

(No Model.)

2 Sheets—Sheet 1.

J. H. COOK.
OVERHEAD TRACK.

No. 513,306.

Patented Jan. 23, 1894.

FIG:1

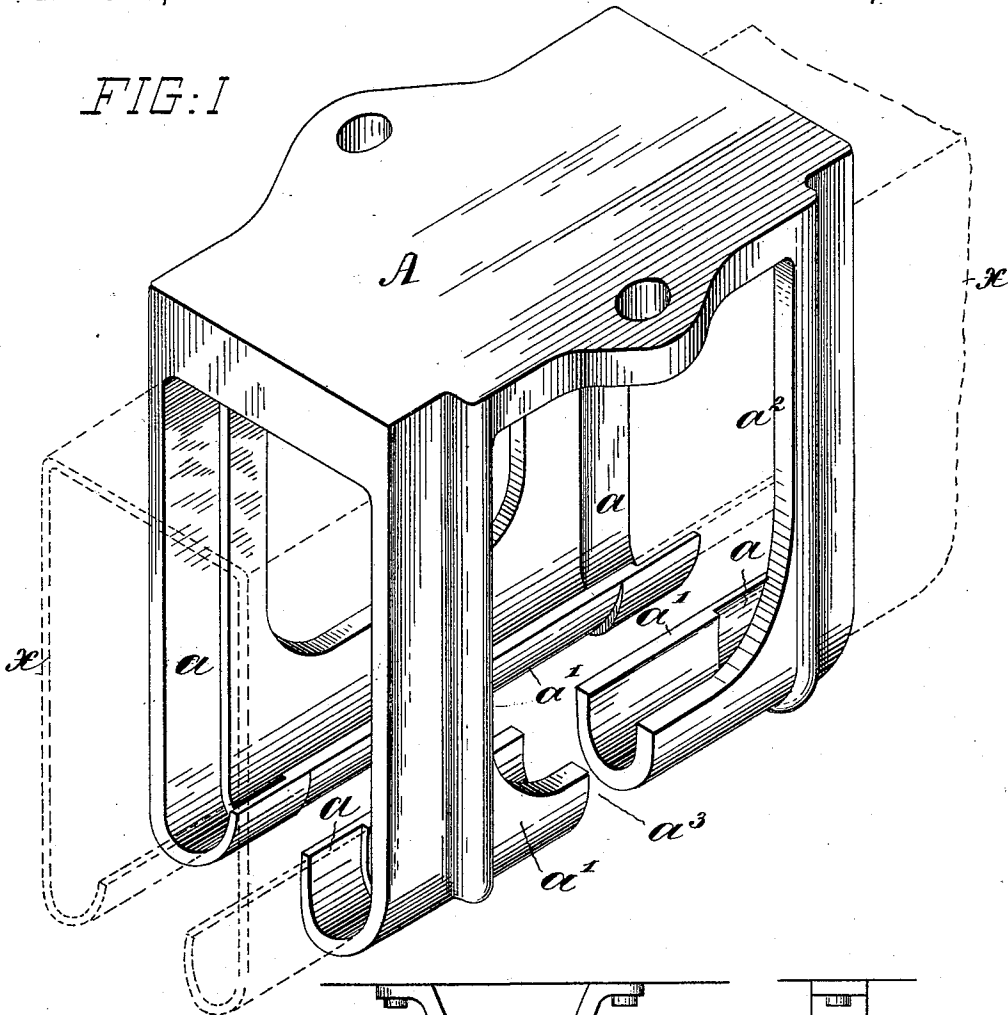
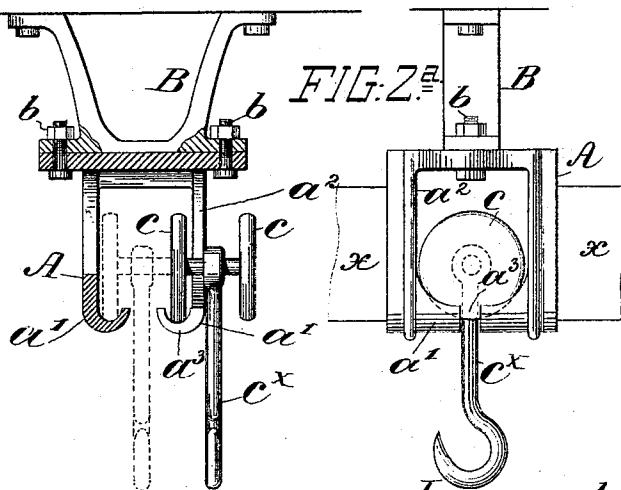


FIG:2.



