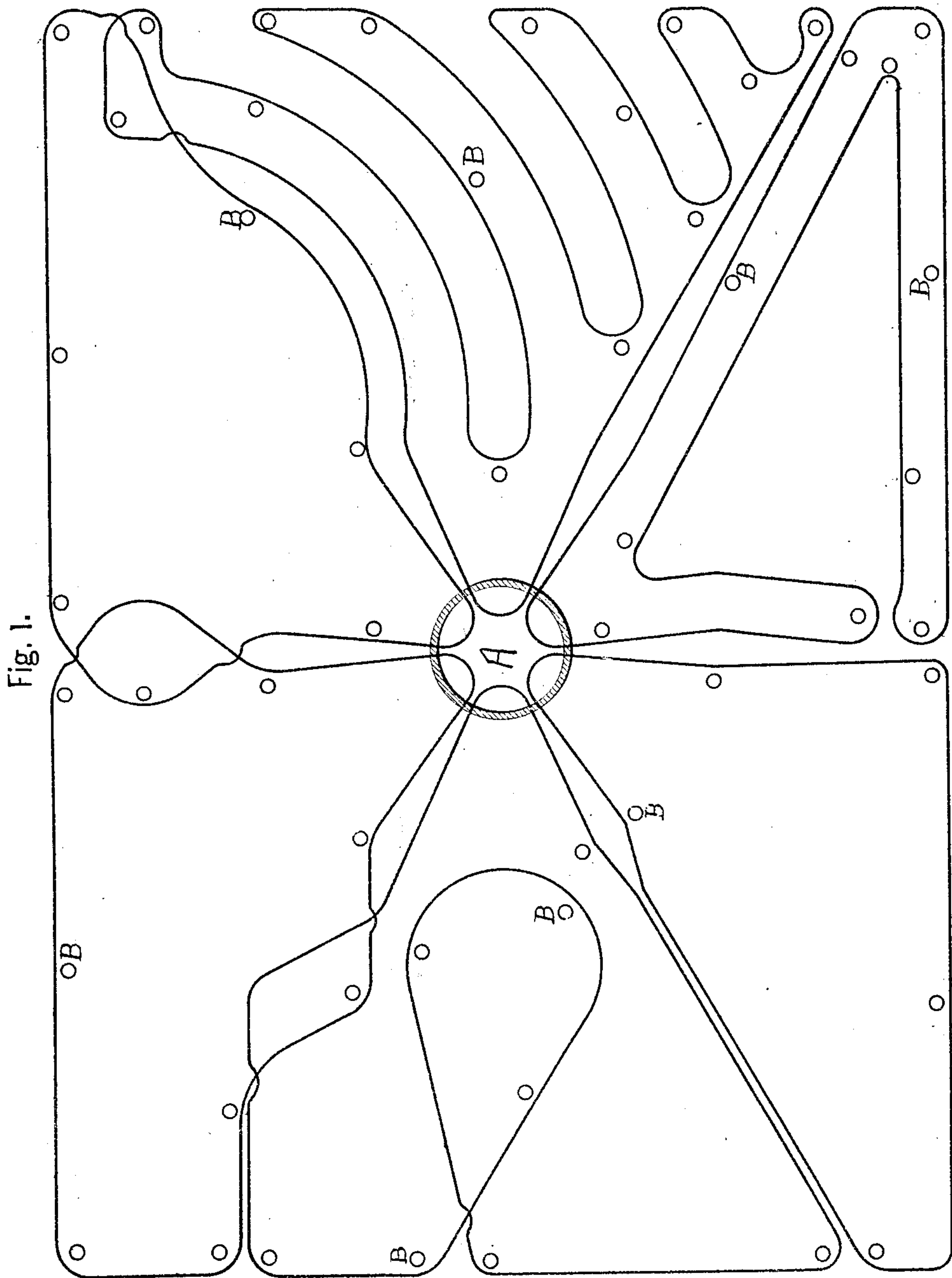


906,689.

Patented Dec. 15, 1908.
2 SHEETS—SHEET 1.



Witnesses.
L. M. Sangster.
Geo. A. Neubauer.

