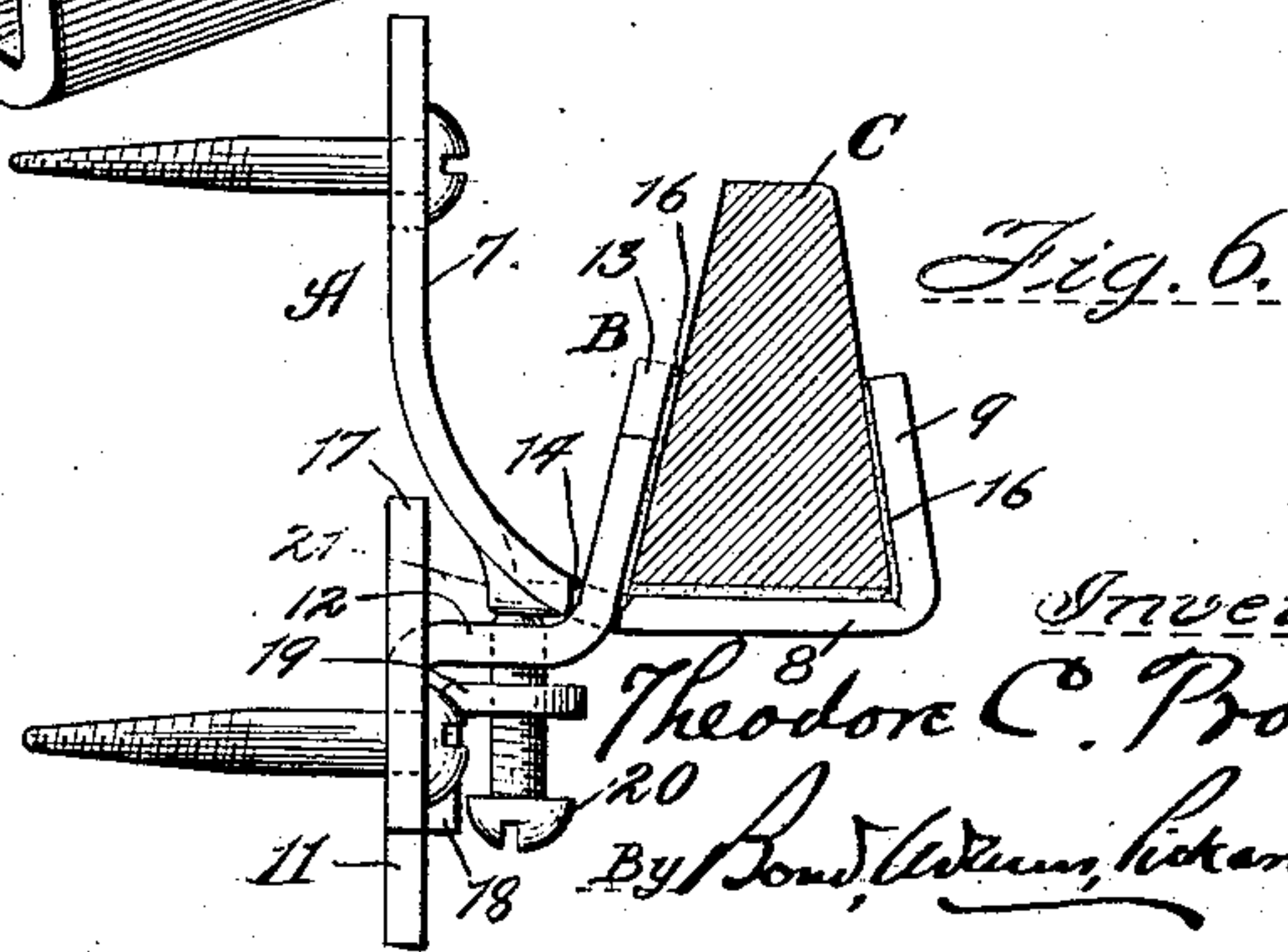
