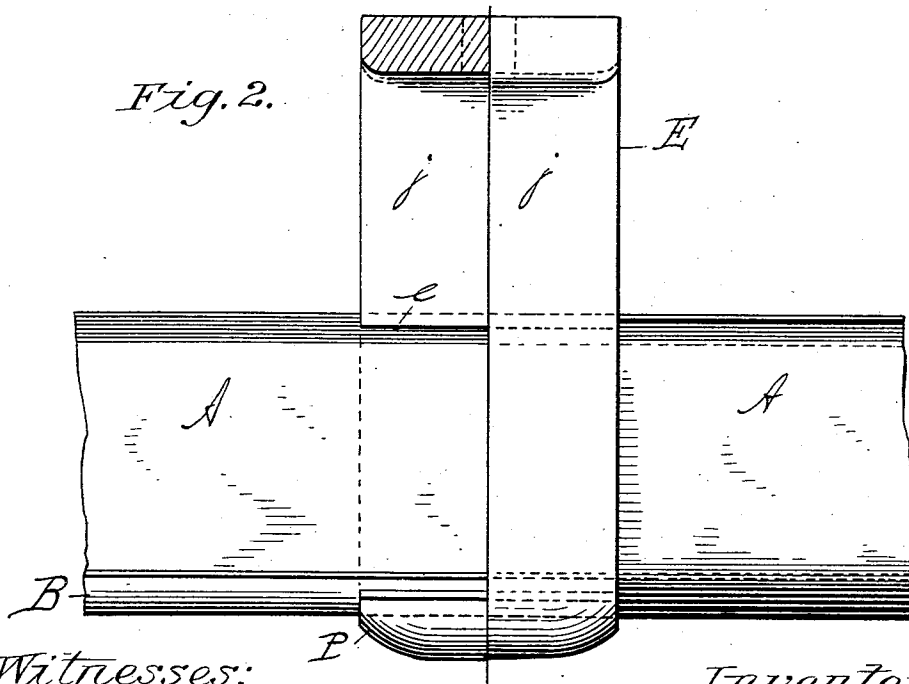
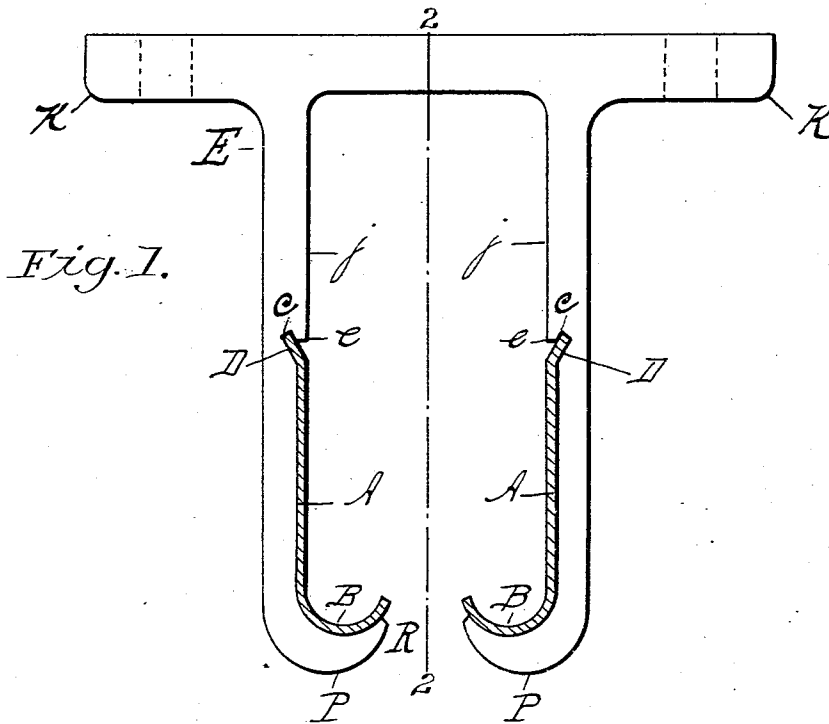


(No Model.)

