

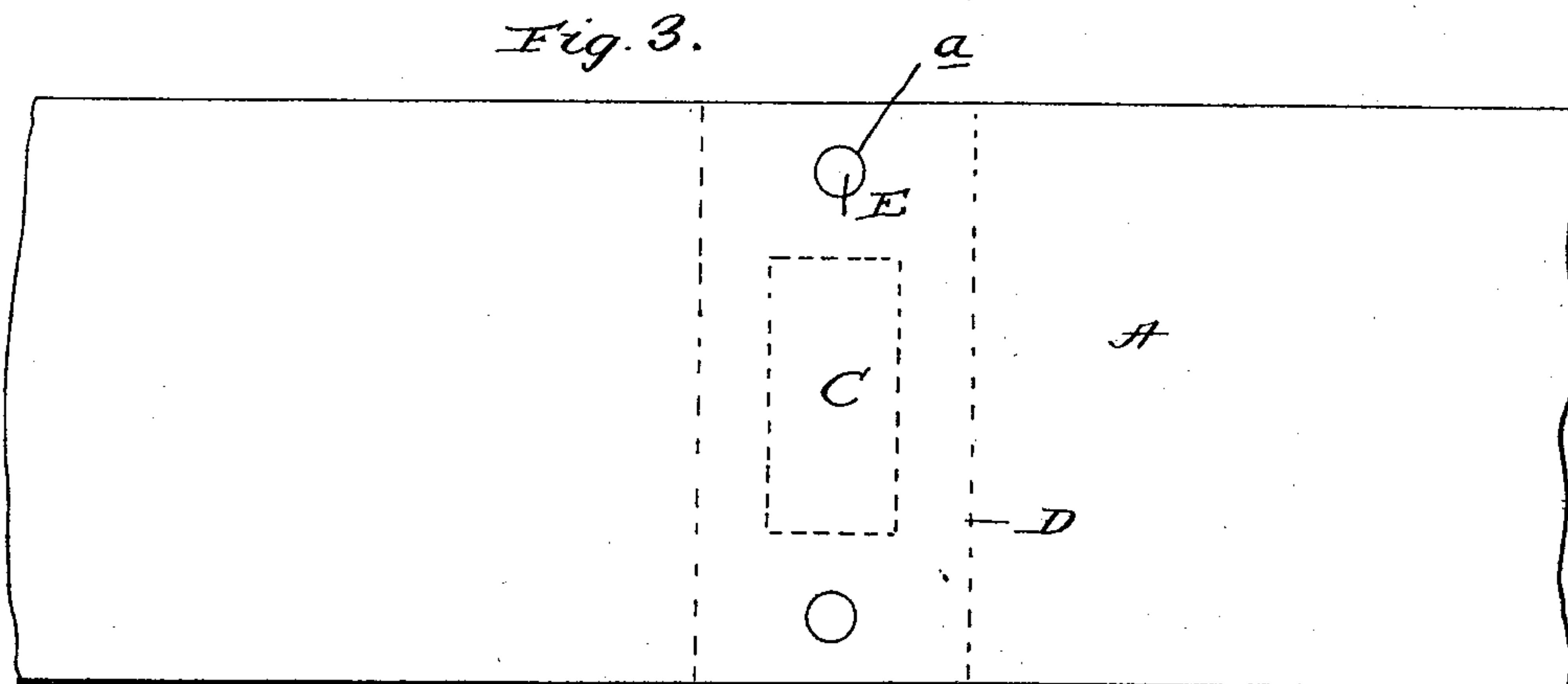
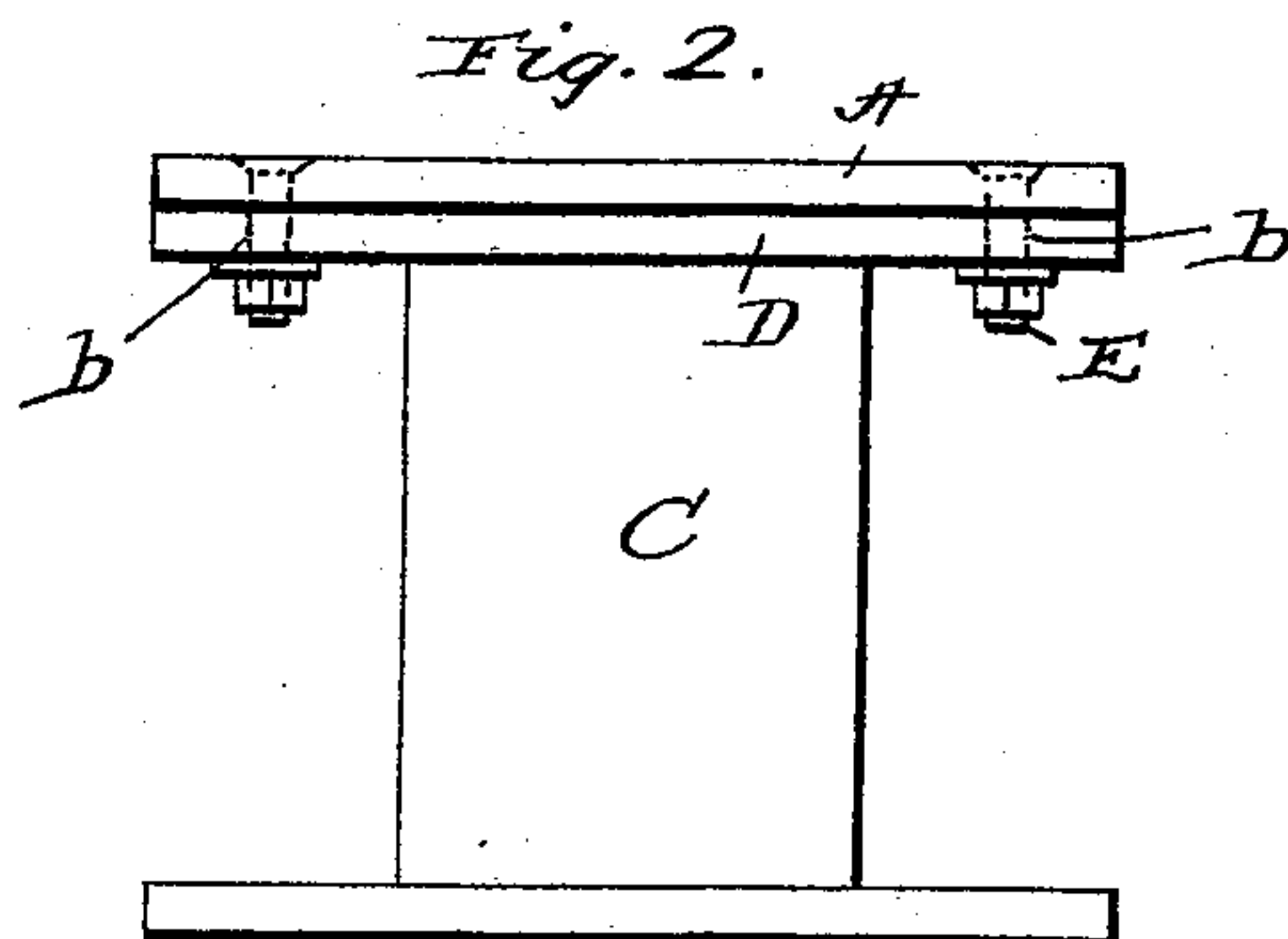