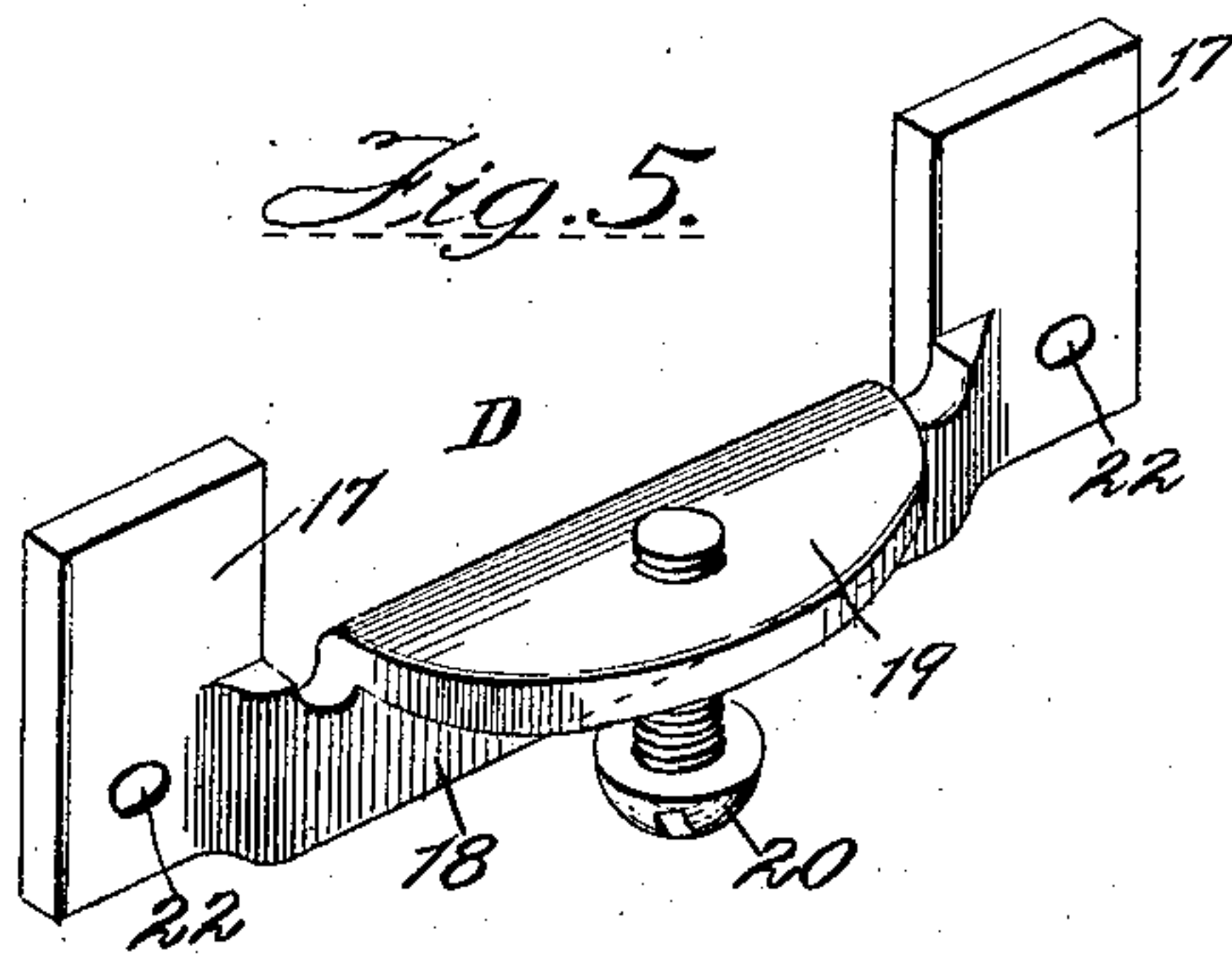
