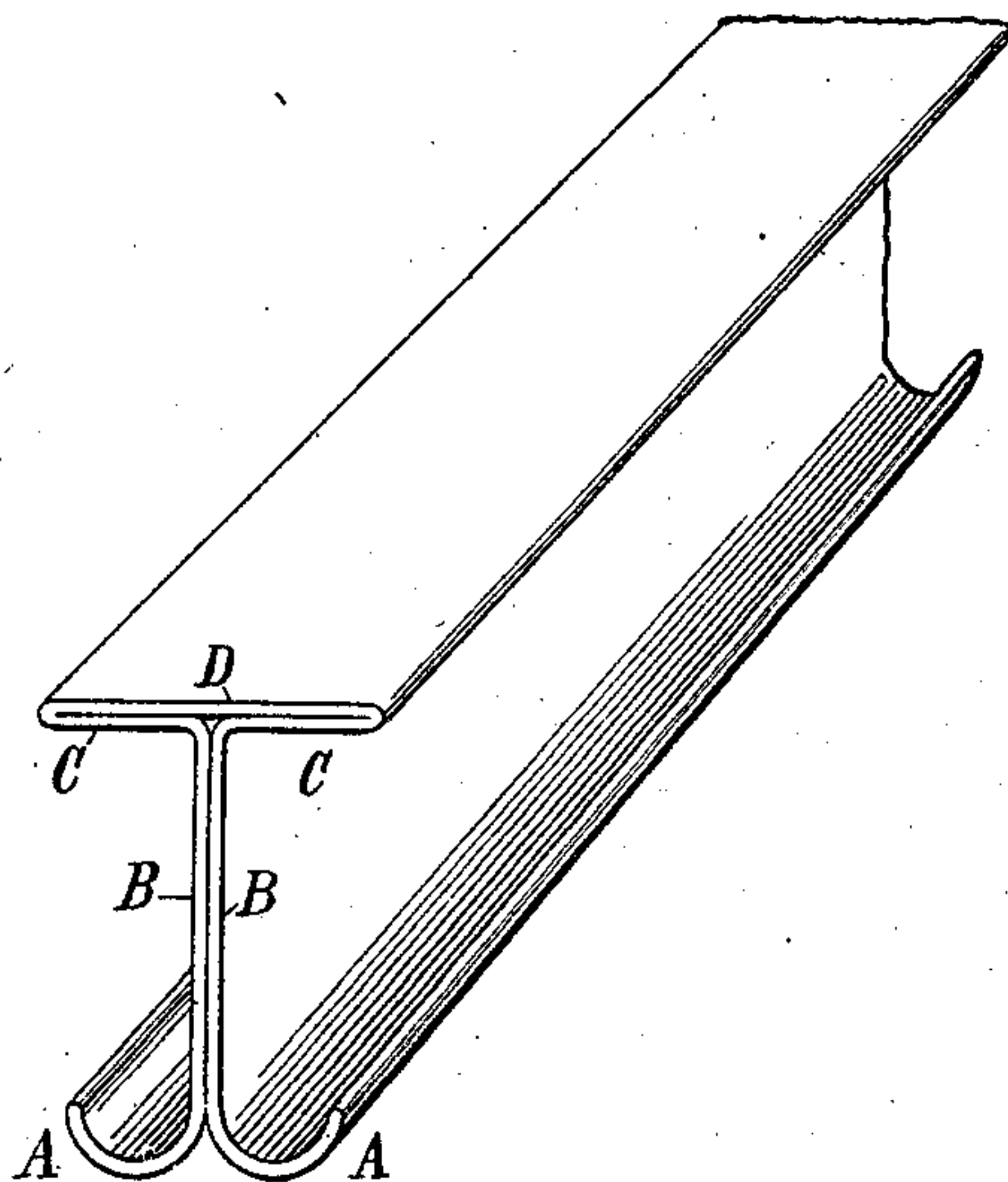


Fig.2