Witnesses:
Herbert Blossom
Peter A. Ross

Inventor:
John H. Cook
by Henry Condit
his Attorney

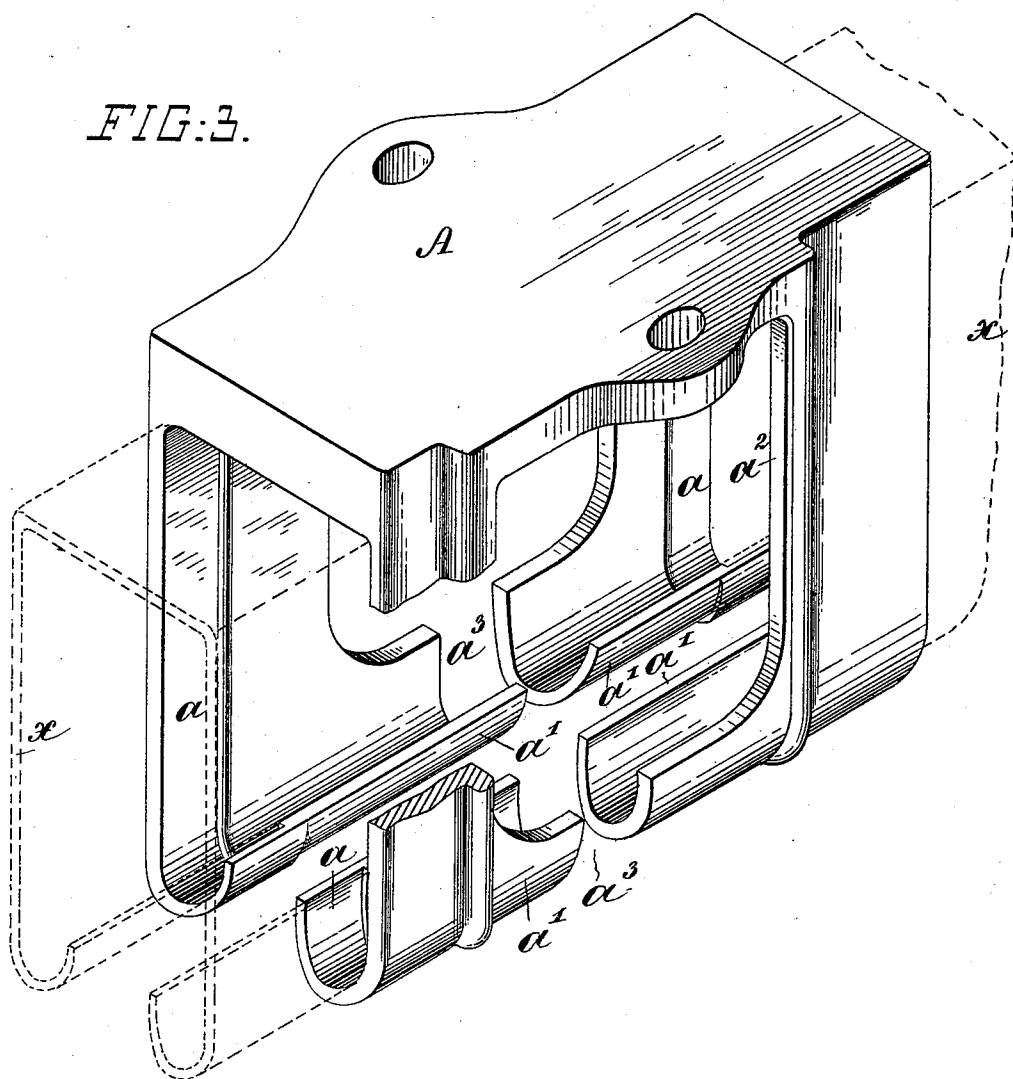
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2 Sheets—Sheet 2.

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OVERHEAD TRACK.

No. 513,306.

Patented Jan. 23, 1894.



Witnesses:
Herbert Blossom.
Peter A. Ross.

Inventor:
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UNITED STATES PATENT OFFICE.

