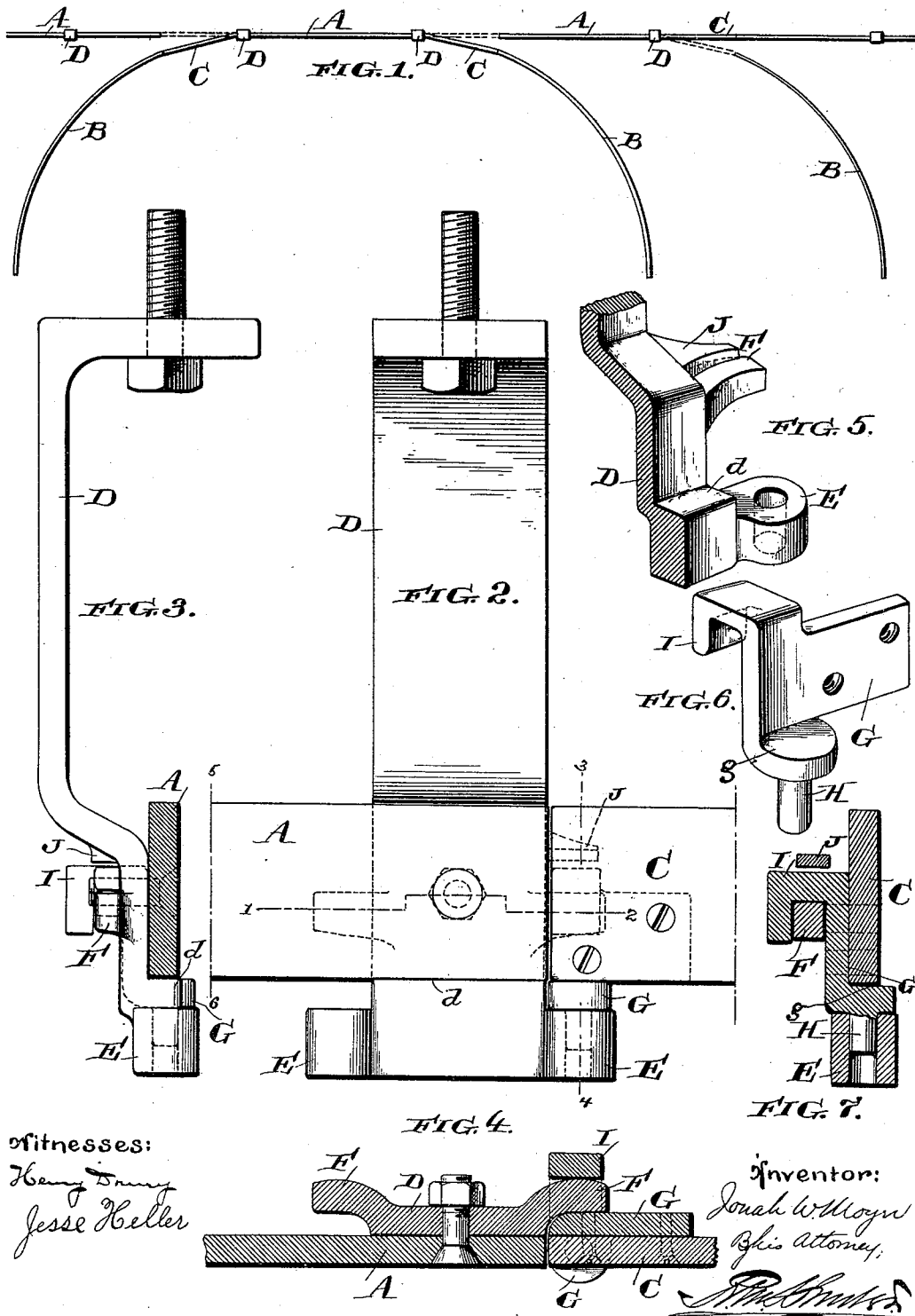


(No Model.)

J. W. MOYER.
OVERHEAD RAILWAY.

No. 459,566.

Patented Sept. 15, 1891.



Witnesses:

Henry Denny
Jesse Keller

Inventor:

Jonah W. Moyer
By his Attorney,
[Signature]

UNITED STATES PATENT OFFICE.

JONAH W. MOYER, OF PHILADELPHIA, PENNSYLVANIA.

OVERHEAD RAILWAY.

SPECIFICATION forming part of Letters Patent No. 459,566, dated September 15, 1891.

Application filed June 20, 1891. Serial No. 396,907. (No model.)

To all whom it may concern:

Be it known that I, JONAH W. MOYER, of the city and county of Philadelphia, and State of Pennsylvania, have invented an Improvement in Overhead Railways, of which the following is a specification.

My invention relates to overhead railways; and it consists of certain improvements, which are fully set forth in the following specification, and are shown in the accompanying drawings, which form a part thereof.