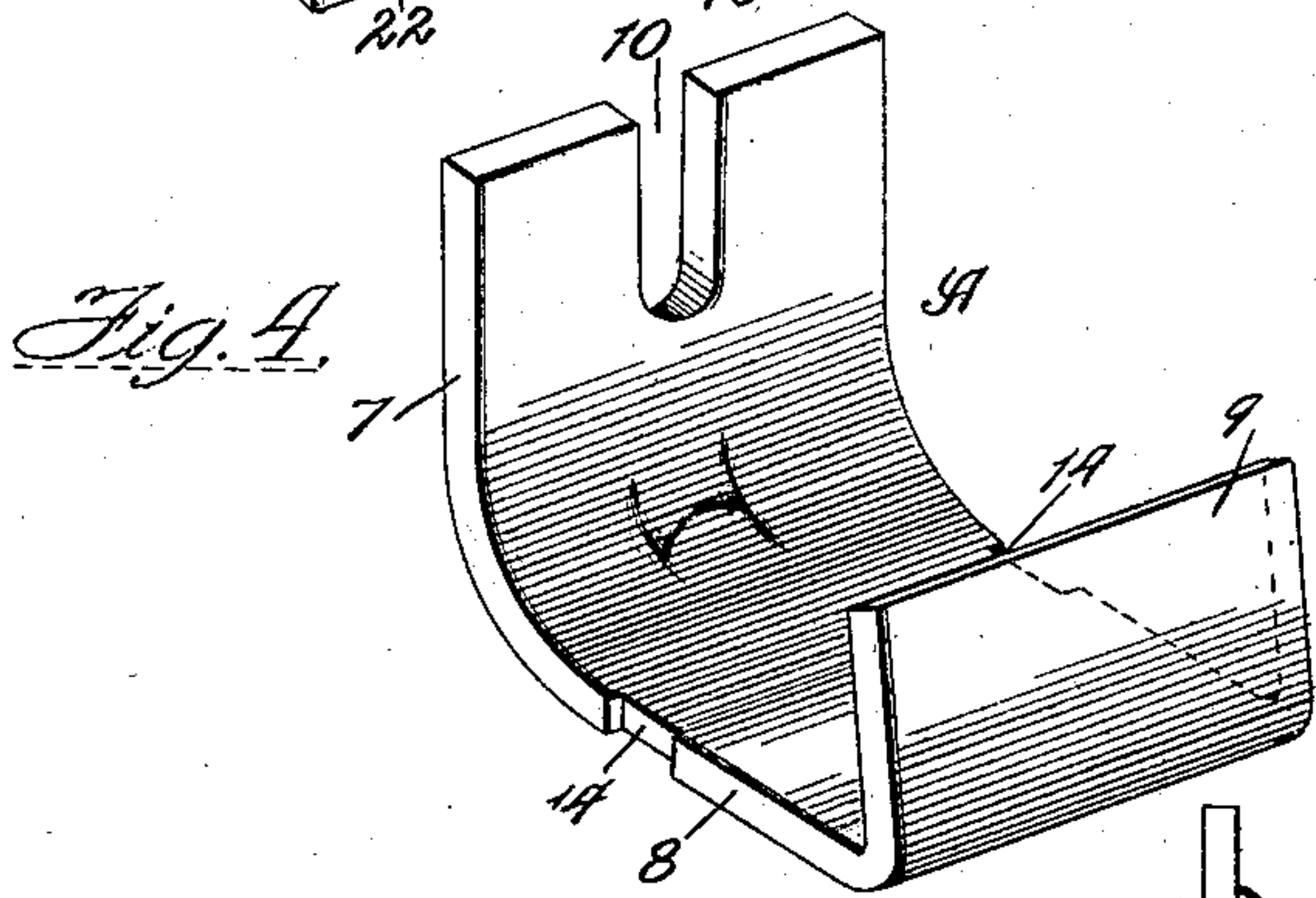
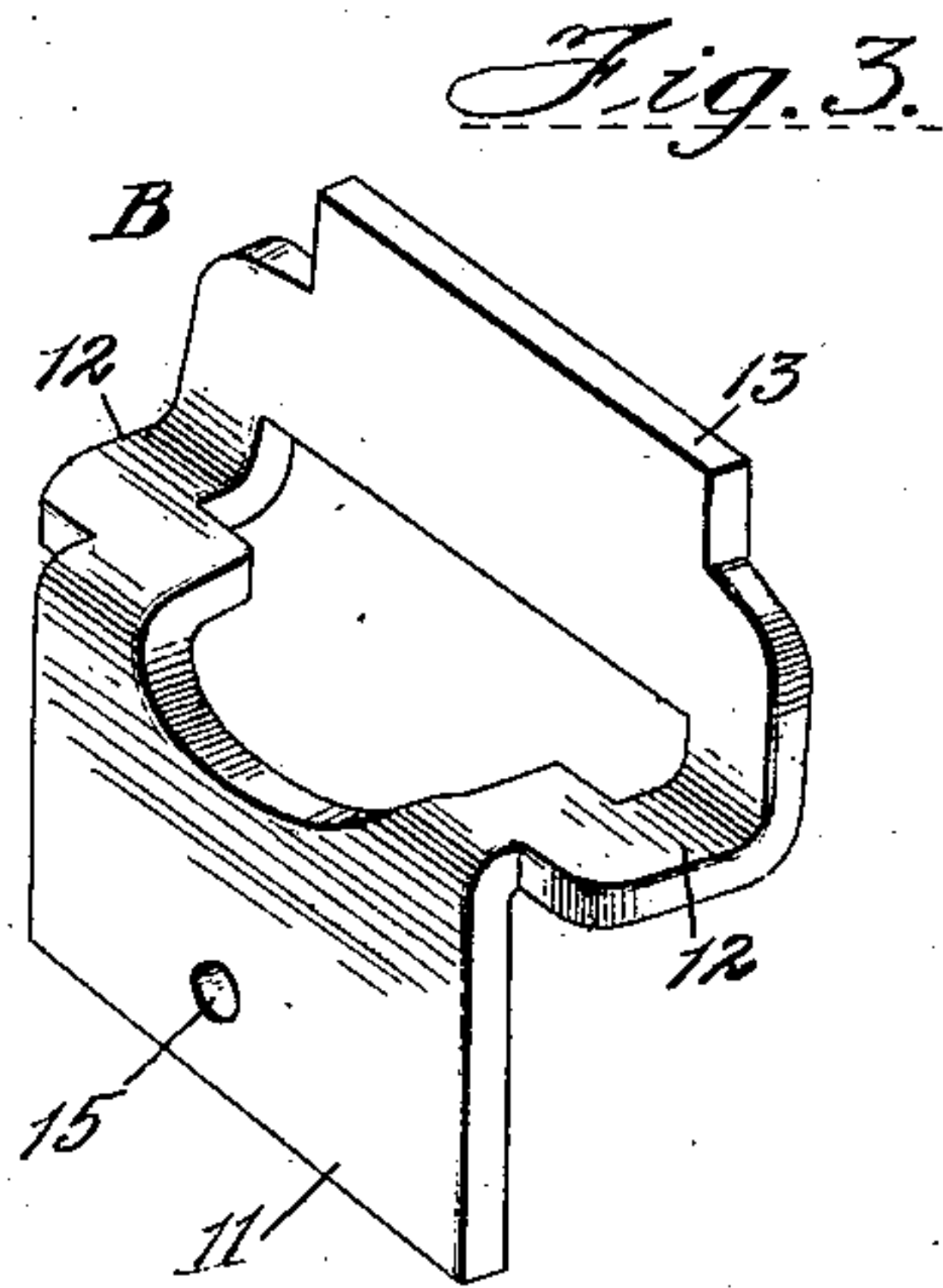