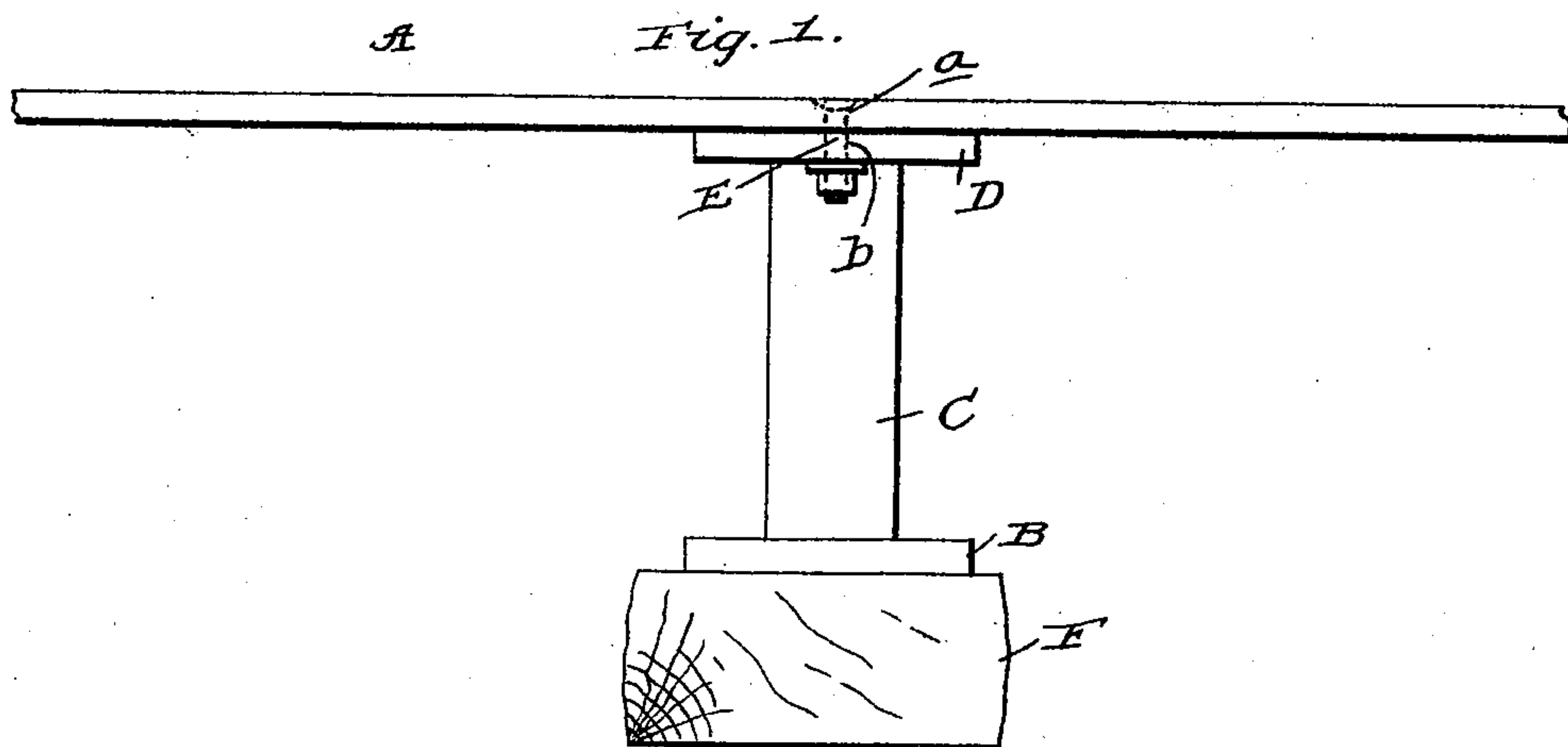
(No Model.)

