No. 701,565. Patented June 3, 1902.

# W. N. HARING.

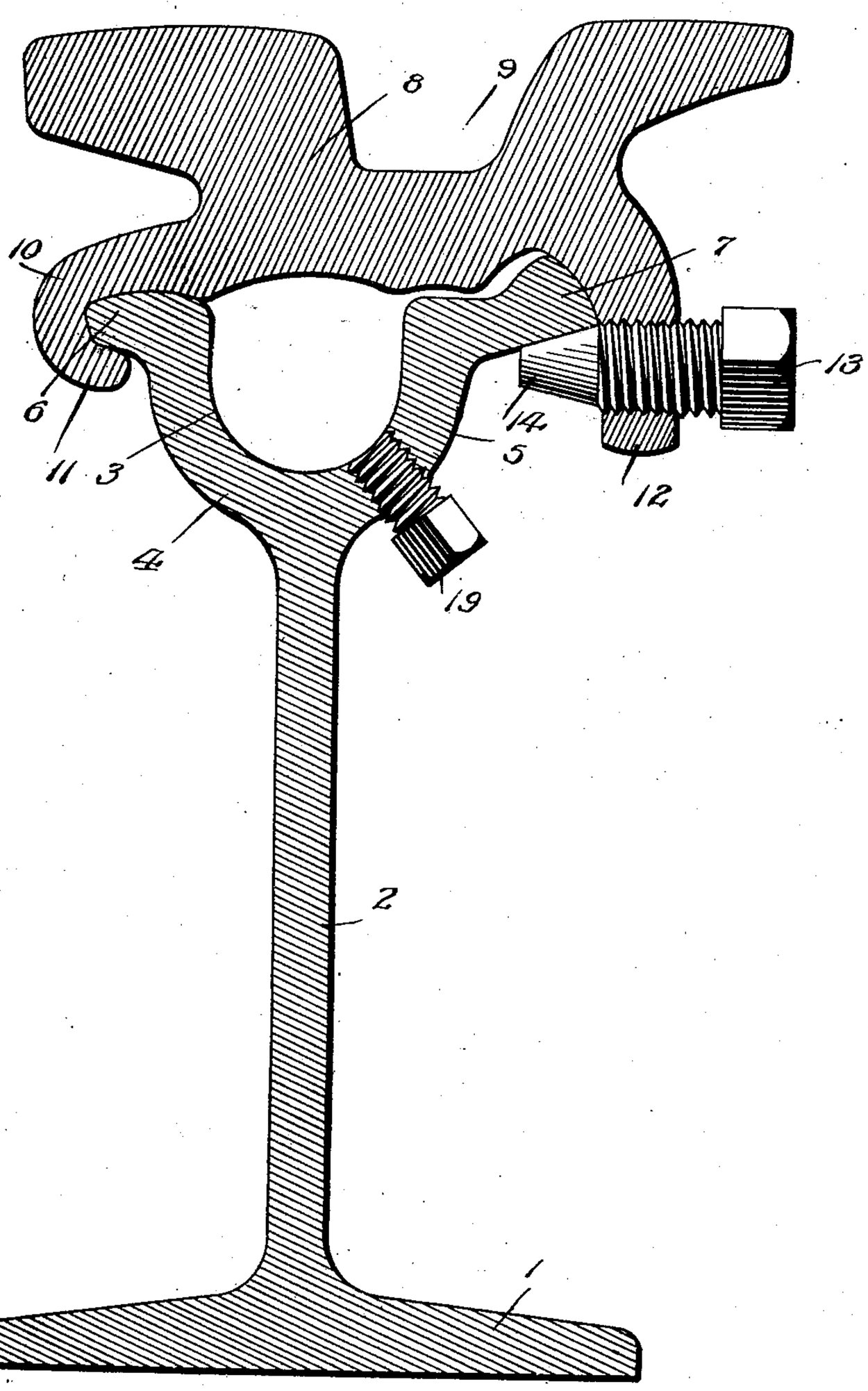
## TROLLEY RAIL.

(Application filed Oct. 19, 1901.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.




WITNESSES:
H. G. Dieterich
Geo. Ackeman.