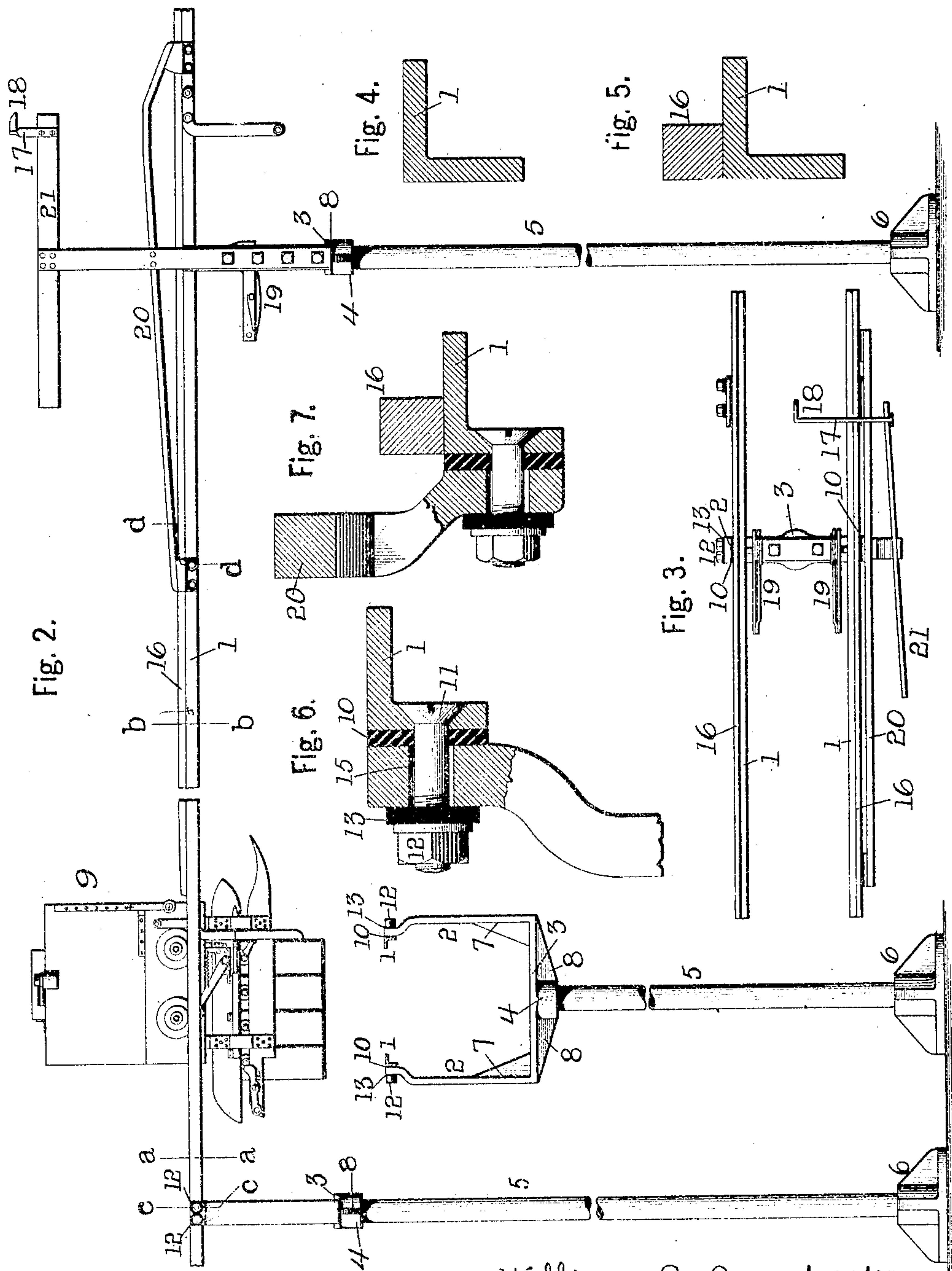
William C. Carr. Inventor.

By *A. Sangster.* Attorney.

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W. C. CARR.
TRANSPORTATION SYSTEM.
APPLICATION FILED SEPT. 25, 1906.