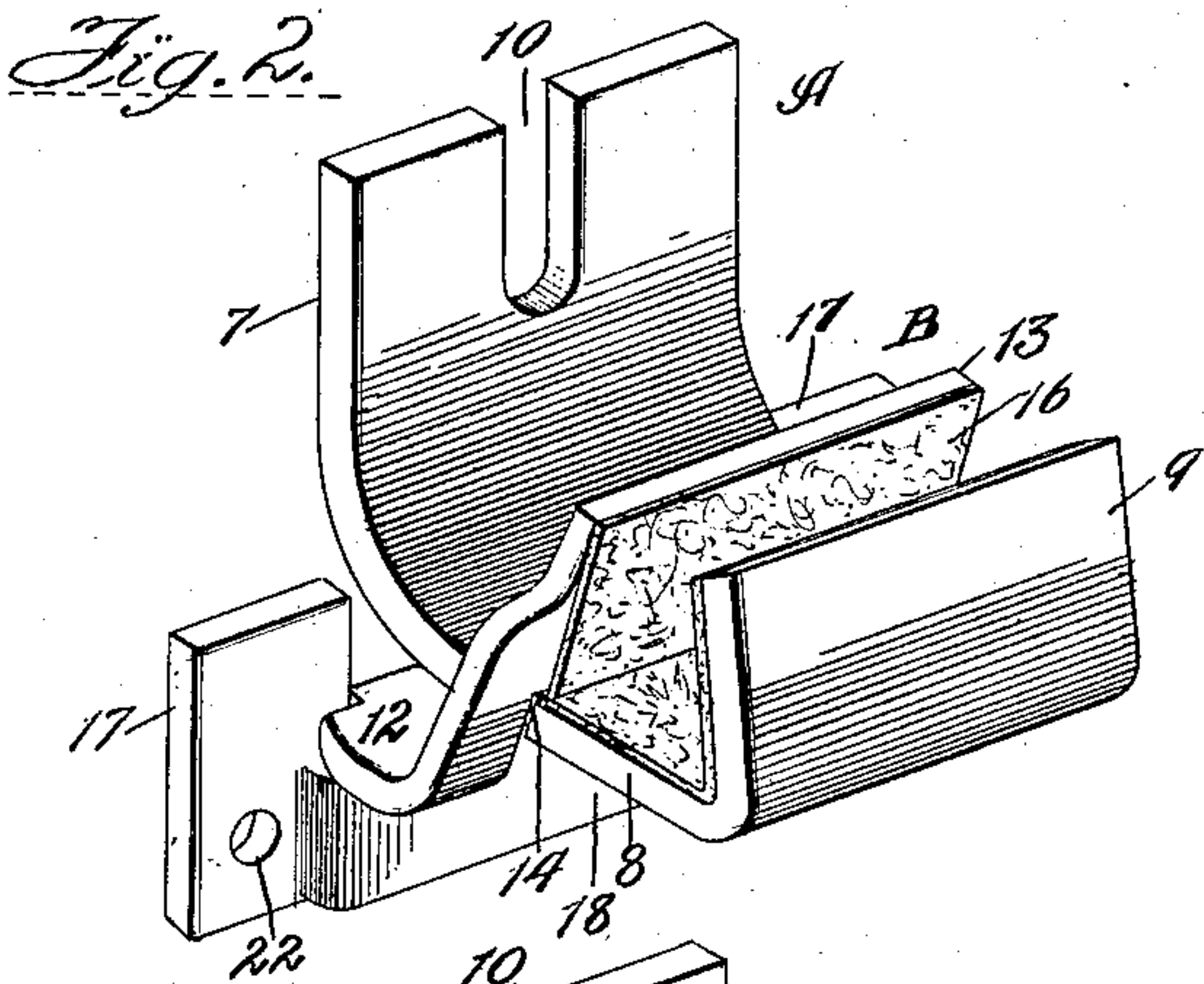
