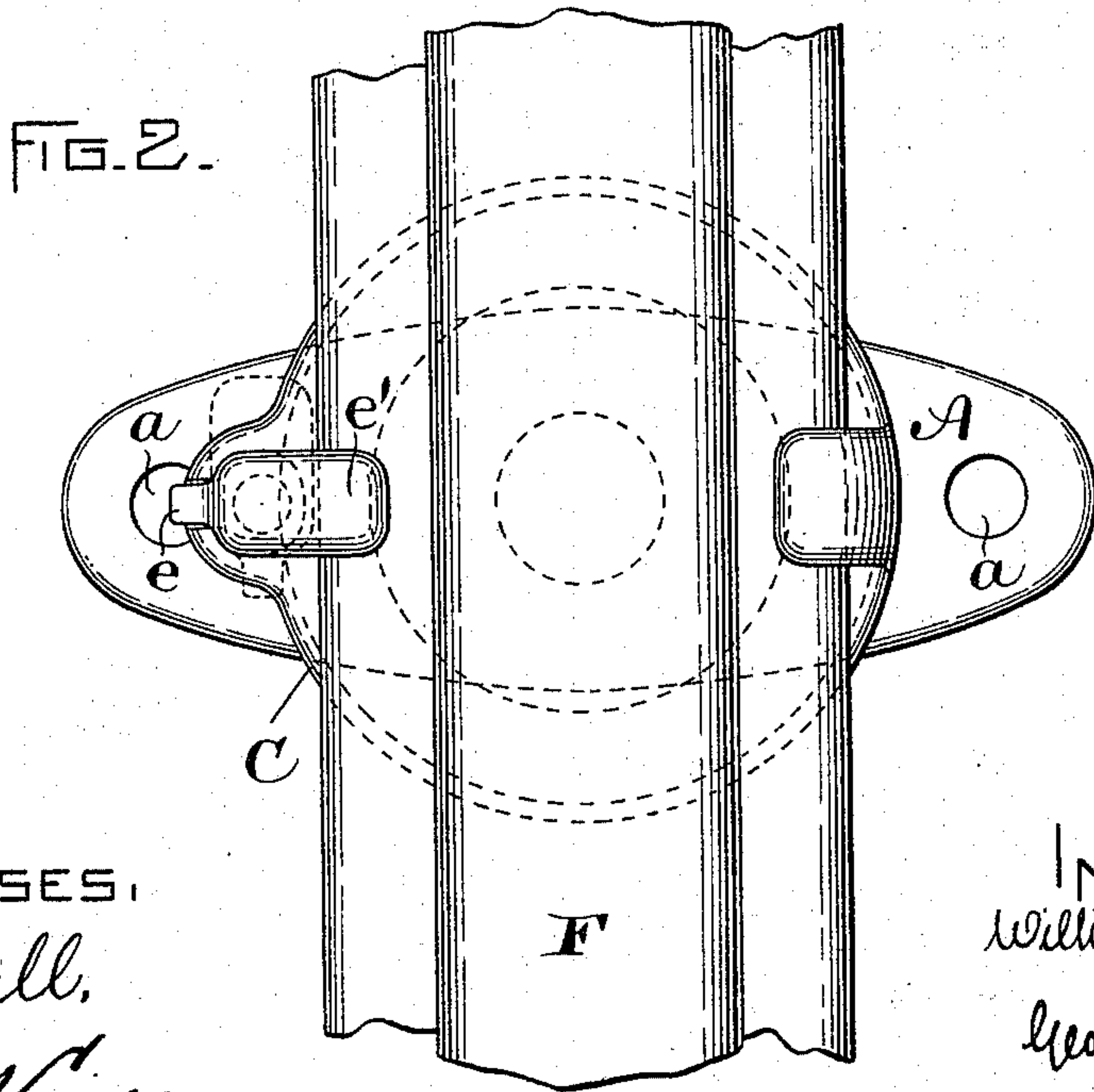
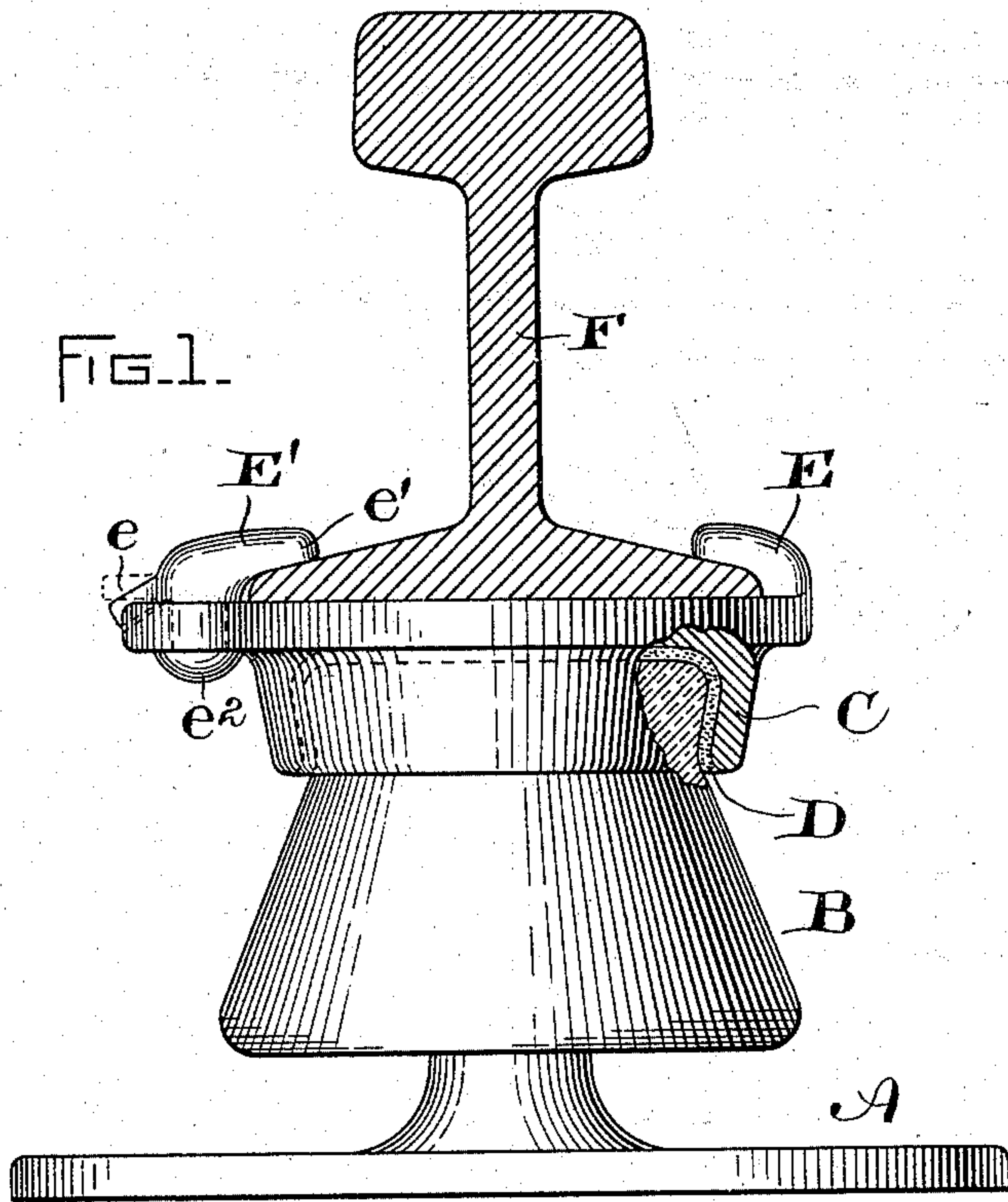