Patented Dec. 15, 1908.
2 SHEETS—SHEET 2.



Witnesses.

L. M. Tangster.
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William C. Carr. Inventor.

By A. J. Tangster. Attorney.

UNITED STATES PATENT OFFICE.

WILLIAM C. CARR, OF BUFFALO, NEW YORK.

TRANSPORTATION SYSTEM.

No. 906,589.

Specification of Letters Patent.

Patented Dec. 15, 1908.

Application filed September 25, 1906. Serial No. 336,145.

To all whom it may concern:

Be it known that I, WILLIAM C. CARR, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented a certain new and useful Improvement in Transportation Systems, of which the following is a specification.

This invention relates to an improved transportation system, which is chiefly designed to be used in collecting and distributing mails and packages.

The principal object of the invention is to so arrange the system that one operator can take charge of a series of cars and tracks.

The invention also relates to certain details of construction, all of which will be fully and clearly hereinafter described and claimed, reference being had to the accompanying drawings in which,

Figure 1 is a diagrammatic view of the improved system illustrating the manner of covering the territory by a series of loop tracks radiating from a central station. Fig. 2 is a fragmentary side elevation of the track at a crossing showing one track passing underneath another, also showing a car and one of the branch stations on the track. Fig. 3 is a top plan view of a fragment of the track and one of the branch stations. Fig. 4 is a cross section through one of the rails of the track on line *a a*, Fig. 2. Fig. 5 is a cross section through one of the rails near a station on line *b b*, Fig. 2. Fig. 6 is a cross section on line *c c*, Fig. 2, showing the method of securing the rail to the supporting bracket. Fig. 7 is a cross section on line *d d*, Fig. 2.

In referring to the drawings in detail, like numerals designate like parts.

The invention consists of a central station and a series of track loops extending irregularly from said central station in various directions and having branch stations located at irregular intervals each loop being provided with a collecting and distributing car so that a comparatively large territory can be covered from the central station.

When the track of one loop intersects or crosses the track of another loop, one of the tracks is elevated so as to pass over the other track. The track is properly elevated, having parallel rails 1, which are supported at intervals upon the upper ends of the vertical

members or arms 2, of brackets. The vertical members 2, of each bracket are connected at their lower ends by a longitudinal member 3, which is provided with a central vertical socket 4, in which the upper extremity of a vertical standard 5, is fitted. The lower end of the standard is mounted in a base 6. Webs or fins 7, of metal are formed at the bend of the junction of the vertical members with longitudinal members to strengthen and stiffen the construction, and the horizontal member 3, is provided with longitudinal strengthening ribs 8, on its under surface which taper outwardly from the central socket 4. It will thus be noted that the rails are both supported by vertical arms 24, extending from a series of single approximately T shaped central supports arranged at proper intervals and in such manner as to rigidly maintain them in position.

The collecting and distributing car 9, is explained in detail in the companion application, Serial Number 334,884, filed September 17, 1906, to which reference is to be had for a detail description. As electricity is preferably employed to operate the car, it is necessary to properly insulate the elevated rails from their supports. This is accomplished by placing a strip 10, of insulating material, such as fiber, between the rail and the upper extremity of the vertical member of the bracket from which the rail is supported. The rail is attached to said upper member by a screw bolt 11, which passes through the rail, the fiber strip and the bracket member. A nut 12, is screwed upon the outer end of the shank of the screw bolt; being insulated from the vertical member of the bracket by a washer 13, of insulating material. To prevent contact of the shank of the screw bolt with the wall of the opening, in the bracket member through which it passes, an annular packing 15, of insulating material is interposed between.

The stations so called, which in reality are simply collecting and distributing points, are extremely simple and are supported wholly from the central rail supports which are made strong and rigid so that both the rails and stations do not require any other foundation. The rails are preferably of angle iron and at the approach to each collecting and distrib-

uting point or station, a short raised rail 16, is located for the purpose of slowing the speed of the car as described in my patent No. 831,263, issued September 18, 1906.

