(No Model.)

T. H. BRADY.

SUPPORT FOR ELECTRIC RAILWAY WIRES.

No. 398,469. Patented Feb. 26, 1889.

Fig. 1.

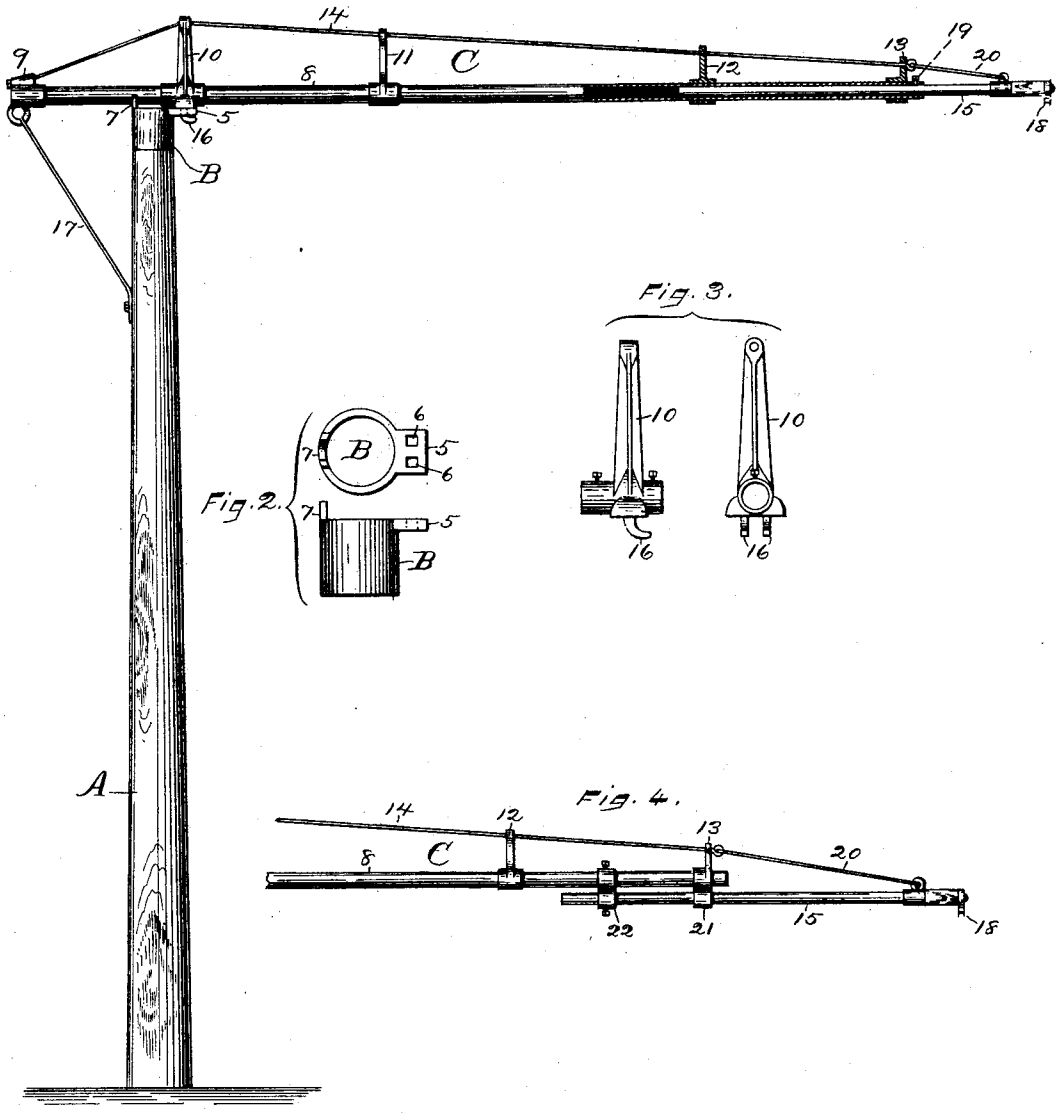


Fig. 3.

