

W. HILLS.
ADJUSTABLE TRACK OR TROLLEY WIRE.

APPLICATION FILED MAY 6, 1905.

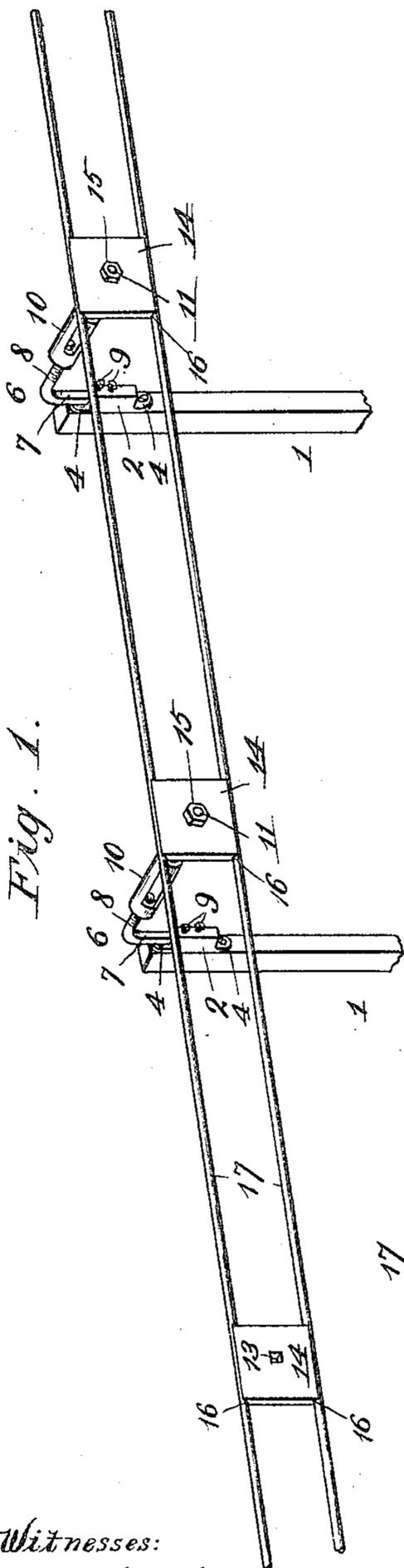


Fig. 1.

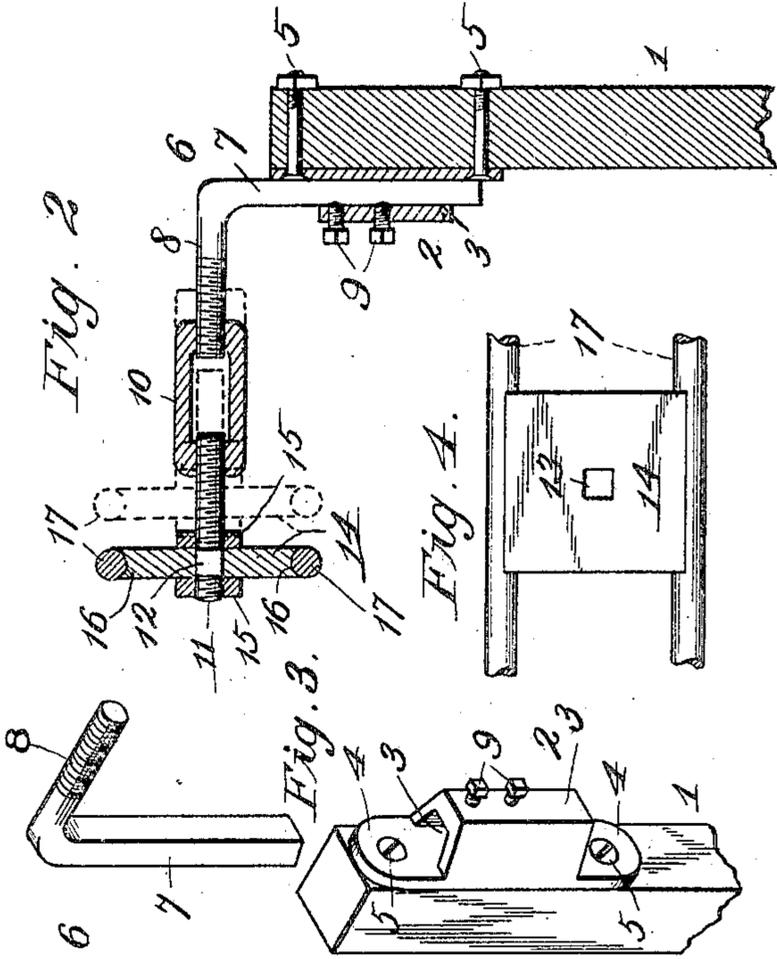


Fig. 2.