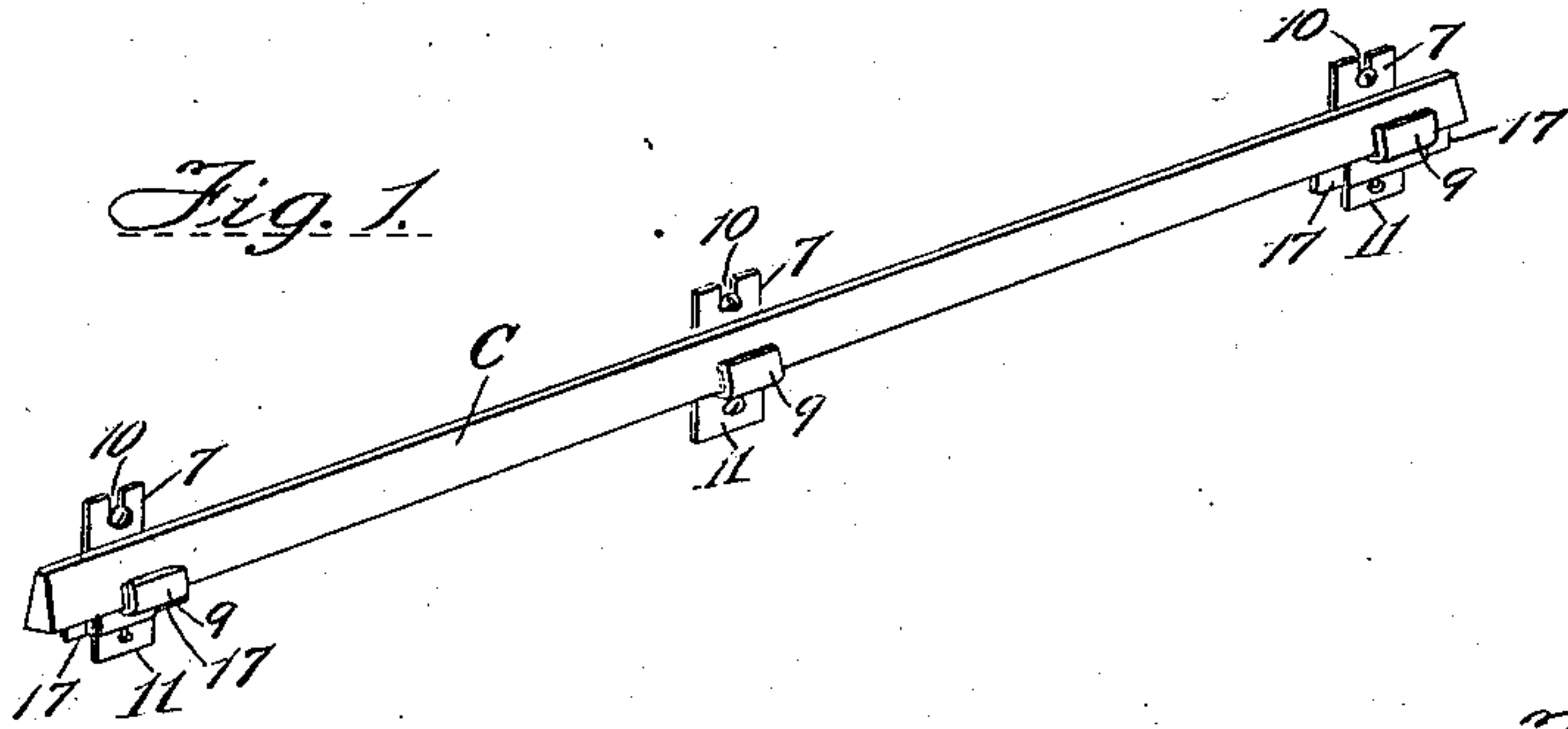


