

(No Model.)

W. B. POTTER.
RAIL SUPPORT.

No. 575,782.

Patented Jan. 26, 1897.

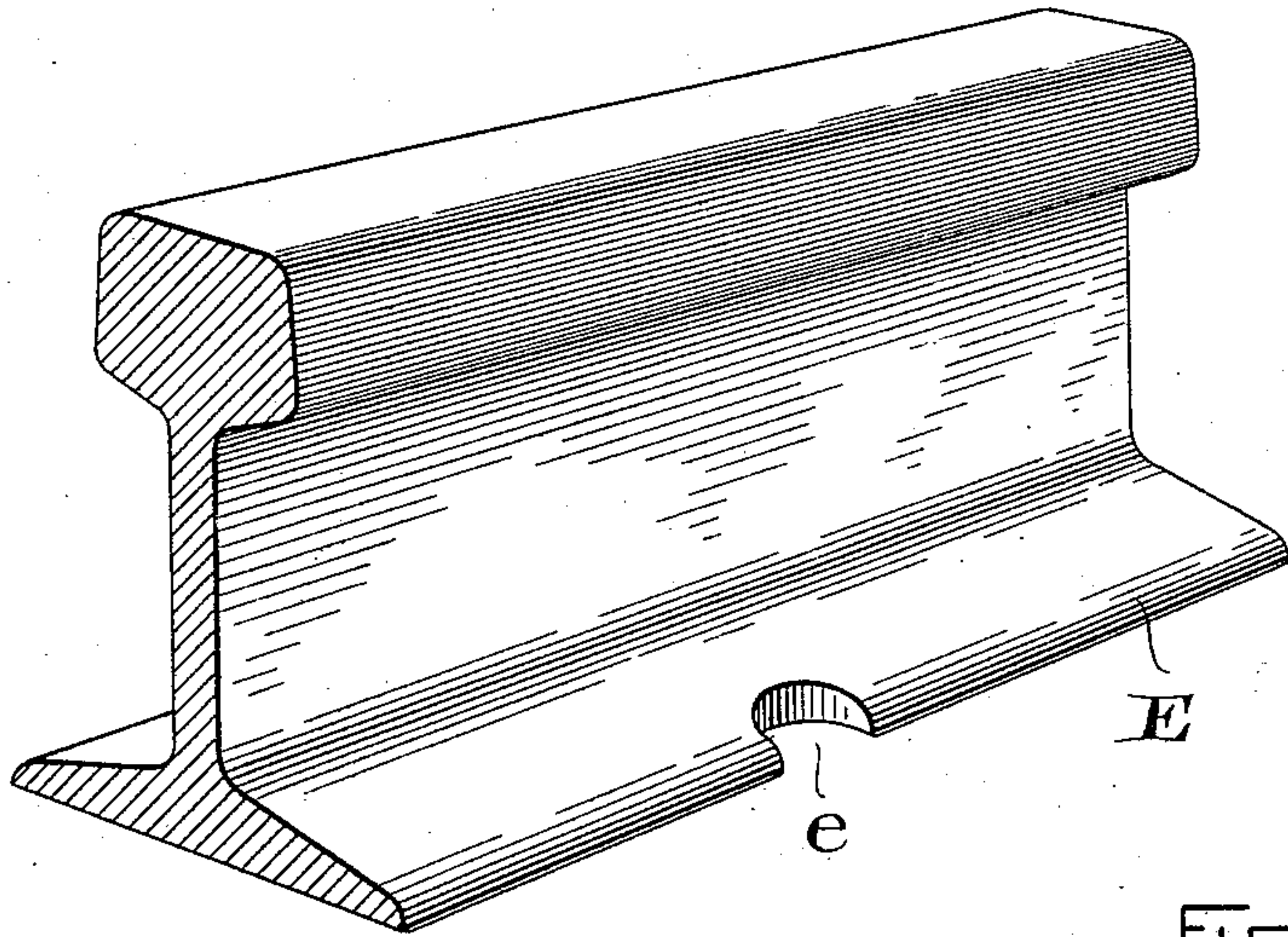


FIG. 1.