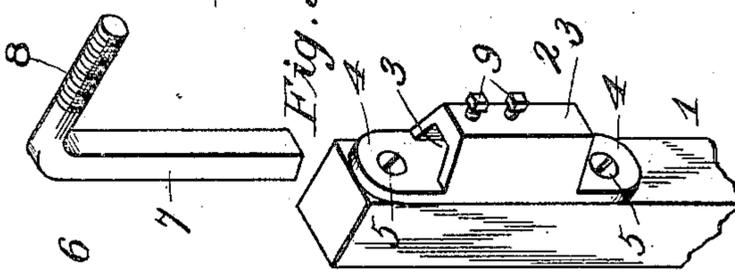


Fig. 3.

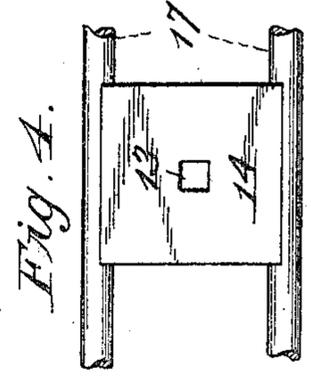


Fig. 4.

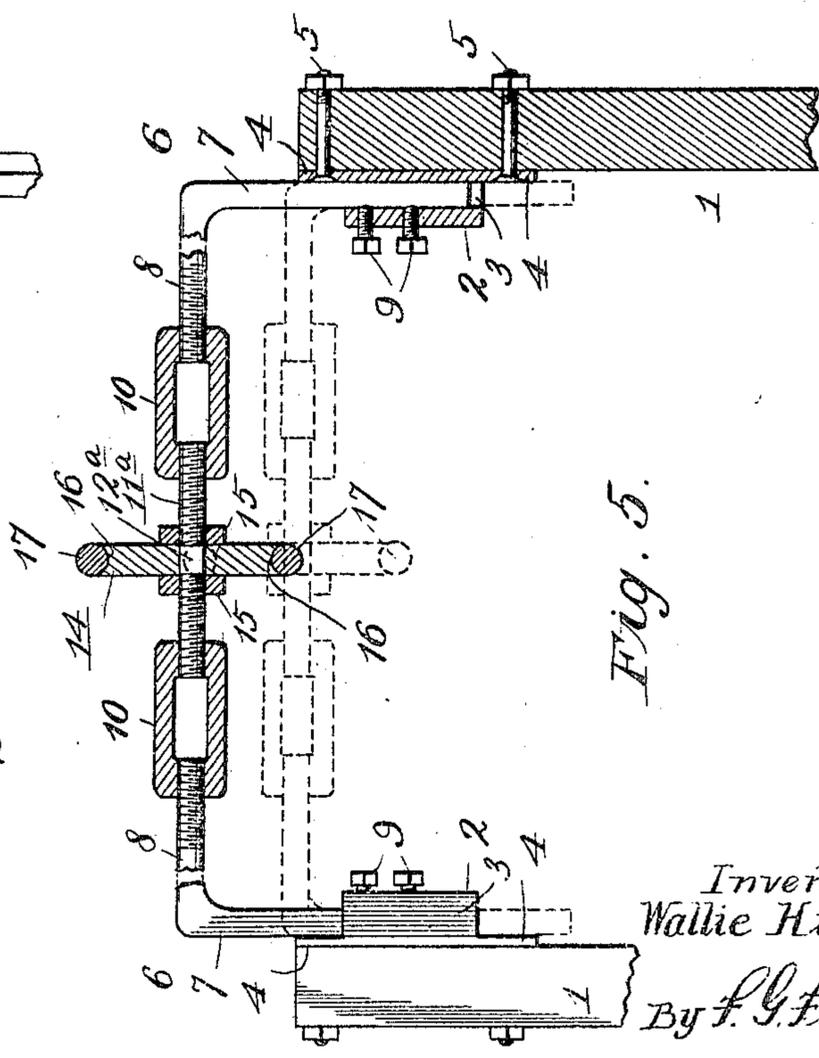


Fig. 5.

Witnesses:

Re Hamilton

J. Moore

Inventor:
Wallie Hills

By F. G. Fischer
Atty.

UNITED STATES PATENT OFFICE

WALLIE HILLS, OF KANSAS CITY, KANSAS.

ADJUSTABLE TRACK OR TROLLEY-WIRE.

No. 813,295.

Specification of Letters Patent.

Patented Feb. 20, 1906.

Application filed May 6, 1905. Serial No. 259,097.

To all whom it may concern:

Be it known that I, WALLIE HILLS, a citizen of the United States, residing at Kansas City, in the county of Wyandotte and State of Kansas, have invented certain new and useful Improvements in Adjustable Tracks or Trolley-Wires, of which the following is a specification.