3 Sheets—Sheet 1.

T. M. GALBREATH.
WAGON RAILROAD.

No. 516,327.

Patented Mar. 13, 1894.



Witnesses:

C. J. Gauder
W. F. Matthews.

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Attorney

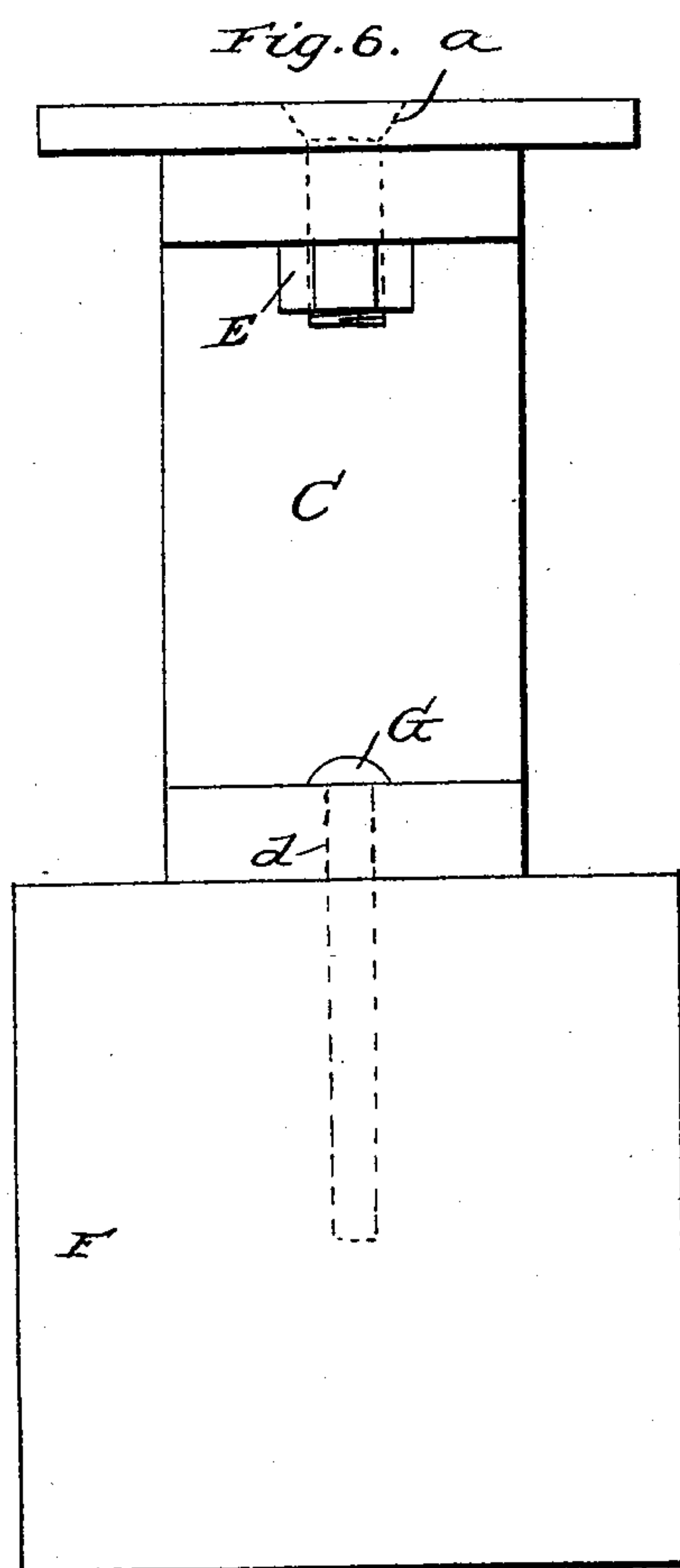
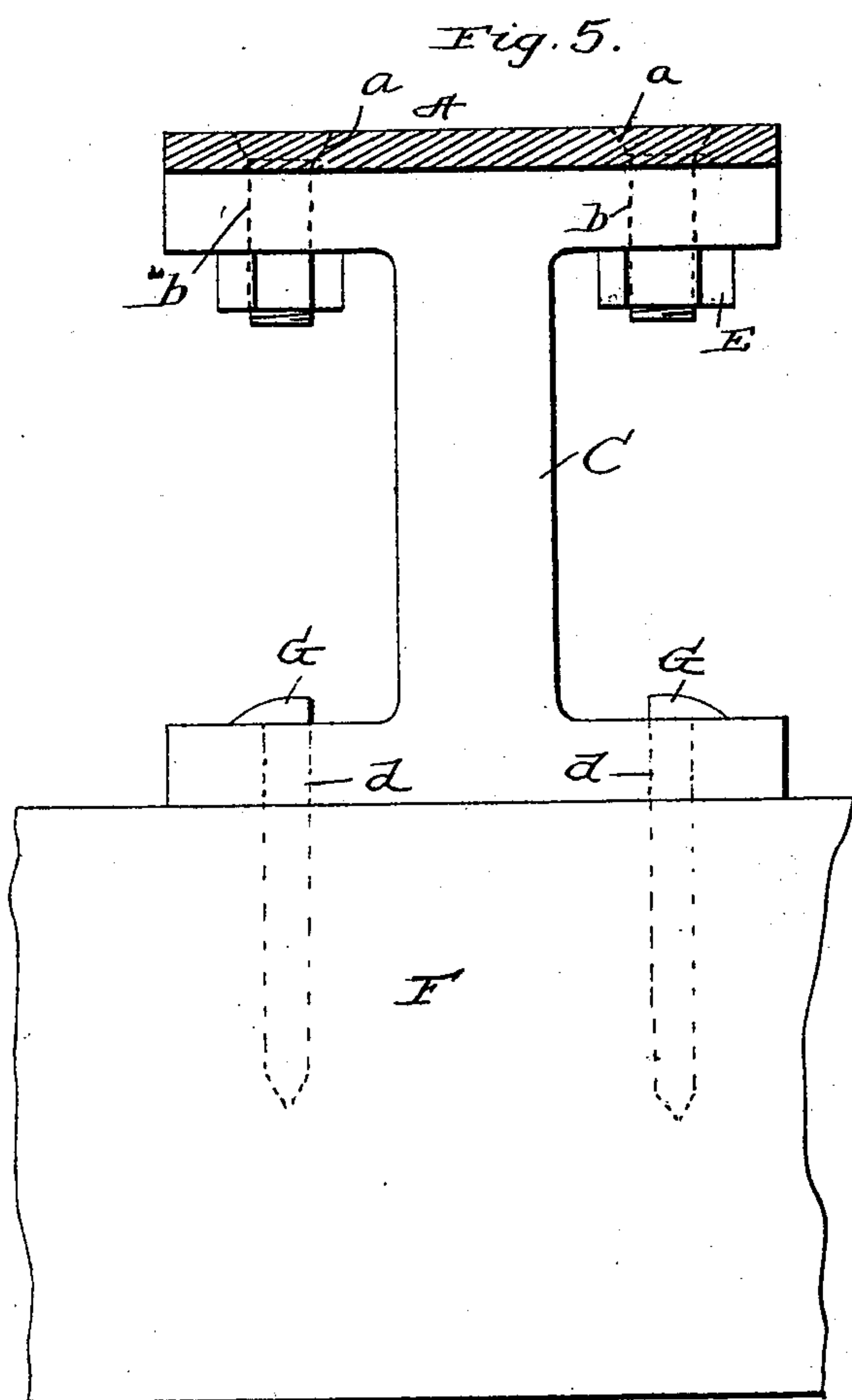
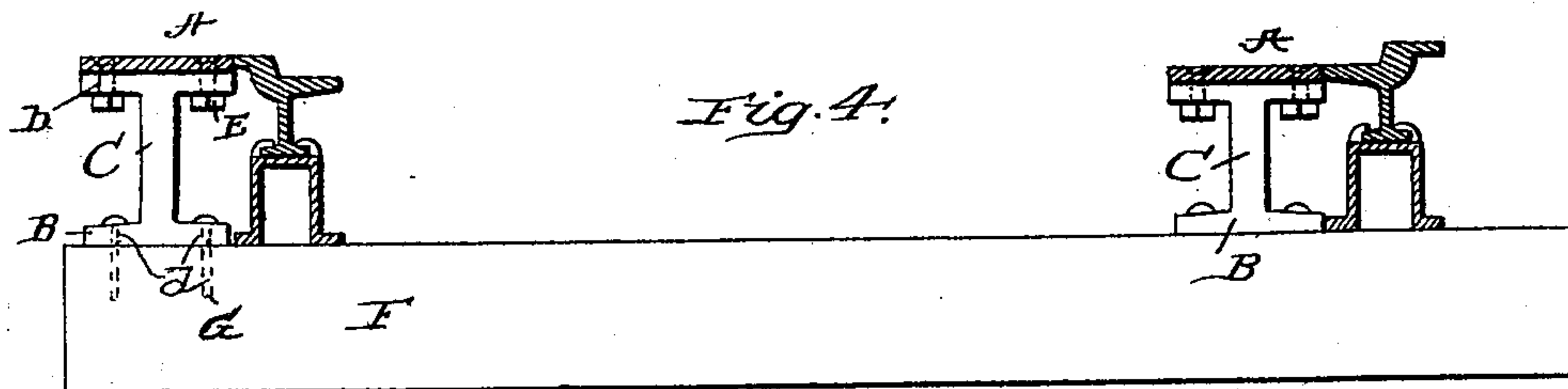