L. COBURN.
TROLLEY TRACK AND HANGER.

No. 564,868.

Patented July 28, 1896.



Witnesses:

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UNITED STATES PATENT OFFICE.

LEMUEL COBURN, OF HOLYOKE, MASSACHUSETTS.

TROLLEY-TRACK AND HANGER.

SPECIFICATION forming part of Letters Patent No. 564,868, dated July 28, 1896.

Application filed March 25, 1896. Serial No. 584,795. (No model.)

To all whom it may concern:

Be it known that I, LEMUEL COBURN, a citizen of the United States of America, residing at Holyoke, in the county of Hampden and State of Massachusetts, have invented new and useful Improvements in Trolley-Tracks and Hangers, of which the following is a specification.

This invention relates to trolley-tracks and to hangers therefor, the object being to provide improved trolley-track parts and hangers therefor whereby tracks of great strength are provided at a comparatively low cost; and the invention consists in the peculiar construction of said track parts and of hangers therefor, all as hereinafter fully described, and more particularly pointed out in the claim.

In the drawings forming part of this specification, Figure 1 is an end elevation, partly in section, of trolley-track parts and a hanger therefor embodying my improvements. Fig. 2 is a side elevation, partly in section, on line 2 2, Fig. 1, of the trolley-track hanger and parts of said track therein.

In the drawings, A A indicate two longitudinal sections of a trolley-track. Each of said track-sections A consists of a strip of flat sheet metal of suitable width and thickness, having a longitudinal runway B formed on one border thereof, and preferably having the opposite border D thereof formed for engagement with a hanger, as below described. Thus a double-runway trolley-track is formed from said two separate sections, together with the below-described supporting means for said sections.

A hanger E is provided for the support of the above-described track parts A A, having oppositely-arranged depending arms *j j*, and having laterally-extending flanges K K, through which are bolt-holes whereby said bracket may be secured to any proper object for the support of track parts attached thereto. Each of said arms *j* is provided at its lower end with an inturned border P, and said inturned portion of each arm is of such upper surface conformation as may be demanded for the support of the runway B of

the track parts A, whatever may be the sectional form of said runway parts.

To provide a supporting engagement for the upper border D of each of said track part or strip A, whereby said upper border will be held rigidly against its supporting-arm and thereby in the best position to withstand, between its supporting-hangers, the downwardly-deflecting effect of a load carried thereon, any suitable means may be adopted; but the most economical and desirable is that illustrated in Fig. 1, wherein a slot *c* is formed in the inner side of each of said arms *j*, which slot extends inwardly and upwardly and to the rear of a surface portion *e* on said arm, and the upper border of each track-section is bent backwardly from its inner face to such conformation as adapts it to enter and become so engaged with said slot *c* that it is held firmly against its supporting-arm *j* and thus is retained in a rigidly vertical plane.

The track-sections A A are adapted to be supported by a convenient number of hangers or brackets E, according to the length and width of said sections and the weight they must support.

The trolley-hanger slot R, between the runways B B of the track-sections A, is provided for by the maintenance, as described, by said hangers of said sections in parallel positions. It is obvious that the said track-sections A may be of any desired width or thickness and when made wider than shown in Fig. 1 the upper borders D thereof will be carried as near the junction of the arms *j* with the head of the bracket as may seem desirable.

It is also obvious that for securing the upper borders of the track-sections A to the inner sides of the arms *j* any suitable clamping devices may be employed or a cross-brace may be put between the upper edges of said track-sections extending across from arm to arm; but any devices which project inwardly from the vertical planes of said arms or track-sections are objectionable for the reason that they would be likely to interfere with the necessarily-unobstructed movement of the trolley-wheels and hanger on said track-sections.

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

5 A double-runway trolley-track consisting of two sections of flat metal of suitable width and thickness, each having a runway on its lower border, and an outwardly-turned upper edge, combined with a hanger-support en-

gaging under each of said runways, and having slots therein in which said outwardly-turned upper edges of said sections engage, substantially as set forth. 10

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