My invention relates to improvements in adjustable tracks; and my object is to provide a simple, strong, and durable track for trolley mail-boxes, overhead railways, trolley-wires, or any other purpose for which an adjustable track may be employed; and it consists in the novel construction, combination, and arrangement of parts hereinafter described, and pointed out in the claims.

In order that the invention may be fully understood, reference will now be made to the accompanying drawings, in which—

Figure 1 represents a broken perspective view of my improved track. Fig. 2 is a cross-section of same. Fig. 3 shows part of the adjustable supporting members employed in carrying out my invention. Fig. 4 is a broken elevation of the track, showing one of the division-plates employed in carrying out my invention. Fig. 5 is a transverse section of the track and a modified form of support for same.

In said drawings, 1 designates the supporting-posts for the track.

2 designates supporting members, one of which is secured to the upper portion of each post and comprises a vertical socket 3, open at its ends, and ears 4, extending above and below the socket for the reception of bolts 5, whereby the supporting member is secured to the post.

6 designates a right-angular member comprising a vertical rectangular shank 7 and a horizontal threaded portion 8. Shank 7 is detachably and adjustably arranged in socket 3, wherein it is rigidly secured while in use by a pair of set-screws 9, projecting through the face of said socket.

10 designates a turnbuckle adjustably engaging the threaded end of member 6 at one end and at its opposite end a threaded rod 11, having an intermediate rectangular portion 12, which snugly but detachably fits within the central rectangular opening 13 of a division-plate 14 and prevents said rod from turning with the turnbuckle.

Division-plate 14 is rigidly held in position

upon the rectangular portion 12 by means of lock-nuts 15, engaging the threaded portions of rod 11 and the opposite sides of the division-plate. Division-plate 14 is provided at its upper and lower edges with grooves 16 for the reception of a pair of cables 17, between which the division-plates are interposed at regular intervals and permanently secured in order to secure said cables together and parallel to each other. As the thickness of the division-plates does not exceed the diameter of the cables, it is obvious that grooved wheels may operate on the cables without contacting with said plates. Hence the track will be smooth throughout its entire length and offer no obstructions to a trolley-wheel or the truck-wheels of a suspended car.

The threads on member 6 extend in opposite direction to those on rod 11, so that when the turnbuckle is turned in one direction the division-plate carried by the rod will be moved away from the supporting-post, and when said turnbuckle is turned in the opposite direction said division-plate will be moved nearer to said post.

By having the division-plates independently adjustable it is obvious that the cables 17 may be adjusted to and held in a straight line, even though the supporting-posts are not in alinement. The cables may also be adjusted to and held either at an inclination or in a horizontal plane through the independent adjustment of each member 6 in its respective socket.

When the track is to be employed as a trolley-wire where a trolley-wheel is held in contact with the under cable, said track may be supported by posts arranged at opposite sides of a street, each post being provided with supporting members, as shown in Fig. 5. The supporting members are duplicates of those above described, with the exception that rods 11^a are longer and have intermediate rectangular portions 12^a, arranged midway between their ends for the reception of the division-plates.

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

1. An adjustable track consisting of two wires one arranged vertically above the other, and means for adjusting said track both vertically and laterally, substantially as described.

2. An adjustable track consisting of two wires one arranged vertically above the other, rectangular division-plates arranged between said tracks and permanently secured thereto, and means for adjusting said rectangular plates both vertically and laterally, substantially as described.

3. An adjustable track consisting of two wires one arranged vertically above the other, rectangular division-plates each of which has two marginal grooves in which said wires are permanently secured, said plates being equal in thickness to the diameter of the wires, and adjustably-supported means to which said division-plates are detachably secured.

4. An adjustable track consisting of two wires one arranged vertically above the other, rectangular division-plates each of which has two marginal grooves in which said wires are permanently secured and a centrally-disposed rectangular opening, a threaded rod having an intermediate rectangular portion to snugly fit the opening and prevent said rod from turning in the division-plate,

and means engaging the threaded rod for adjusting the same laterally.

5. The combination with an adjustable track, of a plurality of right-angular members consisting of horizontal portions to which the track is suitably secured and vertical shank portions, and sockets in which said shank portions are adjustably secured.

6. An adjustable track consisting of two wires, rectangular division-plates arranged between and permanently secured to said wires, threaded rods to which said plates are detachably secured, right-angular members having horizontal threaded portions and vertical shanks, turnbuckles engaging said threaded portions and the threaded rods for adjusting the latter laterally, and sockets in which the shanks are adjustably secured.

In testimony whereof I affix my signature in the presence of two witnesses.

WALLIE HILLS.

Witnesses:

J. W. BOLING,
F. G. FISCHER.