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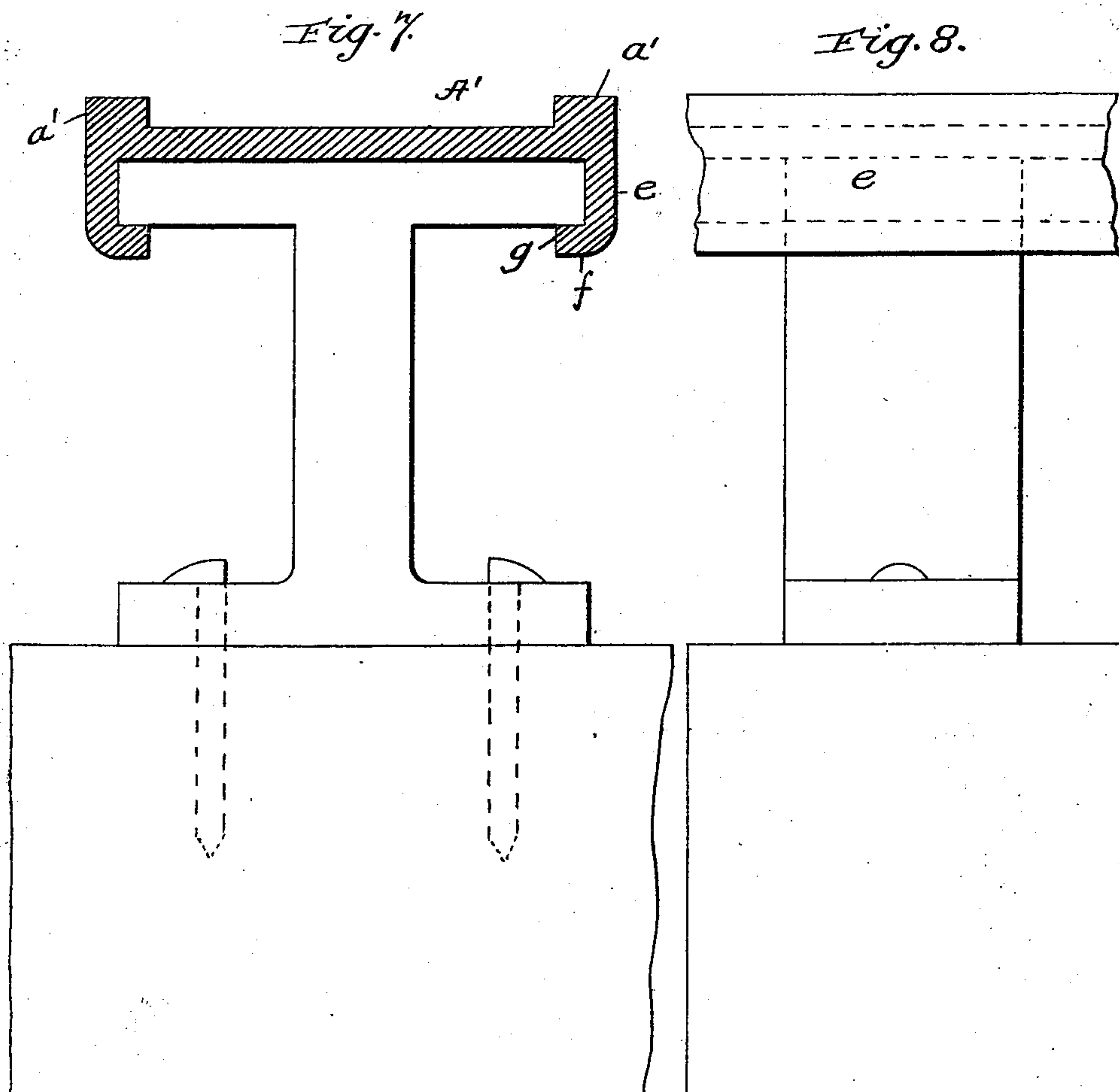
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3 Sheets—Sheet 3.