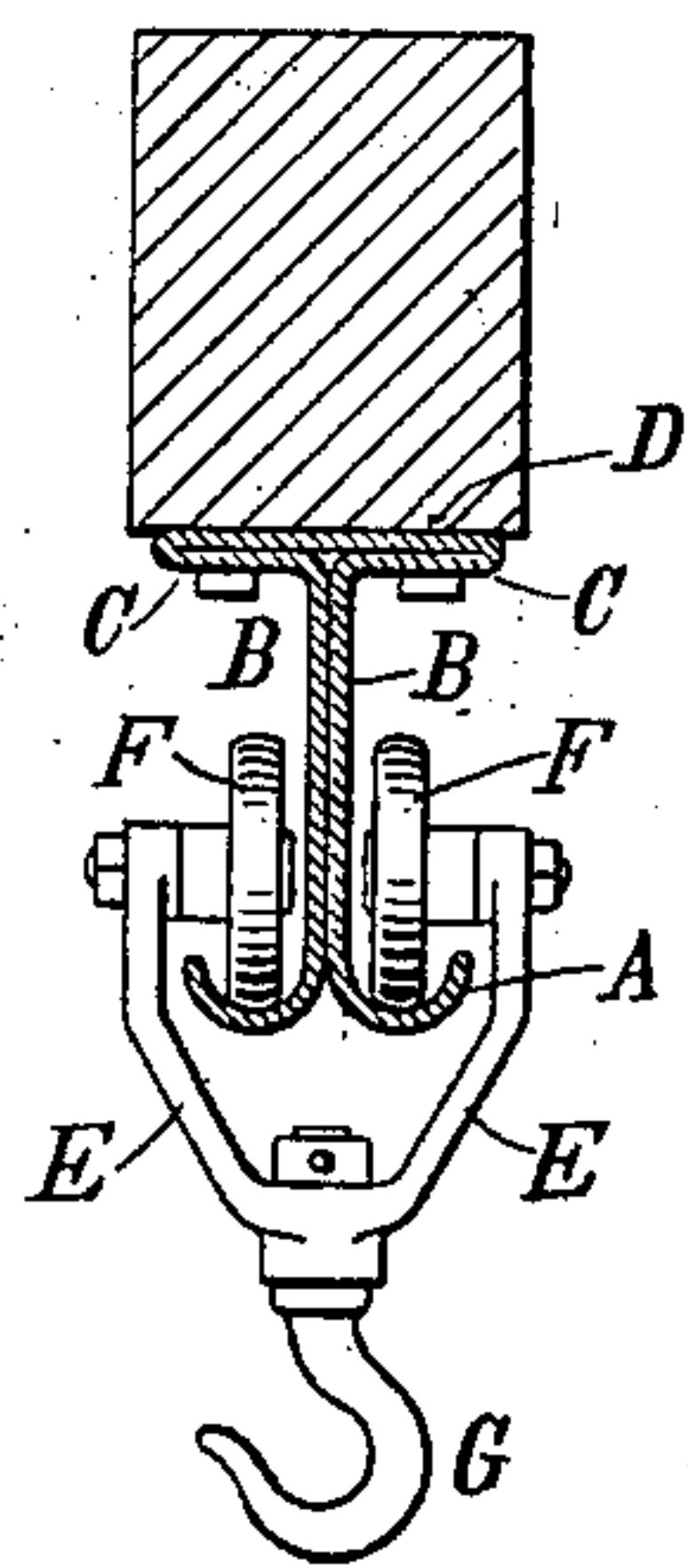
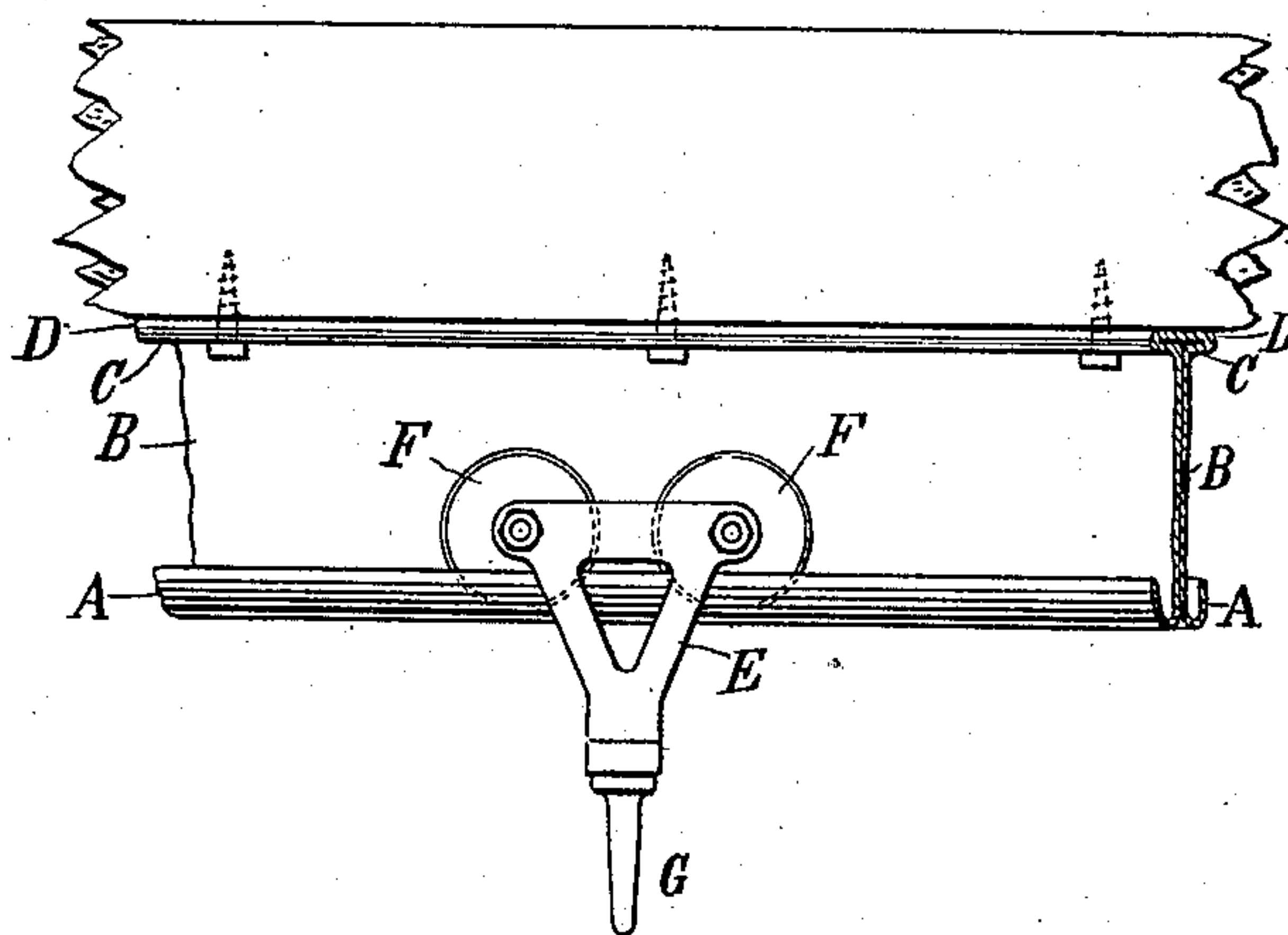