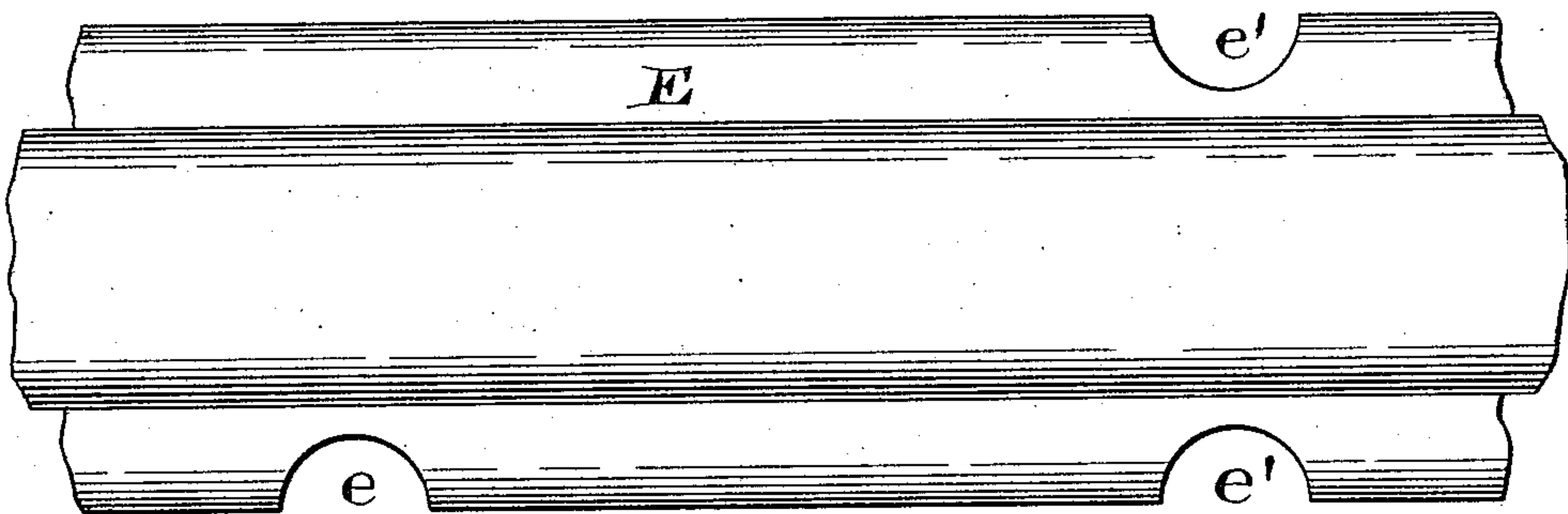
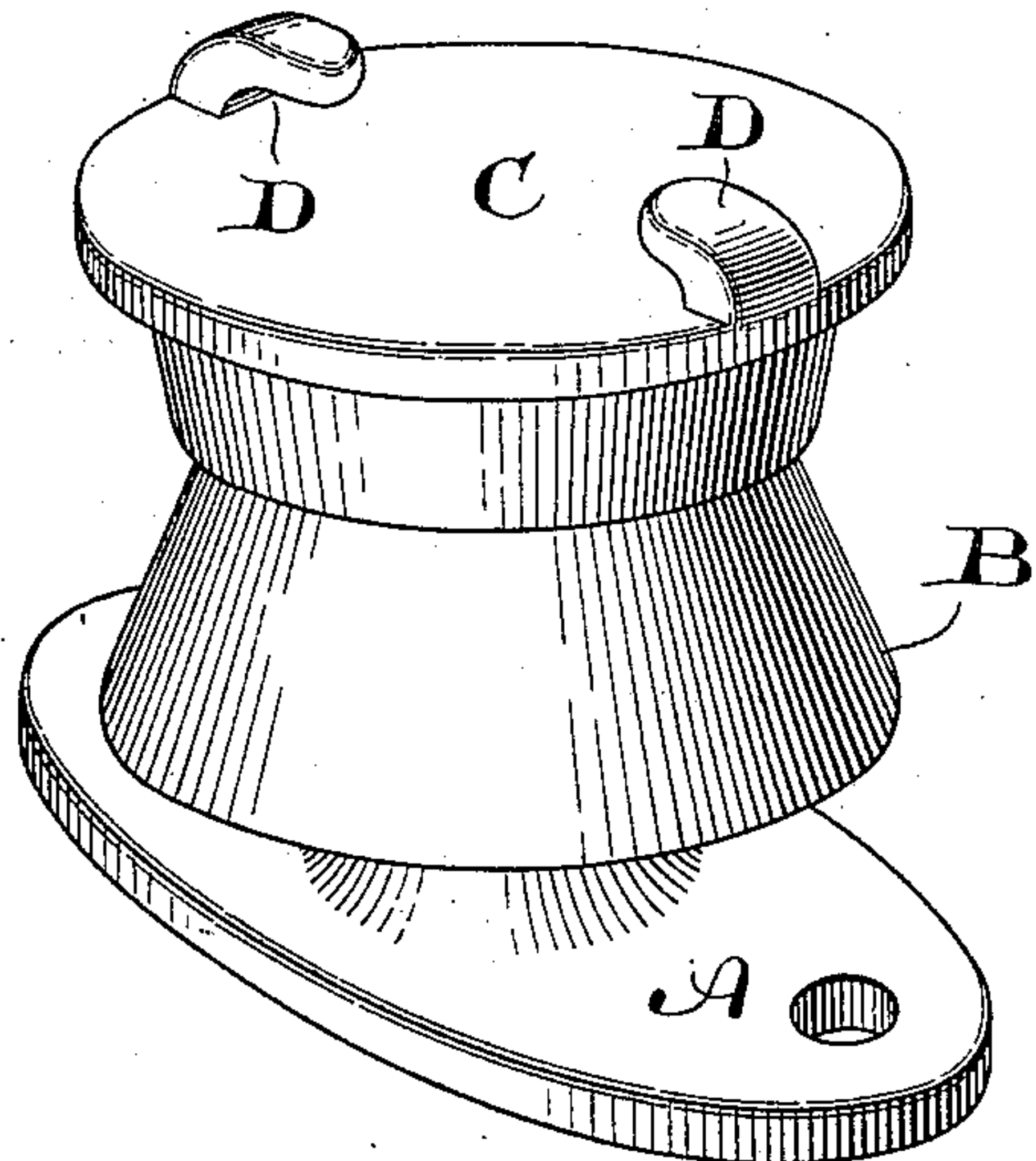