T. M. GALBREATH.
WAGON RAILROAD

No. 516,327.

Patented Mar. 13, 1894.



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UNITED STATES PATENT OFFICE.

THOMAS MAURY GALBREATH, OF MEMPHIS, TENNESSEE.

WAGON-RAILROAD.

SPECIFICATION forming part of Letters Patent No. 516,327, dated March 13, 1894.

Application filed June 19, 1893. Serial No. 478,142. (No model.)

To all whom it may concern:

Be it known that I, THOMAS MAURY GALBREATH, a citizen of the United States, residing at Memphis, in the county of Shelby and State of Tennessee, have invented certain new and useful Improvements in Wagon-Railroads; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention has relation to an improvement in wagon tracks to be used on streets or roadways, in connection with or separately from street car tracks, and the novelty will be fully understood from the following description and claims, when taken in connection with the annexed drawings, in which—

Figure 1, is a side view of my improved track with parts of the main track rail partly broken away. Fig. 2, is an end view removed from the tie or support. Fig. 3, is a plan view. Fig. 4, is a cross sectional view of a track constructed according to my invention and illustrating the same in connection with a street railway track. Fig. 5, is a cross sectional view of the track showing the T-iron or support in elevation, and Fig. 6, is an end view of the same. Fig. 7, is a cross sectional view of a track constructed according to a modification of my invention, and mounted upon the T-iron or standard, and Fig. 8, is a side detail view of the same.