No. 891,369.

PATENTED JUNE 23, 1908.

T. C. PROUTY.
TROLLEY TRACK.
APPLICATION FILED NOV. 13, 1905.



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UNITED STATES PATENT OFFICE.

THEODORE C. PROUTY, OF AURORA, ILLINOIS.

TROLLEY-TRACK.

No. 891,369.

Specification of Letters Patent.

Patented June 23, 1908.

Application filed November 13, 1905. Serial No. 287,142.

To all whom it may concern:

Be it known that I, THEODORE C. PROUTY, a citizen of the United States, residing at Aurora, in the county of Kane, State of Illinois, have invented certain new and useful Improvements in Overhead-Trolley Tracks, of which the following is a complete specification, reference being had to the accompanying drawings.

This invention relates to overhead trolley tracks, and is designed primarily for use in connection with the supporting of inside doors, or, as they are more commonly called in trade, "parlor doors".

One of the objects of my invention is to provide a cheap, simple and effective supporting bracket for the rail which will grip or hold said rail so tightly as to obviate the necessity of riveting the rail and the bracket together.

Another object of the invention is to provide improved means in connection with such bracket for raising and lowering the rail as may be required in order to adjust the rail to a horizontal position; and still a further object of the invention is to provide a rail of an improved construction.

These various objects I attain by the means shown in the drawings, and herein-
after specifically described.

That which I believe to be new will be pointed out in the claims.

In the accompanying drawings:—Figure 1 is a perspective view of a section of my improved rail supported in a number of my improved brackets; Fig. 2 is a perspective view of the upper and lower members of the bracket in the position that they occupy when secured to a wall, showing also the adjusting device used in connection therewith; Fig. 3 is a perspective view of the lower member of the bracket; Fig. 4 is a perspective view of the upper member of the bracket; Fig. 5 is a perspective view of the adjusting device; and Fig. 6 is a side elevation of the bracket and the adjusting device applied thereto, and showing in section my improved rail clamped between the jaws of the bracket.