FIG. 2.

WITNESSES:

A. H. Abell,
P. B. Shue

INVENTOR,
William B. Potter, by
Geo. R. Blodgett,
Atty.

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. 575,782, dated January 26, 1897.

Application filed August 25, 1896. Serial No. 603,918. (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, (D. 419,) of which the following is a specification.

My invention relates to supports for the conducting-rails of electric railways operated by the so-called "third-rail" system, and has for its object to provide an insulating-support capable of ready attachment to the rail, yet which may be conveniently removed from it if occasion demands.

To this end my improved rail-support consists of a base carrying a mass of insulating material, a metallic cap upon the insulator, and attachments between the cap and the rail, the particular form shown consisting of lugs which may be passed up over the flange of the rail through notches cut therein, the insulator then being slipped along to a solid part of the flange, the lugs engaging with the flange and maintaining the insulator and rail in place.

The accompanying drawings show my invention, Figure 1 being a perspective of a portion of the rail and the insulator about to be applied thereto, Fig. 2 being a plan of a part of the rail.

A is the base of the insulator.

B is a petticoat of porcelain or other insulating material.

C is a metallic cap secured to the porcelain in any suitable way, as by cement.

D D are lugs adapted to engage the flange E of the rail. These lugs are placed at opposite extremities of the diameter of the cap, and are radially disposed upon it.

At *e* I have shown a notch cut away in the rail.

In Fig. 2 I have illustrated the rail as formed with the notch *e* in its flange on one side only, or in an alternative form as having two notches *e' e'*. Where the single notch is employed, one of the lugs D would be placed over the rail, the insulator being tipped to permit this and the other one then brought up through the notch. The insulator would then be slipped along on the flange and secured in position. Where, however, the two notches *e'* are used, the insulator could be applied directly from below by raising it into position, the two lugs registering with the two notches, and then sliding it along, as before.

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

1. The combination in an insulating-support for a third rail, of a body of insulating material carrying a metallic cap, the cap provided with lugs adapted to register with notches in the rail-flange.

2. As a new article of manufacture, an insulating-support for a railway-rail, comprising a body of insulating material, a metallic cap secured thereto, and oppositely-placed radial lugs upon the metallic cap adapted to register with notches in the rail-flange.

3. The combination with an insulator, comprising a body of insulating material and a metallic cap provided with lugs, of a rail having notches in its flange registering with the lugs upon the insulator.

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.