

(No Model.)

W. H. WRIGHT.  
TRAMWAY RAIL.

No. 535,608.

Patented Mar. 12, 1895.

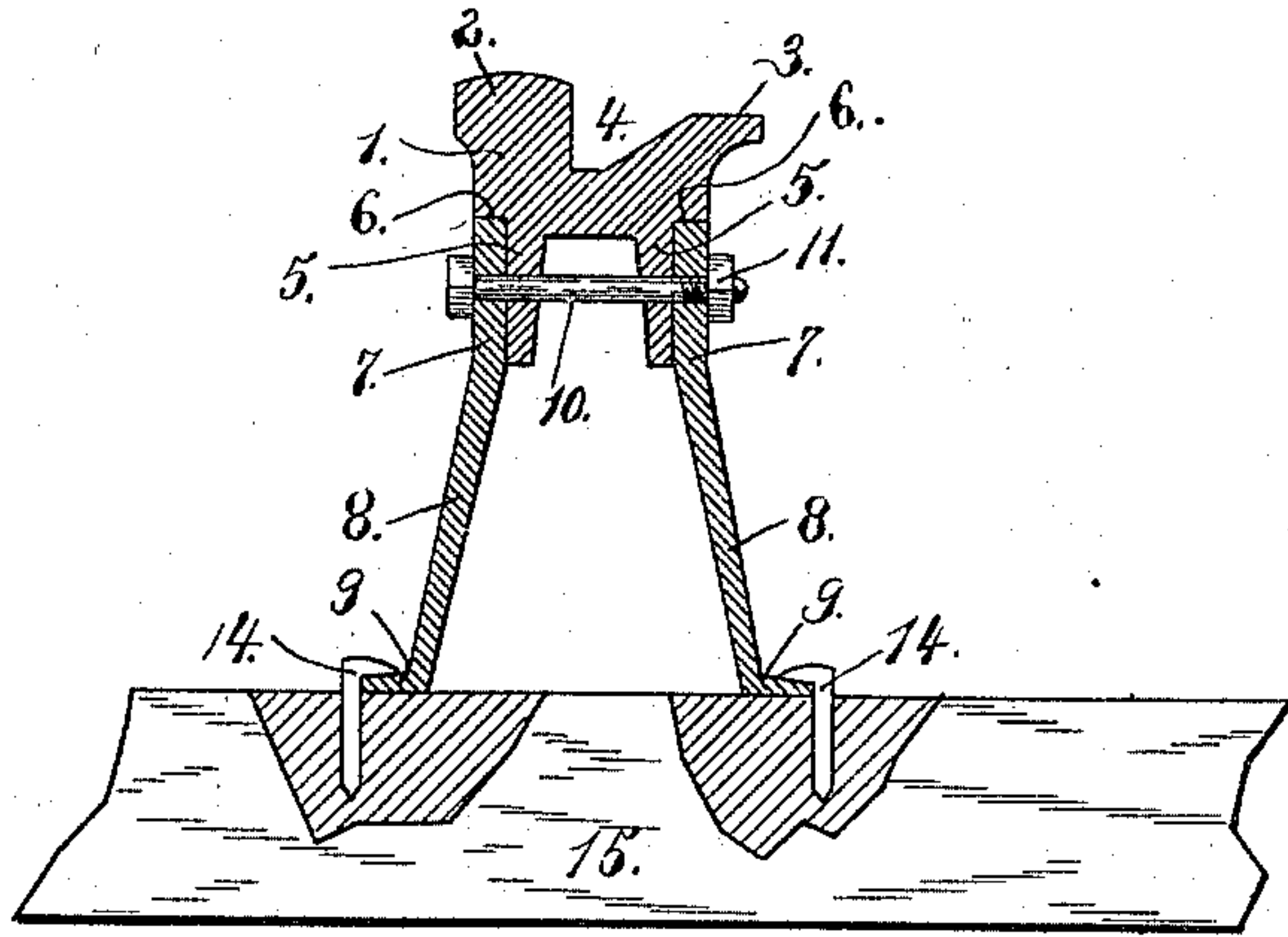


Fig. 1.

