

J. R. FELL.
Wooden Tramways.

No. 150,552.

Patented May 5, 1874.

Fig. 1.

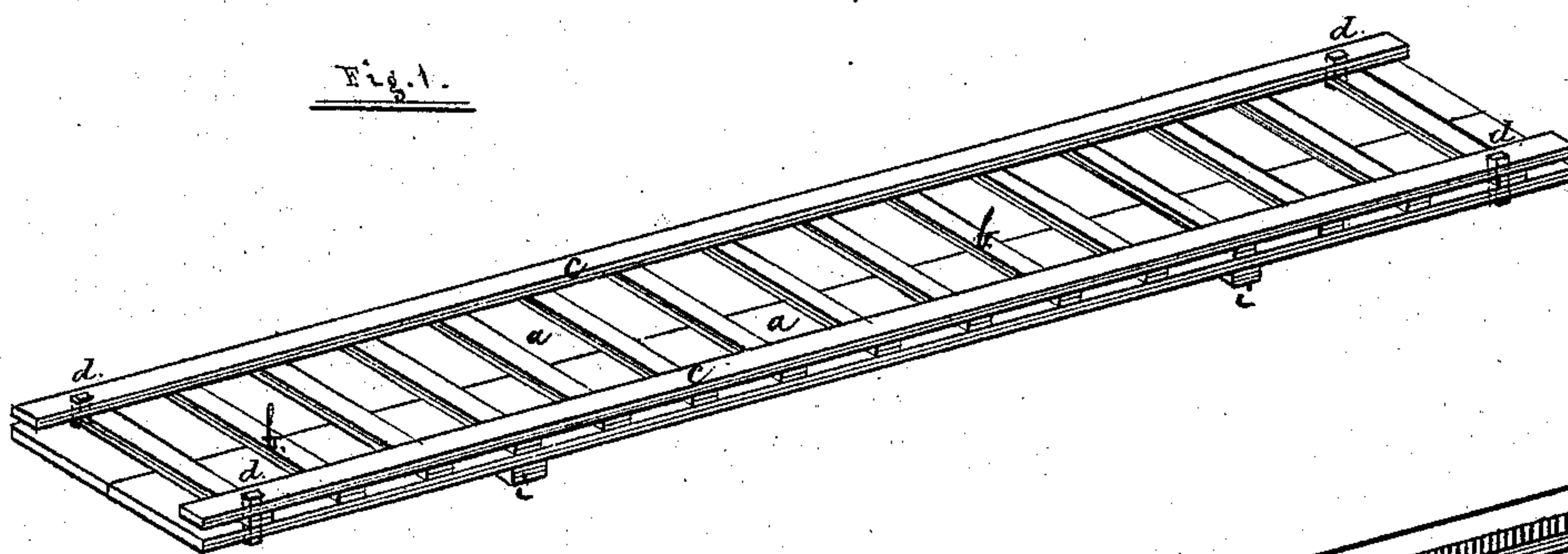
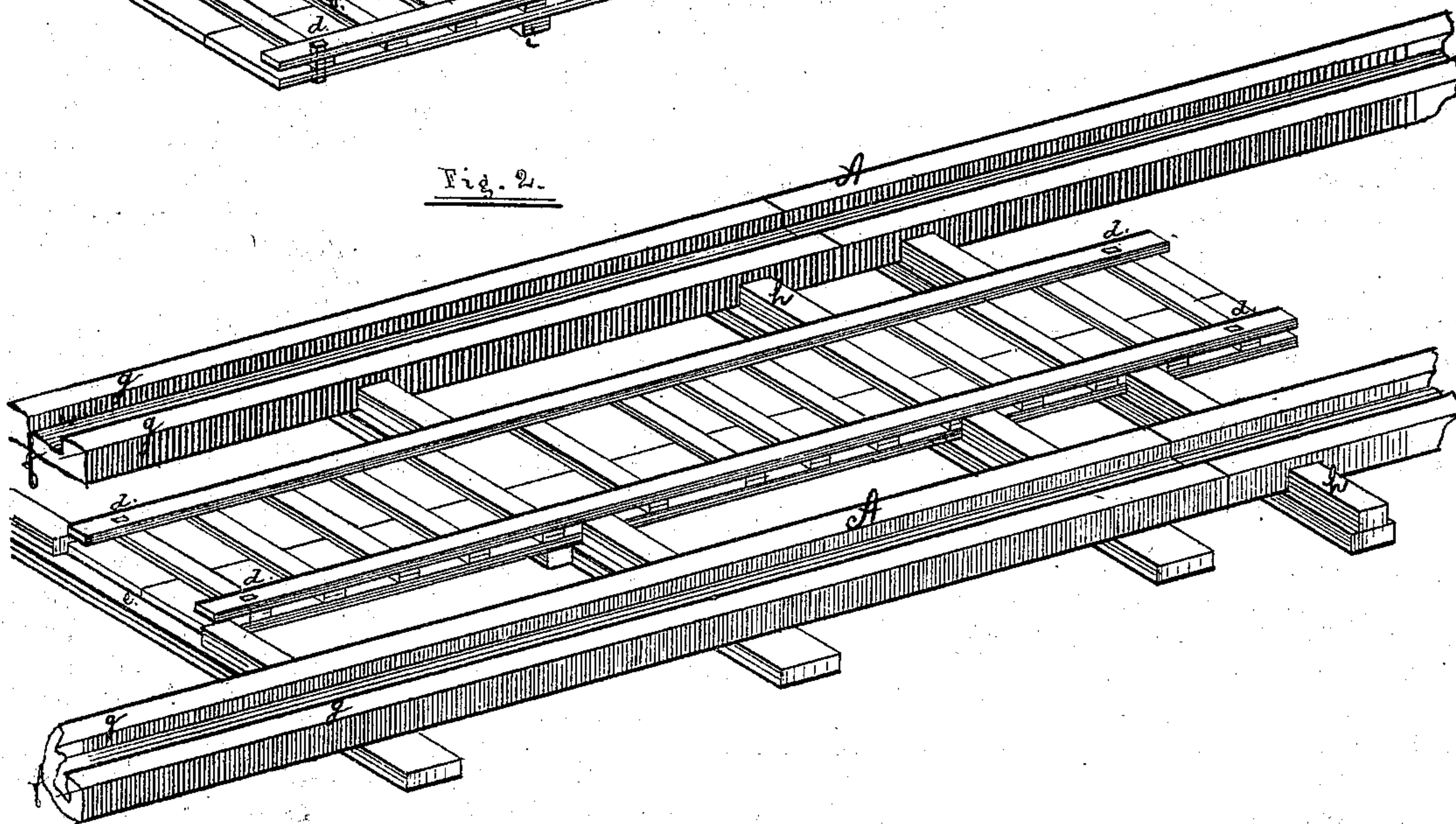