Fig.3



Witnesses:

Raphael Ketter  
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# UNITED STATES PATENT OFFICE.

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## TROLLEY-TRACK.

SPECIFICATION forming part of Letters Patent No. 660,999, dated October 30, 1900.

Application filed April 20, 1900. Serial No. 13,602. (No model.)

*To all whom it may concern:*

Be it known that I, FRED J. RICHARD, residing at Bloomsburg, county of Columbia, State of Pennsylvania, have invented new and useful Improvements in Trolley-Tracks, of which the following is a specification, reference being had to the drawings forming part of the same.

The object of my invention is to provide a track of improved construction, particularly in regard to strength and ease of manufacture and of operation.

The invention consists in the construction and arrangement of track hereinafter described and claimed.

Figure 1 is a perspective view of my trolley-track. Fig. 2 is a transverse section of the track and a front view of a carrier thereon. Fig. 3 is a side elevation of my track and carrier.

My trolley-track consists of a single sheet or plate, preferably of wrought-iron, bent by any suitable method into a form substantially as shown in the drawings. The track is substantially T shape, having a double stem, a double top, and having the lower ends of the two sides of the stem bent outward and preferably curved upward, as shown.

A A are the outwardly and upwardly curved parts forming the track proper.

B B are the two parts of the stem.

C C and D are the double top of the track.

If desired, the track A may be made with its floor at right angles to the stem and with its outer walls at right angles to the floor, or it may be made in any other desired shape. It is not essential that the other ends of the track should be curved or bent upward, although such construction is preferable.

The track is intended particularly for overhead use and may be fastened to the ceiling or to an overhead beam in any suitable manner—as, for example, by screws or bolts passing through the top C C D into the ceiling or

beam, as shown in Fig. 2. The track of course is adapted for other uses than as an overhead track.

Preferably the carrier is provided with rounded wheels which run in the basins formed by the inner portions of the curved parts A A; but the wheels may be of different shape and, if desired, may run on the edges of the tracks A A instead of in the basins. Any suitable form of carrier may be used; but I prefer the form illustrated in Figs. 2 and 3, which consists of a yoke E E, extending around the outside of the curved portions A A of the track. The upper portion of this yoke carries on suitable bearings wheels F F. Preferably four wheels are used on each carrier—two running on each side of the track, as shown in Fig. 3. Any suitable form of hook, as G, or other supporting device may be suspended from the carrier. If desired, the two portions of the stem may be fastened by rivets or otherwise, but ordinarily this will not be necessary.

My trolley-track herein described may be cheaply made, is of unusual strength, and has the advantage over other forms of track that the tracks proper are always accessible.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A trolley-track of substantially T shape consisting of a single sheet and having a double top piece, a double stem and having its lower ends projecting outward, substantially as described.

2. A trolley-track of substantially T shape consisting of a single sheet and having a double top piece, a double stem and having its lower ends projecting outward and upward, substantially as described.

FRED J. RICHARD.

Witnesses:

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