Fig. 2.

Fig. 4.

Witnesses.
John Edwards Jr.
R. C. Mitchell.

Inventor.
Thomas H. Brady.
By James Shepard
Atty.

N. PETERS. Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

THOMAS H. BRADY, OF NEW BRITAIN, CONNECTICUT.

SUPPORT FOR ELECTRIC-RAILWAY WIRES.

SPECIFICATION forming part of Letters Patent No. 398,489, dated February 26, 1889.

Application filed September 19, 1888. Serial No. 285,768. (No model.)

To all whom it may concern:

Be it known that I, THOMAS H. BRADY, a citizen of the United States, residing at New Britain, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Poles and Brackets for Supporting Wires for Electric Railways, of which the following is a specification.

My invention relates to improvements in suspending the wires for electric railways; and the objects of my improvement are to lessen the number of poles employed, to make the wire-holder adjustable upon the bracket-arm, and to improve the general construction for the sake of economy in production and convenience in setting up the parts.

In the accompanying drawings, Figure 1 is a side elevation, partly in horizontal section, of my pole and bracket-arm. Fig. 2 shows, respectively, a plan view and side view of the cap-iron. Fig. 3 shows a side view and front view of the truss-iron that is secured to said cap-iron, and Fig. 4 shows in side elevation a slight modification in the end of the bracket-arm.

A designates a pole to be set up on one side of the roadway, and B the cap-iron which is secured to the upper end thereof. The body of this cap-iron is tubular, to be fitted to the upper end of the pole, and it is provided with a lateral lug, 5, containing two holes or mortises, 6, Fig. 2, and an upwardly-projecting lug, 7, having a semicircular recess in its upper edge.

I form the bracket-arm C in the form of a truss, as shown. This truss is composed of the lower bar or tube, 8, truss-irons 9 10 11 12 13, truss-wire 14, and extension 15. The truss-iron 10 has two hooks, 16, upon its under side, which are hooked into the mortises 6 of the cap-iron, while the body of the rod 8 enters the recess in the upwardly-projecting lug 7 of the cap-iron. The end truss-iron, 9, has a brace, 17, attached to it, and when the bracket is firmly seated in place the lower end of said brace is fastened to the pole, so as to hold the bracket-arm firmly in position. The outer end of the extension 15 has secured to it an ordinary wire-holder, 18, from which the wire is suspended. The extension 15 slides within the tube 8 in the construction shown in Fig. 1, and is fastened in place by the set-screw 19, whereby it may be extended outward or inward to bring the wire-holder and wire in their proper position over the track. After the extension is thus adjusted the extension-wire 20 may be attached, as shown, so as to form a continuation of the truss-wire 14 to substantially the end of the bracket-arm.

In Fig. 4 substantially the same construction is shown, except that the extension 15 is adjusted within sockets 21 and 22, instead of within the rod 8.

By my improvement it is only necessary to place the poles upon one side of the track; the wire-holder may be adjusted to bring it centrally with the track, and the parts are cheaply produced, easily put together, and are of substantial construction.

I claim as my invention—

1. The herein-described support for the wires of electric railways, consisting of the pole A, the bracket-arm C, and the adjustable extension 15 at the outer end of said bracket-arm, substantially as described, and for the purpose specified.

2. The bracket-arm C, consisting of a lower bar, truss-irons, truss-wire, and an extension at the outer end, and the extension-wire 20, for forming a continuation of the truss-wire to near the outer end of said bracket-arm, substantially as described, and for the purpose specified.

3. The combination of the pole A, cap-iron B, having lugs 5 and 7, the truss C, fitted to said cap-iron, and the brace 17, substantially as described, and for the purpose specified.

THOMAS H. BRADY.

Witnesses:
JAMES SHEPARD,
JOHN EDWARDS, Jr.