Fig. 2.



WITNESSES.

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JOHN R. FELL, OF NEW ORLEANS, LOUISIANA.

IMPROVEMENT IN WOODEN TRAMWAYS.

Specification forming part of Letters Patent No. **150,552**, dated May 5, 1874; application filed June 19, 1873.

To all whom it may concern:

Be it known that I, JOHN RAYNALOS FELL, of the city of New Orleans, parish of Orleans and State of Louisiana, have made certain Improvements in Plank-Roads or Tramways; and I hereby declare the following to be a clear, full, and accurate description thereof, reference being had to the accompanying illustrative drawing and to the letters of reference marked thereon.

My improvement is designed to furnish an economical and practicable substitute for the permanent plank-roads, as usually constructed, and at the same time provide a construction which, while costing less, is very readily and easily transportable from one street or road to another.

With this object in view, I construct my tramway in sections which may be expeditiously moved by hand, yet possessing sufficient strength to sustain any amount of rough usage or heavy traffic.

My improvement will, however, be more clearly understood by reference to the drawing, whereon the similar letters of reference indicate corresponding parts of the same device.

Figure 1 is a perspective view of that part of my improvement whereon it is designed the draft-animals shall travel; while Fig. 2 is a perspective view of the above, combined with that part of my improvement whereon it is intended the wheels of the vehicles shall run.

For convenience of description, I will call that part of my improvement illustrated separately in Fig. 1 the "tramway," and that part illustrated in Fig. 2 the "roadway."

The tramway may be used separately for the purpose of affording a convenient and useful plankway over soft ground for the draft-animals to travel upon. It may be placed upon the tow-path of a canal or by the side or between the rails of either a permanent or portable horse-railroad, as well as in many other places not necessary here to enumerate.

It is constructed of plank and light strips and scantling in sections of convenient lengths to be easily handled. I usually construct the same in width about twenty-four inches, the base being formed of two planks of twelve

inches in width each, and of any thickness which may be required. These planks are connected together by cross-strips of about one by three inches, placed about six inches apart and strongly nailed to the said planks. Strips of scantling of about two by three inches are nailed longitudinally along the edge of the superstructure created by the planks and strips aforesaid, and, to the end of securing additional strength, small bolts may be employed at the angle of each section of ten feet in length.

Straps or bolts secured upon the side of the ends may also be employed at the end of each section for the purpose of connecting the said sections together, and thereby making them continuous.

The planks are shown at *a*, the cross-strips at *b*, the longitudinal side strips at *c*, and the angle and side bolts at *d*.

In Fig. 2 are shown two sections of that part of my improvement constituting the roadway. These sections are locked together, and are prevented from lateral movement by means of of the tramway above described being placed upon the center of the cross-ties shown at *e*. Parallel with the said animal-tramway, and likewise upon the the said cross-ties *e*, are secured, either permanently or by being loosely placed between cleats, as shown at *h*, the wooden rails *A* upon which it is designed the vehicles shall run. These wooden rails are constructed of heavy and substantial plank, shown at *f*, and are provided with suitable side strips *g*, to prevent the wheels of the vehicles from leaving the track.

The said sections of the said roadway, when constructed in sections which may be conveniently and easily transported, as aforesaid, may be furthermore connected together at their ends by means of side straps or bolts of metal, to prevent, by any possibility, the said ends from sinking in the soil whereon they may be placed.

Strips or blocks of wood, shown at *h*, may be nailed upon the cross-ties to prevent the tramway from lateral movement; and, likewise, blocks *i* may be fastened to the under side of the tramway to assist in locking and holding the sections of the roadway more securely together.

I do not herein claim a tramway or plank-road as a new and original device; but

What I do claim as new is—

A tramway, consisting of the wooden rails A A, constructed as described, and a center section, upon which the animal travels, consisting of the planks *a a*, cross-ties *b b*, and

longitudinal ties *c c*, the whole being constructed and arranged to operate substantially as described.

JNO. R. FELL.

Witnesses:

H. N. JENKINS,
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