Referring by letter to said drawings: A, indicates a track rail. This rail which may be formed from steel, cast-iron, or other suitable material, is of a sufficient length and width, being usually about eighteen or twenty feet long, and about eight inches wide.

According to the embodiment of my invention as shown in Figs. 1, to 3, inclusive, I employ a base plate B, of a width corresponding with or approximately with that of the track rail, and a standard C, rising centrally from the base plate, and provide the top of this standard with a horizontal attaching plate D, which is also of a width corresponding to that of the track rail. The plate or rail A, is provided with holes *a*, designed to register with holes in the horizontal attaching plate D, to receive bolts E, and nuts or other suitable fastening devices; the holes in the plates or rails

A, are countersunk around their upper ends so as to allow the head of the bolts to enter and lie flush with the upper surface of said rails. The base plates are suitably secured to cross ties F, laid in the roadway at a suitable point below the surface. For a more substantial construction I prefer to form the standards C, with an integral, horizontal base, similar to that of an ordinary T-rail, and a head with a flat top and lateral flanges, which are perforated as shown at *b*, for the reception of the securing bolts.

These plates or tracks which are designed to furnish a way for vehicles, and present a smooth surface for heavily weighted teams so as to render the draft light and easy, are designed to be sufficiently wide to accommodate the wheels of any and all vehicles, and the base flanges of the standards, are perforated, as shown at *d*, to receive railroad spikes G, which are driven into cross ties F.

In placing these wagon tracks on streets which have car tracks, I prefer to arrange the plates of one track on the inner side of the usual car track rails, and the plates of the other track on the outer side of such rails as better shown in Fig. 4, of the drawings, but I do not wish to limit myself to this manner of arrangement as such plates or tracks may be set remote from the car tracks, although it is desirable to arrange such plates as I have illustrated, inasmuch as the same cross-ties which support the car track rails, may be employed for supporting my improved wagon tracks or plates.

In Figs. 7, and 8, of the drawings, I have illustrated a modification of the track plates. In this modification I form the plates A', with a vertical flange *a'*, arranged along the marginal, longitudinal edges of the plates, and projecting sufficiently high to serve as a guard for the wheels of a wagon so that little or no care may be taken in driving to keep the wheels upon the plates. While I have shown a vertical, guard flange along each side of the plates, yet it is obvious that a single flange might be used, and good results obtained. These plates A', are furthermore provided along their longitudinal edges with depending flanges *e*, which are turned inwardly as at *f*, so as to form hooks *g*, and these hooks are designed to receive the opposite sides of the

top plate of the standards, so that the use of securing bolts might be dispensed with; it being simply necessary to slide the plates over the heads of the standards and adjust them
5 in position.

From the foregoing description taken in connection with the annexed drawings, it will be seen that my improvements will render heavy drafts comparatively easy for the draft ani-
10 mals as well as giving comfort to the drivers, and when such plates are laid in cobble-stone or other rough streets or roadways, the animals can have all the benefits of a good footing without hauling on the rough stones, and
15 if the rails or plates are laid as I have described, they will have no tendency to sink or become distorted.

Having described my invention, what I claim is—

20 1. The wagon track plate, having a broad, flat top, and provided on its upper, longitudinal edges with a vertical flange, and a downwardly and inwardly directed hook depending from its under side, in combination with

a standard to be embraced by said hooks, substantially as specified. 25

2. The combination with the tracks of a street car railway and the cross ties thereof; of the wagon wheel tracks arranged contiguous to one longitudinal edge of each railway
30 rail, and secured to the same ties, substantially as specified.

3. The combination with a cross tie or other support; of the T-shaped standards having horizontal base flanges and secured to said
35 tie, and the wagon track plates or rails A', having one or more marginal, vertical flanges α' , and also having the longitudinal, depending, hooked flanges g , adapted to embrace the head of the standards, substantially as speci-
40 fied.

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS MAURY GALBREATH.

Witnesses:

E. E. MEACHAM,
MINTER EDWARDS.