

(No Model.)

T. F. DAVIES.
COMPOUND RAIL.

No. 591,954.

Patented Oct. 19, 1897.

Fig. 1.

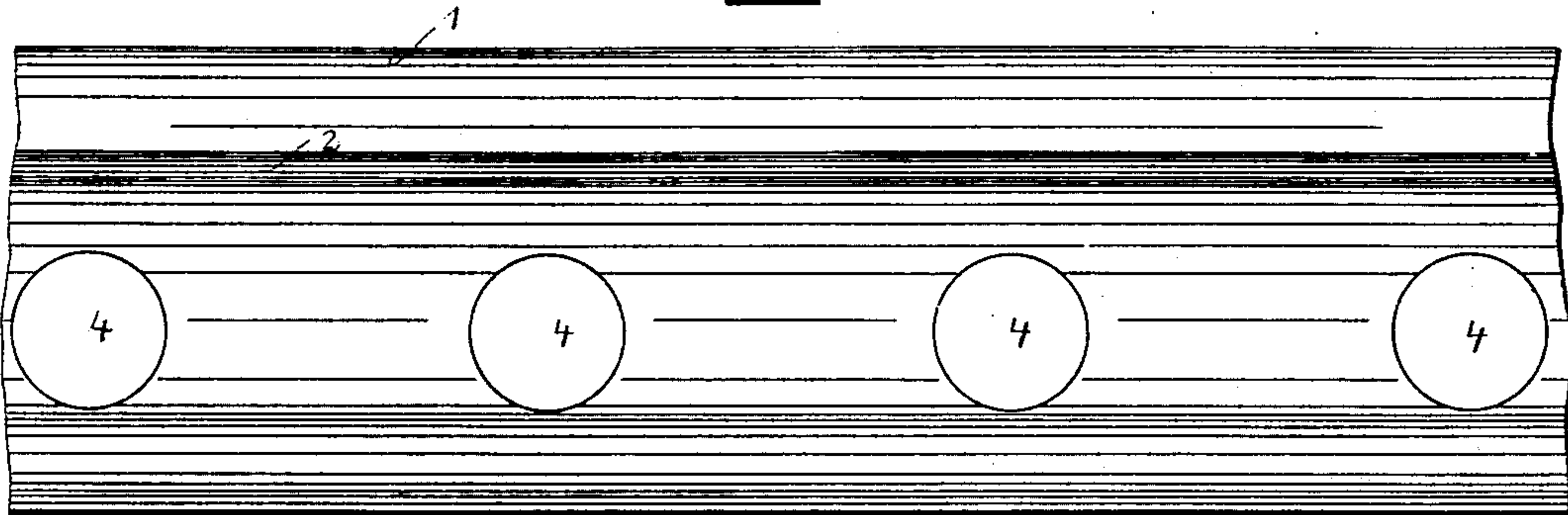


Fig. 2.