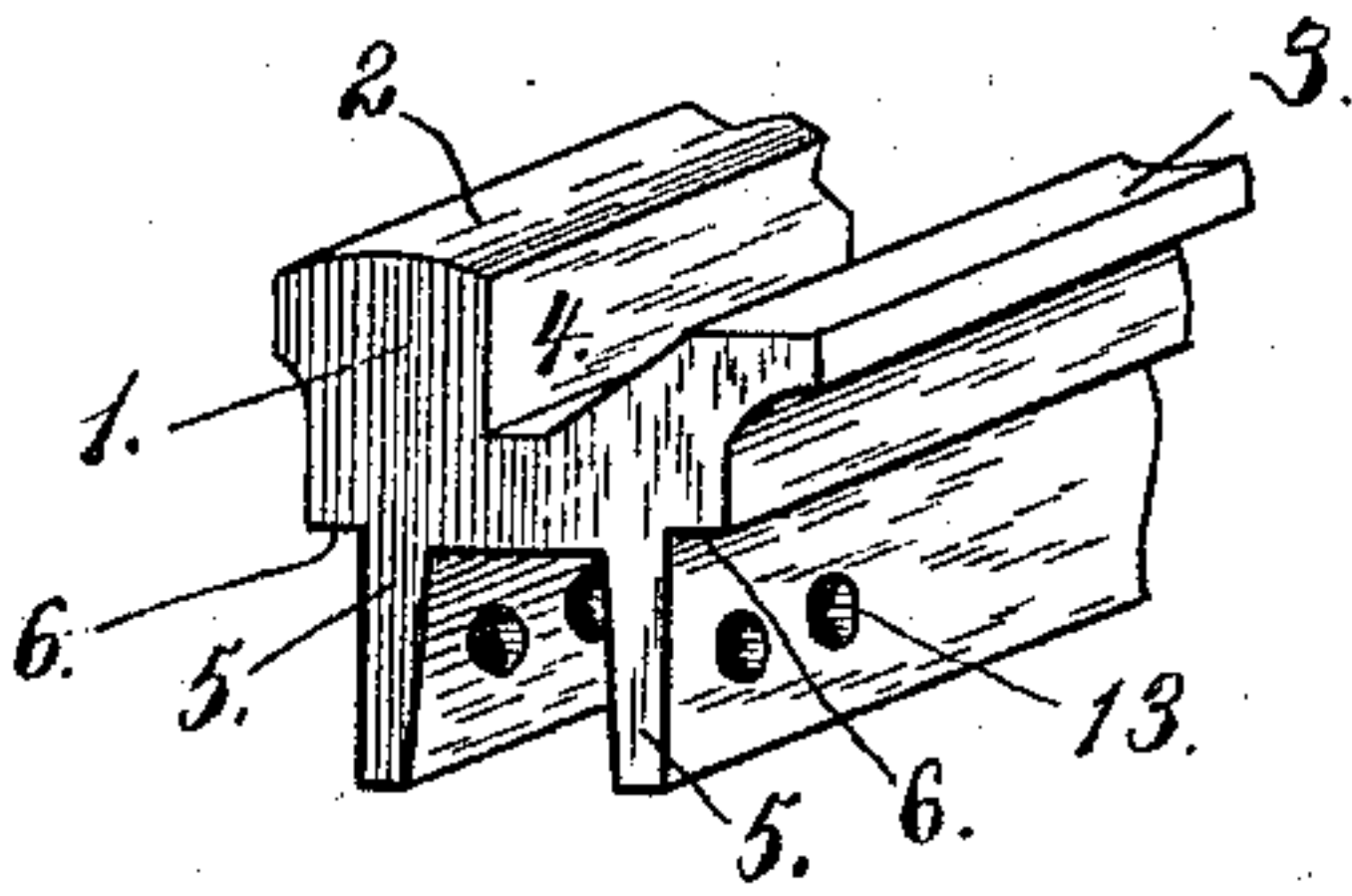


Fig. 2.

