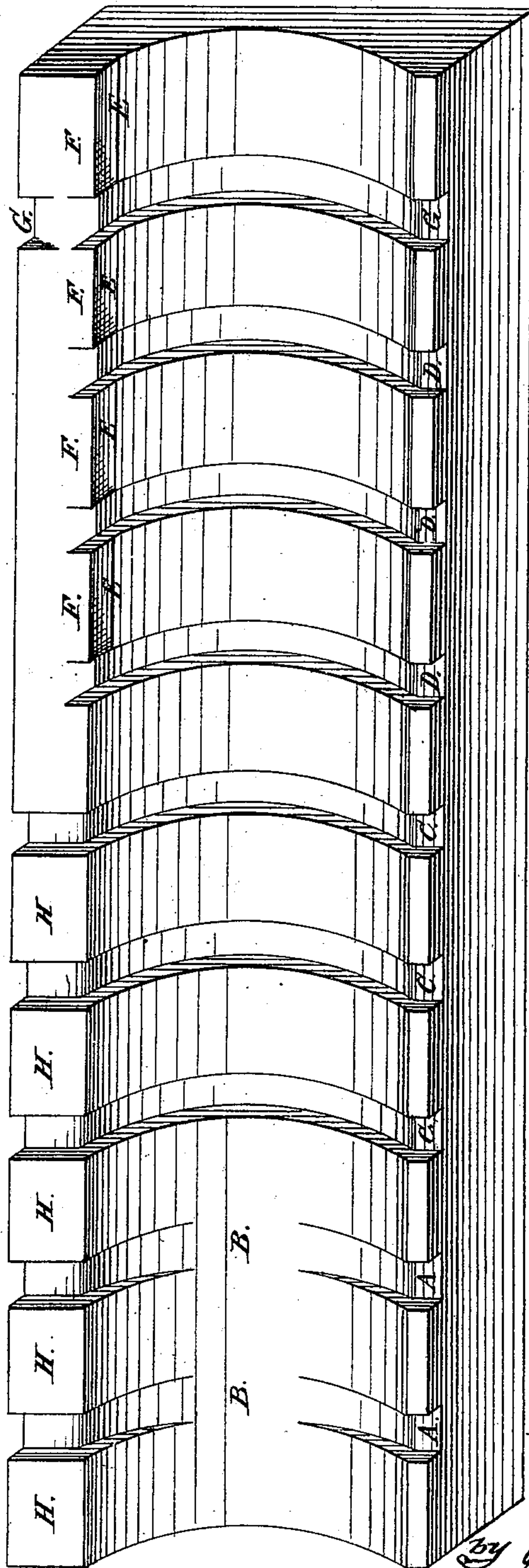


T. S. LAMBERT.
Tramway-Rail.

No. 226,864.

Patented April 27, 1880.



Witnesses:

T. C. Brecht.
J. A. Rutherford.

Thomas S. Lambert

Inventor:

by James L. Norris,
Atty

UNITED STATES PATENT OFFICE.

THOMAS S. LAMBERT, OF NEW YORK, N. Y.

TRAMWAY-RAIL.

SPECIFICATION forming part of Letters Patent No. 226,864, dated April 27, 1880.

Application filed September 15, 1877.

To all whom it may concern:

Be it known that I, THOMAS S. LAMBERT, of the city, county, and State of New York, have invented a new and useful Improvement
5 in Street-Tramways, which improvement is fully set forth in the following specification and shown in the accompanying drawing.

The object is to secure smooth hard continuous wheelways for vehicles of every kind, so
10 constructed as to prevent, also, the slipping of the horse or horses when stepping upon them.

The invention consists in the combination of transverse grooves or like devices with a rail
15 concave upon its upper surface, the transverse grooves extending down into the concavity of the rail and partially or wholly across it.

The figure represents a perspective view of a rail with its upper surface slightly concave from side to side.

20 H is a continuous portion of the flange F; but when only a rail (represented by the lower half of the figure) is used the wide flange H is not needed, but that side of the rail should be made as the opposite side is herein represented
25 to be constructed.

As the longitudinal groove is shallow and the width of the rail must be practically four to eight inches, a horse could only with difficulty maintain his footing unless the trans-
30 verse groove A should extend partially or, as shown at C, quite across the horizontal concavity of the rail.

The upper half of the figure shows a flange, F, rising vertically from E upon one side of the cavity, which is excavated more deeply at
35 that side than it is upon the other side. In fact, the two halves (the upper and the lower) may be considered as two sections of two different rails.

D represents transverse grooves, extending
40 across the rail to E, then up the perpendicular inside of the flange F. G represents a similar groove, also extending partially across the flange F and down the outside of the flange. These grooves may be more or less
45 oblique, or may intersect each other.

I do not in this application make any claim in regard to the especial points or improvements shown in the upper half of the figure, and described herein, as I intend to make the
50 same the subject-matter of a separate application for Letters Patent.

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

The combination of transverse grooves or
55 like devices with a rail concave upon its upper surface, the transverse grooves extending down into the concavity of the rail and partially or wholly across it, substantially as described and shown.

T. S. LAMBERT.

Witnesses:

JNO. D. PATTEN,
W. T. HUTCHINSON.