(No Model.)

W. B. POTTER.
RAIL SUPPORT.

No. 571,455.

Patented Nov. 17, 1896.



WITNESSES.

Asst. Abell.
R. J. Hice.

INVENTOR.
William D. Potter, by
Geo. R. Bloodgett,
Att'y.

UNITED STATES PATENT OFFICE.

WILLIAM B. POTTER, OF SCHENECTADY, NEW YORK, ASSIGNOR TO THE
GENERAL ELECTRIC COMPANY, OF NEW YORK.

RAIL-SUPPORT.

SPECIFICATION forming part of Letters Patent No. 571,455, dated November 17, 1896.

Application filed August 25, 1896. Serial No. 603,919. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM B. POTTER, a citizen of the United States, residing at Schenectady, in the county of Schenectady, State of New York, have invented certain new and useful Improvements in Rail-Supports, (Case No. 421,) of which the following is a specification.

My invention relates to insulating-supports for the conducting or "third" rail of electric railways employing that system, and has for its object to provide a readily-removable support of good insulating properties.

To this end I construct the support as illustrated in the accompanying drawings, in which—

Figures 1 and 2 are respectively an end elevation partly in section and a plan of my improved rail-support.

A is the base of the support provided with bolt-holes *a*, by which it may be spiked to the tie.

B is a petticoat of porcelain or other insulating material.

C is a cap of metal secured to the porcelain insulator by a cement filling D. The cap C is formed with lugs E E', engaging with the flanges of the rail F.

The peculiarity of construction of my improved insulator is embraced more particularly in the lug E'. This lug is formed with a body part *e'*, passing over the flange of the rail, and a shank which is headed into the cap C at *e*², the lug being arranged to turn in a hole drilled in the cap. A tongue *e* is provided upon the lug, which registers with a cut-away portion or notch in the cap.

The parts are assembled as follows: The

insulator is made up in the form shown, with the lug E' freely rotating. When the rail is put in place, this lug is in the position shown in dotted lines in Fig. 2. After the rail is laid in place, with one of its flanges engaging with the lug E, the lug E' is rotated and engages with the other flange. The tongue *e* is then struck with a hammer, forcing it into the cut-away part or notch of the cap C, and the rail is secured in place.

Should it be desired for any reason to remove the insulator, the tongue *e* may be raised with a hammer and chisel, and the lug E' rotated to its dotted-line position.

What I claim as new, and desire to secure by Letters Patent of the United States, is—

1. An insulator for a railway-rail, comprising a body of insulating material, a metallic cap secured to the insulator, the cap being provided with a fixed lug, a rotatable lug, and means for securing the rotatable lug in its engaging position with the rail.

2. As a new article of manufacture, an insulator for a railway-rail, comprising a body of insulating material, a cap secured thereto, the cap being provided with two lugs adapted to engage opposite flanges of the rail, one of the lugs being fixed, and the other being rotatable and being provided with a tongue engaging with a notch in the cap when in position to retain the rail in place.

In witness whereof I have hereunto set my hand this 24th day of August, 1896.

WILLIAM B. POTTER.

Witnesses:

A. F. MACDONALD,
E. W. CADY.