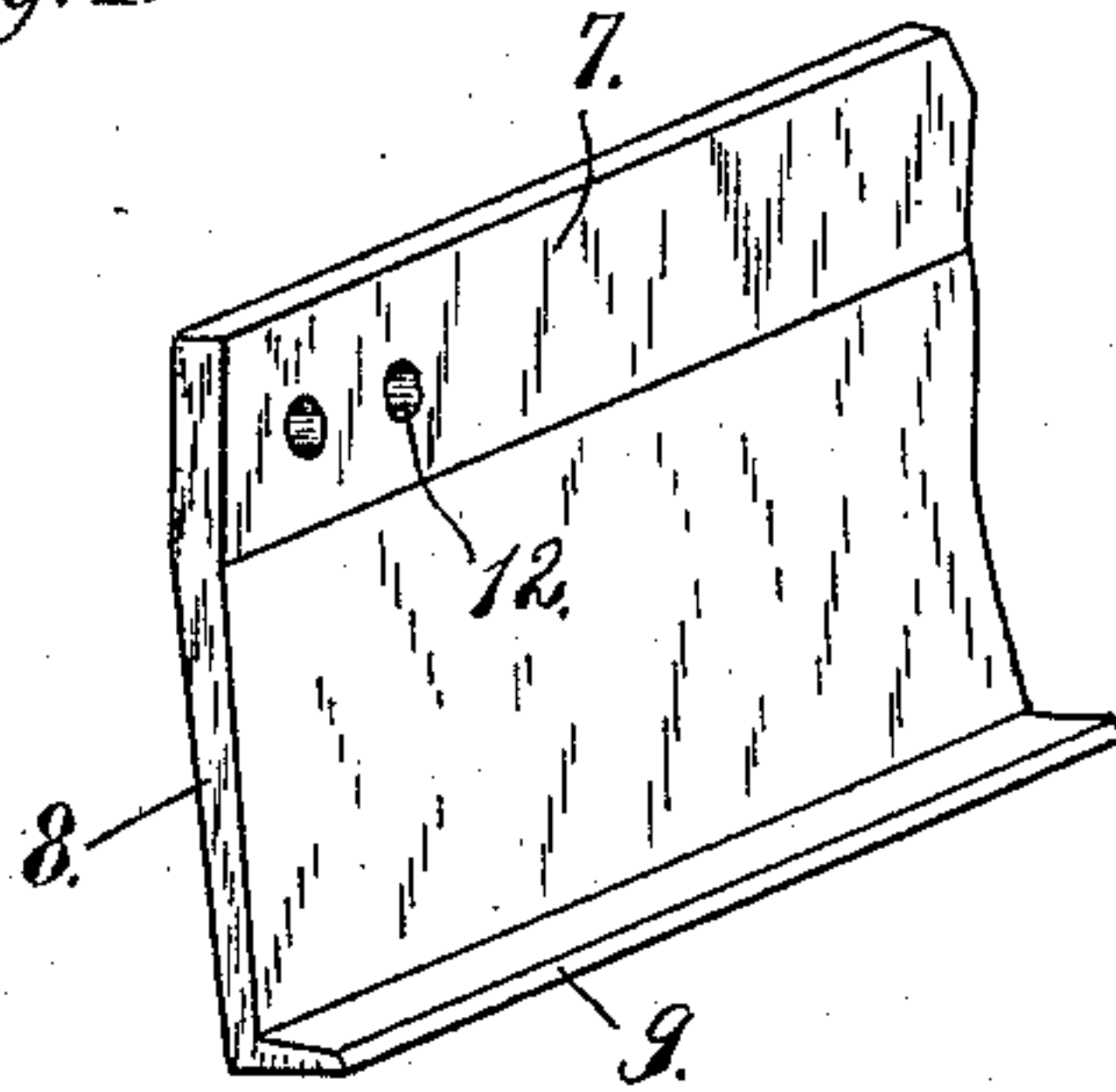


Fig. 3.

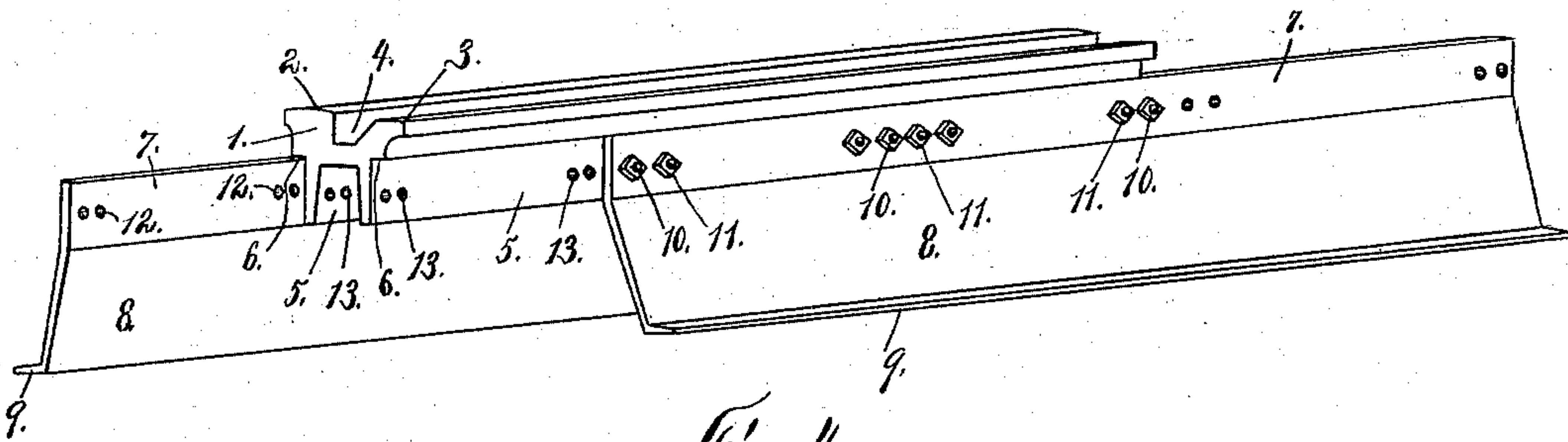


Fig. 4.