JOHN H. COOK, OF WEST SPRINGFIELD, MASSACHUSETTS, ASSIGNOR TO
WILLIAM H. BRODIE, OF BROOKLYN, NEW YORK.

OVERHEAD TRACK.

SPECIFICATION forming part of Letters Patent No. 513,306, dated January 23, 1894.

Application filed May 26, 1893. Serial No. 475,579. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. COOK, a citizen of the United States, residing at West Springfield, in the county of Hampden and State of Massachusetts, have invented certain new and useful Improvements in Overhead Trolley Roads and Tracks, of which the following is a specification.

This invention relates to the class of trolley tracks in which the well known Coburn track or other tubular, sheet metal track, is employed. An example of the utilization of this form of track may be found in the Letters Patent to William H. Brodie, No. 489,179, issued January 3, 1893. The peculiar construction of the tubular or Coburn track so incloses the trolley that the latter can be placed on and taken off the track only at the end of the same, which is not always convenient or desirable; and the object of my invention is to so construct the road that the trolley may be readily removed at any desired point in the continuous line, or indeed at many points along the line. The line of road is made up, ordinarily, of sections or lengths of the Coburn track, which are supported at their ends where they abut, in suspenders or brackets. In carrying out my invention, I make this suspender form a part of the track at the point where it is situated and form an aperture in one or both sides of it,—but preferably at one side only,—so that the trolley may be lifted out of the grooved rails and then be removed from the track laterally, the pendent hook on the trolley passing out laterally through a cut or break in the otherwise continuous track rail.

In the drawings which serve to illustrate an embodiment of my invention—Figure 1 is a perspective view of one of the suspenders of the track embodying my invention. Fig. 2 is a transverse section, on a much smaller scale, of one of said suspenders, and Fig. 2^a is a side view of the same. Fig. 3 is a perspective view, similar to Fig. 1, showing the suspender so constructed that the trolley may be removed from the track at either side thereof.

In Figs. 1 and 3 the suspender, A, is represented in full lines and portions of the tubular Coburn track, *x*, in dotted lines. Usually the suspender A is secured by bolts, *b*, to a

bracket, B (seen in Fig. 2,) secured to the ceiling, but the parts A and B might be cast or formed in one piece. The suspender has, in a general way, the same form as the tube *x*, and it forms a part of the track. The suspender has recesses, or rabbets, *a*, *a*, one at each end, to receive the sections of the Coburn track, and these recesses are made of a depth about equal to the thickness of the metal of the tube or track *x*, so that when the trolley passes into the suspender it will roll onto the connecting track rails, *a'*, in the suspender without jar or hinderance. The Coburn or tubular track *x* is closed at the sides and top and the trolley can be placed in it and taken from it only at its ends; therefore, in order to be able to remove the trolley from the track at each suspender A, I form in the side of the latter an aperture, *a*², large enough for the trolley to pass through, and cut one of the track rails, *a'*, at *a*³ to allow the stem of the pendent load-carrying hook on the trolley to pass. This enables the trolley to be removed without inconvenience.

Fig. 2 illustrates the operation of removing the trolley, which is seen in full lines in this view partly removed. In Fig. 2, *c* represents the wheels of the trolley and *c*^x its pendent load-carrying hook. When the trolley moves along the track, the stem of this hook moves along the space between the track rails as indicated in dotted lines in Fig. 2.

In order to allow the trolley to be taken out from either side of the suspender, the track rails *a'* may both be cut, as seen in Fig. 3, but in this case I prefer that the cuts at *a*³ shall not be directly opposite each other, as otherwise both wheels of the trolley would pass a cut simultaneously and cause a jar.

The Coburn or any other tubular track inclosing the trolley may be employed to advantage with my invention.

Having thus described my invention, I claim—

1. An overhead trolley road composed of tubular track-sections supported at their ends in a connecting suspender, said suspender having an opening in its side forming a break in the track for the ready removal of the trolley, as set forth.

2. In an overhead trolley road, the combination with tubular track sections, of a suspender A, having connecting track-rails a' , an aperture a^2 , in its side and a break, a^3 , in
5 one of its track-rails, substantially as and for the purposes set forth.

In witness whereof I have hereunto signed

my name in the presence of two subscribing witnesses.

JOHN H. COOK.

Witnesses:

HERBERT BLOSSOM,
PETER A. ROSS.