More particularly my invention relates to certain improvements in an overhead railway with reference to the construction of the switch for connecting the main track with a branch track.

In carrying out my invention I support the main track upon a hanger formed with a shoulder for that purpose and provide the hanger with a lateral guiding horn or projection which is engaged by a bent arm or overhanging hook upon the member of the hinge which carries the switch-section.

My invention is also designed to cheapen the cost of manufacture and to increase the strength and durability of the switch and to render the parts convenient to put together and to take apart.

In the drawings, Figure 1 is a plan view of an overhead railway embodying my invention. Fig. 2 is a front elevation of the hanger with a portion of the main track and branch track supported thereby. Fig. 3 is a vertical sectional view of the same on the line 5 6 through the main track. Fig. 4 is a horizontal sectional view of the same on the line 1 2. Fig. 5 is a perspective view of a portion of the hanger. Fig. 6 is a perspective view of the hinge member which is connected with the branch track; and Fig. 7 is a vertical sectional view of the hanger, hinge, and branch track on the line 3 4 of Fig. 2.

A is the main track.

B are the branch tracks, and C are the switch-sections.

D are the hangers, which are adapted to be fastened to the ceiling of the building or other supports in any convenient manner. The construction of the hanger is clearly shown

in the drawings. The lower part of the hanger is provided with a shoulder *d* to support the rail-track.

Projecting from the lower part of the hanger adjacent to the shoulder *d* is a recessed lug E. In Figs. 2, 3, and 4 of the drawings I have shown the hanger D provided on each side with one of these lugs E. This, however, is a mere duplication of parts, so that the switch may be hinged upon either side of the hanger or upon both sides, if desired.

F is a curved projection or horn extending laterally from the hanger D and located above the lug E. The curvature of this horn F is an arc of a circle described from the axis of the pintle H.

G is a leaf of the hinge to which the switch-section is secured, resting upon a shoulder *g*.

H is a pintle carried by the leaf G, adapted to be received in the recessed lug E of the hanger.

I is a hook or bent arm upon the leaf G, forming a guide-extension adapted to fit over the projection or horn F. The horn thus acts as a guide for the leaf G and its switch-section and guides the leaf when it is turned in the lug E, taking the strain from the pintle H and supporting the rail against lateral movement, while permitting it to turn freely in recessed lug G. The pintle is thus supported against lateral strain. The end of the switch-section C is carried by the leaf G in any convenient manner and has its upper surface in line with the upper surface of the track A, so that the roller or trolley of the carriage may pass freely from one portion of the track to the other.

J is a projection from the hanger above the horn F, so as to be located above the hook or arm I. This projection J acts as a stop and prevents the leaf G and its rail being pushed up accidentally, so as to withdraw the pintle H from the recessed lug E. This construction of hinge is inexpensive, and the parts may be readily disconnected or separated, as there is no positive or fixed connection between the leaf G of the hinge and the hanger. By making the hanger D with the two lugs E and the horns F it is adapted to use with a

right or left handed switch, as may be desired.

While I prefer the details of construction which have been shown, I do not limit my invention to them, as they may be varied in many ways without departing from the spirit of the invention.

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

10 1. In an overhead railway, the combination of a hanger adapted to support the main track, provided with a laterally-projecting lug, and a projecting horn located above said
15 lug, a leaf of a hinge pivoted in said lug and having a guide-extension engaging with said projecting horn, and a switch-section of track carried by said leaf.

20 2. In an overhead railway, a hanger provided with a laterally-projecting curved guide, a leaf of a hinge having an arm projecting over said projecting curved guide and guided thereby, and the main track and switch-section of track carried by said hanger and leaf,
25 respectively.

3. In an overhead railway, a hanger provided with a laterally-projecting curved guide, a leaf of a hinge having an arm projecting over said projecting curved guide and guided thereby, a projection carried by the hanger
30 and located above the projecting arm of said leaf, and the main track and switch-section

of track carried by said hanger and leaf, respectively.

4. The hanger D, having the shoulder *d* to support the main track, and the curved lateral guide projection F, in combination with the leaf G, having the bent arm I, adapted to extend over the projection F and be guided thereby, and the switch-section carried by the leaf G.

5. The combination of the hanger D, having the shoulder *d*, the recessed lug E, the curved projection or horn F, the leaf G, having the pintle H, received in the recess of the lug E, the bent arm or hook I, adapted to engage the horn F, the main track A, carried by the hanger D, and the switch-section C, carried by the leaf G.

6. In an overhead railway, the combination of a hanger, a leaf of a hinge pivoted to said hanger and provided with an arm or extension, a projection carried by the hanger and located over the arm or extension of the leaf, a main-track section carried by the hanger, and a branch-track section carried by the leaf.

In testimony of which invention I have hereunto set my hand.

J. W. MOYER.

Witnesses:

JOHN ALEXANDER BRAMLEY,
ERNEST HOWARD HUNTER.