Witnesses:

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# UNITED STATES PATENT OFFICE.

WILLIAM H. WRIGHT, OF BUFFALO, NEW YORK.

## TRAMWAY-RAIL.

SPECIFICATION forming part of Letters Patent No. 535,608, dated March 12, 1895.

Application filed December 26, 1894. Serial No. 532,915. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM H. WRIGHT, a citizen of the United States, residing at Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Tramway-Rails; and I do hereby 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, reference being had to the accompanying drawings, and to figures of reference marked thereon, which form a part of this specification.

My invention relates to that class of tramway rails which are known as sectional and continuous.

The object of my invention is the production of a sectional configurous rail which will be self-supporting, requiring no chairs or fish-plates and in which the worn parts can be quickly and easily renewed.

To this end my invention consists of a rail which is composed of a main central bearing section and two similar side supporting sections constructed and united in a manner which will be fully hereinafter described and claimed.

In the drawings, Figure 1 is a vertical transverse section of my improved rail. Fig. 2 is a perspective view of the main central bearing section. Fig. 3 is a perspective view of one of the similar side supporting sections, and Fig. 4 is a perspective view showing the manner of attachment of parts.

Referring to the drawings, 1 is the main central bearing section of the rail having upon its upper surface the head 2, on one side, the tram 3 on the other side, and between them the groove 4. The tram 3 is somewhat lower than the head 2 in order that the tires of wheels which are wider than the groove 4 will ride upon the trams 3 and will be prevented by the head 2 from leaving the track accidentally. Depending from the under surface of the section 1 are the two webs or flanges 5, 5, placed a short distance within the side surface of the section 1 leaving the shoulders or bearings 6, 6, on each side. The two similar side supporting sections consist

of the short upper vertical portions 7, 7, and the lower outwardly inclined or diagonal portions 8, 8, preferably of greater length than the upper portions 7, 7, and provided at their lower edges with the outwardly projecting horizontal flanges 9, 9.

In assembling the sections just described the upper portions 7, 7, of the supporting sections rest against the outer side surfaces of the webs or flanges 5, 5, their upper edges abutting against the shoulders or bearings 6, 6, of the main section. They are secured in this position by the bolts 10 which pass through holes in both webs or flanges 5, 5, and through registering holes in the upper portions 7, 7, of the supporting sections, being secured in position by the nuts 11. The holes 12 in the supporting sections and 13 in the webs or flanges 5, 5, are preferably arranged in intermediate groups of four and end groups of two as clearly shown in Fig. 4.

The main and supporting sections are of equal length and are bolted together so as to break joints as shown in Fig. 4, each supporting section on either side, resting one-third against one main section and two-thirds against the next section. In this manner a practically rigid continuous rail is formed. Railroad spikes 14 hold the flanges 9 of the supporting sections firmly upon the timber or other support 15.

It will readily be seen that my improved rail is self supporting, no chairs of any description being necessary and no fish-plates are required. The rail can be made of any desired size and weight and the supporting sections, being similar and interchangeable can be manufactured by one set of rolls. The angle at which the portions 7 and 8 of the supporting sections are placed serves to greatly increase the supporting strength and rigidity of the rail, and a damaged or worn section can be quickly and easily removed and replaced by a perfect one.

I claim—

1. A continuous rail consisting of the main section provided on its under side with the webs or flanges 5, 5, and shoulders 6, 6, and the side supporting sections provided with the vertical portions 7, 7, and the outwardly

inclined or diagonal portions 8, 8, the vertical portions being bolted against the webs or flanges 5, 5, and under the shoulders 6, 6, of the main section so as to break joints with  
5 the same substantially as shown and described.

2. A continuous rail consisting of the main section having upon its upper side the head  
2, the tram 3 and the intermediate groove 4  
10 and upon its under side the webs or flanges 5, 5, and shoulders 6, 6, and the side supporting sections provided with the vertical portions 7, 7, and the outwardly inclined or

diagonal portions 8, 8, the vertical portions being bolted against the webs or flanges 5, 5, 15 and under the shoulders 6, 6, of the main section so as to break joints with the same substantially as shown and described.

In testimony whereof I have signed my name to this specification in the presence of 20 two subscribing witnesses.

WILLIAM H. WRIGHT.

Witnesses:

W. T. MILLER,  
F. P. KERSTEN.