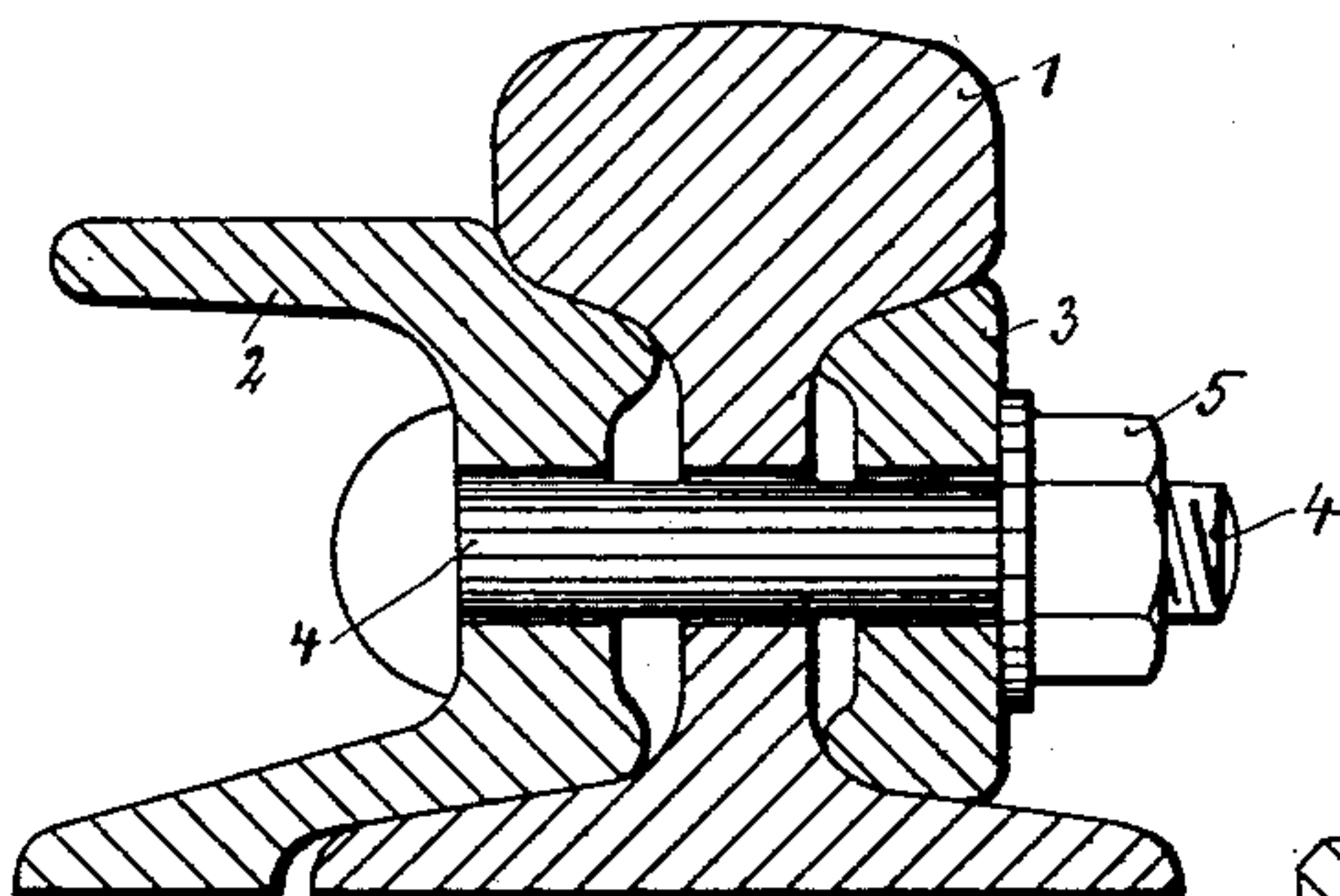
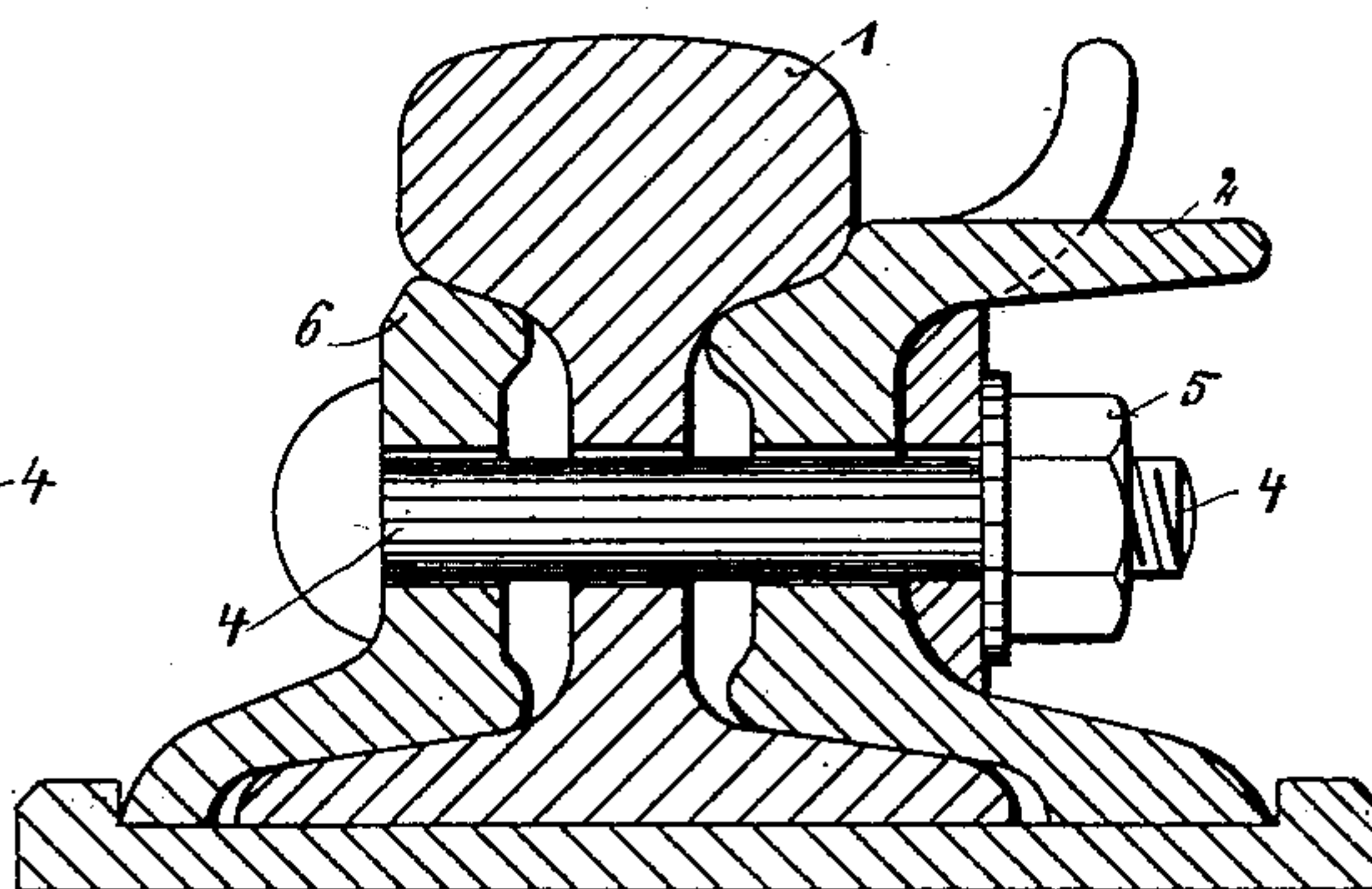