- 5 Each station is provided with an arm 17, provided with a hook 18, upon which a package can be hung in position to be picked up by the car in its passage; and supports 19, for the mail box. A vertically inclined rail 20, is
10 also located at the station upon which the roller of the arm of the door of the package compartment engages to open the door and permit the car to remove a package hung upon the hook as explained in my companion
15 application Serial Number 334,884, filed September 17, 1906. A horizontal rail 21, is located at one side of the station which is inclined at an angle to the rails of the track, and serves to open the side door of the car, as
20 more specifically explained in my companion application, Serial Number 334,884, filed September 17, 1906. The advantages of this improvement are that the loop tracks are extended irregularly in various directions from
25 the central station, differing in length, direction, and form of loop, so as to cover the territory thoroughly.

In the diagrammatic view in Fig. 1, A designates the central station and B the branch
30 stations, or collecting and distributing points, which are located conveniently to the inhabitants.

When the invention is utilized as a mail and package collecting and delivering system, the mail and packages are collected from
35 all the branch stations on the loop tracks and brought to the central station, and likewise are distributed from the central station to all of the branch stations.

40 Provision may be made at the central station to stop all cars automatically as they enter, or they may be started or stopped manually by the operator.

I claim as my invention.

- 45 1. In a transportation system, a central station, a series of loop tracks extending irregularly from the central station, a series of branch stations located at irregular intervals on each loop track and a separate and independent
50 collecting and distributing car on each loop track.

2. In a transportation system, a central station, a series of loop tracks extending irregularly in various directions from the central
55 station, a series of branch stations located at irregular intervals on each loop track and a separate and independent collecting and distributing car on each loop track.

3. A transportation system having a series
60 of loop tracks which differ in length, direction, and form of loop, a central station located at a common intersecting point of said loop tracks, and a series of branch stations

arranged at irregular intervals along each of said loop tracks. 65

4. In a transportation system, a central station, a plurality of tracks each having both its beginning and ending at the central station, and each differing in length and form of loop and extending in a different direction,
70 and a series of branch stations located at irregular intervals along each track.

5. In a transportation system, a central station, a series of tracks all of which both begin and end at the central station and extend
75 irregularly in different directions and branch stations located at irregular intervals along the tracks.

6. In a transportation system, an elevated track comprising two parallel angle iron rails,
80 and a plurality of single supports for said rails, each composed of a top bracket, a base and an intermediate standard; said top bracket having two vertical members to the inner side of the upper ends of which the vertical
85 portions of the angle iron rails are attached.

7. In a transportation system, an elevated track comprising two parallel rails, and a plurality of single supports for said rails, each
90 composed of a top bracket, a base and an intermediate standard; said top bracket having two vertical members to the upper ends of which the rails are attached, a lower connecting longitudinal member and strength-
95 ening webs formed at the juncture of the vertical members with the longitudinal member.

8. In a transportation system, an elevated track comprising two parallel angle iron rails and a plurality of single supports for said
100 rails, each composed of a top bracket, a base and an intermediate standard; said top bracket having two vertical members to the inner side of the upper ends of which the vertical portion of the angle iron rails are attached,
105 a lower connecting horizontal member and corner strengthening webs.

9. In a transportation system, an elevated track comprising two parallel angle iron rails, and a plurality of single supports for said
110 rails, each composed of a top bracket, a base and an intermediate standard; said top bracket having two vertical members to the upper ends of which the rails are attached, and a lower connecting horizontal member
115 provided with a central socket in which the upper end of the standard engages, corner strengthening webs on its top surface extending to the vertical members and central strengthening ribs on its bottom surface radi-
120 ating from the socket.

10. In an electric transportation system, an elevated track composed of angle iron rails, one at least of which serves as a conductor of electricity, a plurality of single sup-
125 ports from said rails comprising top brackets

to which the angle iron rails are fastened and upright standards upon which said brackets are mounted, and insulating material between the brackets and the electric conducting rail, substantially as set forth.

5 11. In a transportation system, an elevated track comprising a plurality of single central supports, two parallel rails having support from the opposite ends of the hori-

zontal top member of the T shaped support, 10 and a series of stations located at intervals along the track and supported wholly from the central supports.

WILLIAM C. CARR.

Witnesses:

L. M. SANGSTER,
GEO A. NEUBAUER.