In the drawings:—A indicates the upper member of the bracket consisting, in the construction shown, of a single plate of heavy sheet metal bent to form a substantially vertical wall portion 7, a horizontal rail supporting portion 8, and an upwardly and inwardly turned jaw portion 9. In the wall portion 7 is formed a slot 10 open at its up-

per end, which slot is adapted to fit over a screw passing into a wall or other support.

B indicates the lower member of the bracket which, as shown, is formed from a single piece of sheet-metal, and has a wall portion 11, which, when the device is in use, is adapted to stand substantially vertical so as to adapt it to bear properly on the wall or other support to which the device as a whole is attached.

12 indicates outwardly and upwardly inclined arms which are connected at their outer ends by a rail or cross bar 13, as clearly shown in said Fig. 2. This cross arm, by reason of its action on the rail which is held between it and the jaw 9 of the part A, is also properly described as a jaw. As is shown, the central portion of the lower member B is cut away, the width of the opening just below the jaw 13 being sufficient to allow the member B to be slipped down over the upper part of member A until opposite notches 14 cut in the edges of the member A, and when opposite such notches, pressure is applied to the outer edges of the arms 12 by any suitable device or tool, so that the inner edges of the said arms 12 will be forced into said notches 14, and thereupon the two parts will be interlocked, and will so remain. These notches 14 are of sufficient length so as to allow the member B to be turned backwards or forwards, so as to hold the jaw 13 away from the jaw 9 to permit of the insertion or removal of the rail to be clamped between such jaws, or to be forced tightly against one face of such rail. This construction, it will be seen, connects the two parts A and B together pivotally.

15 indicates a hole through the wall portion 11 of the member B, through which a screw may be passed into a wall or other support.

16 indicates sound-deadening material such as felt, which may be glued or otherwise affixed to the inner faces of the jaw 9 and horizontal portion 8 of the member A, and to the inner face of the jaw 13 of the member B. The felt, or other sound-deadening material affixed to these three faces may be a continuous piece, as it of course does not interfere with the free movement of the member B.

C indicates my improved track rail, of wood or other fibrous material. This rail, in the construction shown, is broader at its base than at its top by reason of the taper or inclination given to its sides. The upper

face of the rail is flat to adapt it for use with a wheel with a flat tread.

D indicates an adjusting device adapted for use with the rail-holding bracket A—B, and as shown is formed of a single sheet of metal. It has two vertical side bars 17 connected by a cross bar 18 with which is formed a horizontally disposed plate 19 having a screw-threaded aperture therein, through which passes an adjusting screw 20, adapted to bear against the projection 21 on the outer face of the member A, and in rear of the jaw 13 of the member B as clearly shown in Fig. 6. The cross bar 18 is formed to stand slightly away from the side bars 17, so that when such side bars are in position against the edges of the wall portion 11 of the member B, the inner face of the cross bar will lie against the outer face of the said wall portion 11.

22 indicates holes in the vertical side bars 17 through which screws may be passed into the wall or other support to which the bracket as a whole is affixed. The adjusting device described is adapted to be applied to any one or more of the brackets, but, in use, it will not be found necessary ordinarily to apply such adjusting device to any of the brackets other than those at the ends of the rail. But, as such adjusting device can be applied as stated to any of the brackets, it is not necessary to construct any special or different bracket for the ends of the rails, as is the case in some forms of rail supports. Where the adjusting device is not used in connection with a bracket, the lower member of such bracket—to-wit, B—will be secured directly to the wall or other support by a screw passing through the opening 15, but, where a bracket is employed in connection with the adjusting device, a screw need not be passed through such opening, as it will be held firmly against the wall or other support by means of screws passing through the holes 22 in the side bars 17.

The rail is readily placed between the opposing jaws 9 and 13 by swinging the member B so as to carry its jaw 13 backward towards the vertically disposed portion 7 of the member A, and when the rail is placed between such jaws, the member B is turned in a reverse direction, which will cause its jaw 13 to bear against one of the faces of the rail, and bind it tightly in place between the two jaws, after which the member B will be secured in position to the wall or other support by a screw passing through the opening 15; or, in case it is a bracket that has connected with it one of the adjusting devices D, it will be secured in place by inserting screws through the holes 22 in such device D. It will be evident that by employing in connection with this device a rail materially wider at its lower portion than at its upper portion, and inclining the jaws to correspond to the

inclination of the sides of such rail, that the rail is very firmly locked so that it cannot possibly move from the embrace of the jaws. Of course the rail might be differently shaped than as shown in the drawing, and yet preserve the feature of being wider at its lower portion than at its upper, but in that event, the jaws should be shaped to conform thereto.