Fig. 3.



WITNESSES:

Macaulay Hunter,
W. J. M. C. Casky.

INVENTOR

Thomas F. Davies
BY *O. W. Lewis*

ATTORNEY.

UNITED STATES PATENT OFFICE.

THOMAS F. DAVIES, OF DUQUESNE, PENNSYLVANIA.

COMPOUND RAIL.

SPECIFICATION forming part of Letters Patent No. 591,954, dated October 19, 1897.

Application filed December 27, 1895. Serial No. 573,444. (No model.)

To all whom it may concern:

Be it known that I, THOMAS F. DAVIES, a citizen of the United States, residing at Duquesne, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in a Combination Splice-Bar and Wagon-Tread; 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in rails, and relates more particularly to that class known as "combination-rails."

The invention has for its object the provision of new and novel means whereby the ordinary T-rail may be easily and readily converted into a tram-rail.

The invention has for its further object to construct a rail of the above-referred-to class that will be extremely simple in its construction, strong, durable, and comparatively inexpensive to manufacture.

With the above and other objects in view the invention consists in the novel construction, combination, and arrangement of parts to be hereinafter more particularly described, and specifically pointed out in the claim.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like letters of reference indicate similar parts throughout the several views of the drawings, in which—

Figure 1 is a side elevation of my improved rail. Fig. 2 is a transverse sectional view. Fig. 3 is a similar view of a modified form.

In the drawings, 1 represents the T-rail, at the side of which is placed my improved tram-rail 2. The reference-figure 3 represents the fish-plate, and 4 the bolt, which is secured by the nut 5. In Fig. 3 is shown a different form of fish-plate 6, which may be advan-

tageously used in connection with my improved rail.

Operation: When it is desired to convert the ordinary T-rail into a tram-rail, my improved rail 2 is placed at the side of the T-rail, as shown in Figs. 2 and 3 of the drawings. The bearing-surface of the T-rail and the top of my improved rail serve to form a bearing-surface or track similar to that obtained when the ordinary tram-rail is used.

It will be noted that by the use of my improved rail a track where the ordinary T-rail is employed, and which it is desired to use tram-rails on, may be easily converted into a tram-track without removing the T-rails, and at a considerable less expense than would be the case were the T-rails to be removed and replaced with the ordinary tram-rails. Particular attention is called to the saving thus obtained, as the expense of tearing up the track to relay with new rails is obviated and the traffic need not be retarded while the change is being made.

It will be noted that various changes may be made in the details of construction of my improved rail without departing from the general spirit of my invention.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination with the T-rail, of the tram-rail having flanges projecting from one side, one at its top and the other at its bottom, the bottom one adapted to rest upon the flange or base of said T-rail and to project beyond the latter, so as to form an extension in the same plane with the base of the T-rail, and the top flange adapted to rest at its inner edge against the head of said T-rail and slightly below the top thereof, together with means for securing it to said T-rail, substantially as set forth.

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

THOMAS F. DAVIES.

Witnesses:

E. J. MCKENNA,
OLIVER KINDT.