By my improvements, I am enabled to hold the track rail with great firmness without the necessity of employing any rivets or bolts passing through the rail itself, and this is a matter of very material advantage in several respects; viz: it effects a saving in time and labor in putting up or taking down the rail, and it also adds greatly in making the passage of the wheels that run along the rail absolutely noiseless; for, where rivets or bolts are employed, or pass through the rail, the vibrations set up by the passing of the wheels are transmitted through these rivets or bolts to the metal brackets, and this notwithstanding the fact that so-called sound-deadening devices are interposed between the rail and its brackets. It is true that where felt, or other sound-deadening devices are employed, in constructions involving the riveting or bolting of the rails to the brackets, that sound is in a considerable measure deadened, but, inasmuch as such bolts or rivets necessarily are in contact with the metal brackets, all of the sound is not eliminated.

I have shown in connection with my bracket a piece of felt for sound deadening purposes, but with a rail of wood or other fibrous material—and such I recommend as the material to form my rail—it will be found that the rail, if held, as it is, only by plates A—B, will be practically a noiseless device without the interposition of such felt.

What I claim as new and desire to secure by Letters Patent, is:—

1. A rail-holding bracket, comprising in combination two members each having a vertical wall portion adapted to rest against a support, said members being pivotally connected together and each provided at one end with an opposing jaw, said jaws being adapted when said wall portions are secured against a support to clamp a rail between them.

2. A rail-holding bracket, comprising in combination two members each having a vertical wall portion adapted to rest against a support, said members being pivotally connected together and each provided at one end with an opposing inclined jaw, said jaws being adapted when said wall portions are secured against a support to clamp a rail between them.

3. A rail-holding bracket, comprising in combination two members, one of said members having a wall portion, a rail-supporting portion and an upturned jaw, and the other member having a wall portion and a jaw,

said members being pivotally connected together and adapted when said portions are secured against a support to clamp a rail between them.

5 4. A rail-holding bracket, comprising in combination two members, one of said members having a wall portion, a rail-supporting portion and an upturned jaw, and the other member having a wall portion and a jaw, one of said members being provided with an opening through which the other member extends, and means for pivotally connecting said two members together, said jaws being adapted when said wall portions are secured against a support to clamp a rail between them.

5 5. A rail-holding bracket, comprising in combination two members, one of said members having a wall portion, a rail-supporting portion and an upturned jaw, and the other member having a wall portion and a jaw, one of said members being provided with an opening through which the other member extends, the side edges of one member being notched to receive the side edges of the other member, said jaws being adapted to clamp a rail between them when said wall portions are secured against a support.

30 6. In a rail-holding bracket, the combination with a member having a wall portion, a rail-supporting portion and a jaw portion, and a second member pivotally connected with said first member and comprising a wall portion and a jaw portion, of an adjusting device comprising a fixed cross bar arranged in front of the wall portion of the second-named bracket-member, side bars connected with said cross bar, and an adjusting screw

carried by said cross bar adapted to be forced against said first-named bracket-member.

7. In a rail-holding bracket, the combination with two members movably connected together, the upper one of said members having its wall portion slotted for the passage of a retaining screw and to permit of vertical adjustment, of a device inclosing the wall portion of the lower one of said members and being adapted to be secured to a support, and an adjusting screw carried by said inclosing device, said screw being adapted to bear against said upper one of the two bracket-members.

8. The combination with a rail-holding bracket comprising two members each having a vertical wall portion adapted to rest against a support, of a fixed member extending across one of the said bracket members to hold such last-named bracket member against said support, and means carried by said fixed member for causing a vertical adjustment of said bracket members.

9. The combination with a rail-supporting bracket having a vertical wall portion adapted to rest against a support, of a bar extending across said wall portion and having end pieces lying against the side edges of said wall portion, through which end pieces said bar is adapted to be secured to said support, and an adjusting device carried by said bar and adapted to be moved against said bracket.

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Witnesses:

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