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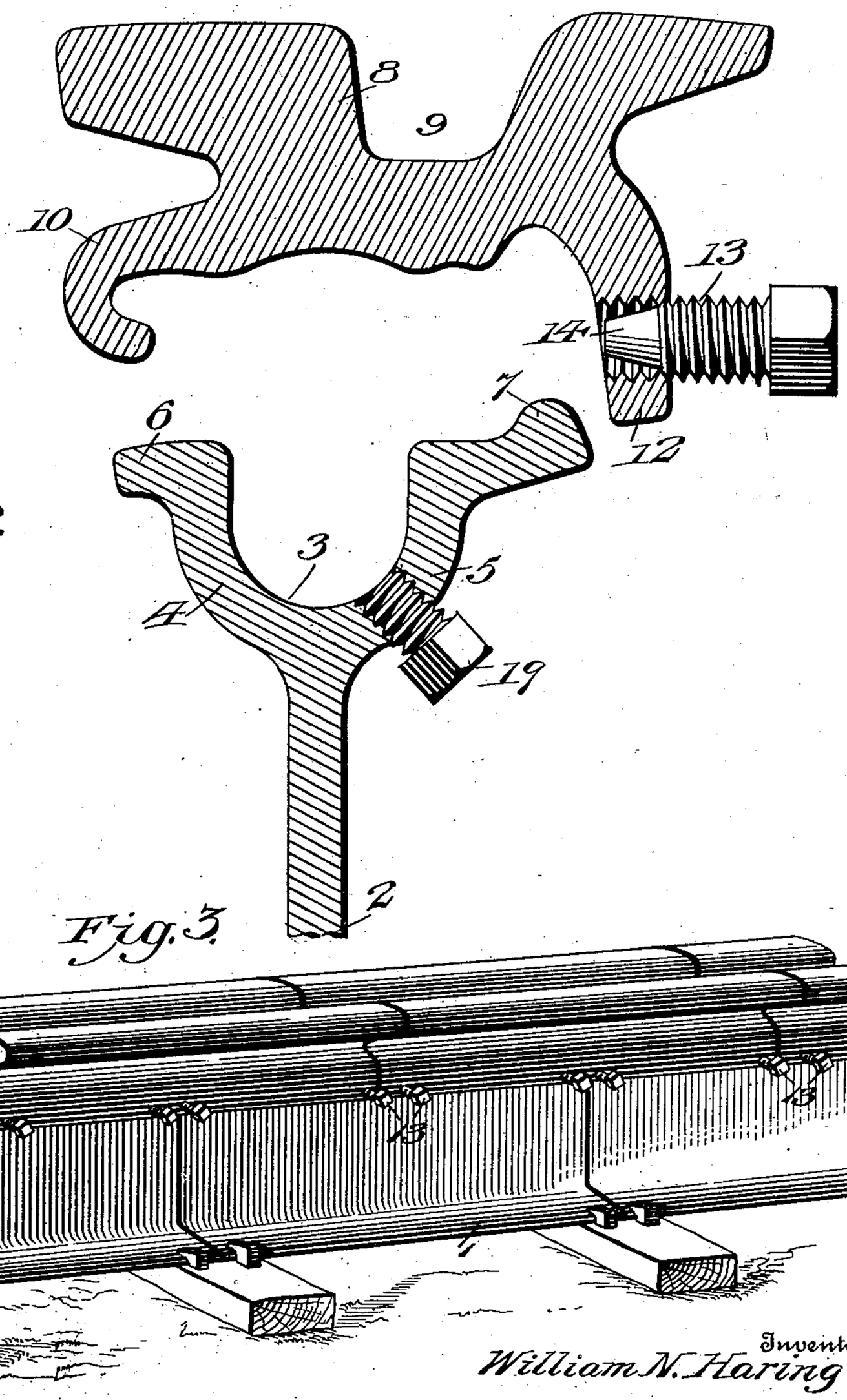


Fig. 2.

Fig. 3.

Witnesses
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# UNITED STATES PATENT OFFICE.

WILLIAM N. HARING, OF NYACK, NEW YORK.

## TROLLEY-RAIL.

SPECIFICATION forming part of Letters Patent No. 701,565, dated June 3, 1902.

Application filed October 19, 1901. Serial No. 79,296. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM N. HARING, a citizen of the United States, residing at Nyack, in the county of Rockland and State of New York, have invented new and useful Improvements in Trolley-Rails, of which the following is a specification.

This invention relates to certain new and useful improvements in trolley and other rails; and the primary object thereof is to provide a rail adapted to inclose telegraph and telephone wires and other electrical conductors in a simple and inexpensive manner.

A further object is to provide a rail which will in itself form a conduit for the electric agent adapted to supply the motor-power with sufficient energy to drive the car or other vehicle upon the rail.

With these objects in view the invention consists in certain novel features of construction to be hereinafter described, and defined in the appended claims.

In the drawings, Figure 1 is a transverse sectional view through a rail constructed in accordance with my invention. Fig. 2 is a cross-sectional view of the rail and tread, showing the tread detached. Fig. 3 is a perspective view of the rail set up.

The reference-numeral 1 designates the flange of the rail, provided with an upwardly-projecting web 2, bifurcated at its upper longitudinal edge to form a groove 3. The bifurcated arms 4 and 5 are provided with upwardly-projecting flanges 6 and 7.

8 designates the tread of the rail, provided with the usual groove 9. Projecting from the lower end of the tread and at one side is a flange 10, bent or formed with a groove 11, adapted to engage the flange 4 of the web, and at the other edge of the web is a downwardly-projecting flange 12, carrying a set-screw 13, which is provided with a wedge-shaped end 14, adapted to bear against the under side of the flange 5, so as to securely fasten the tread in place. It will be understood, of course, that this tread is removable, a feature which is necessary in order that the conductor-wire may be readily removed from the groove or conduit 3. Another advantage of having the tread removable is that in the event of excessive wear due to travel over the rails the tread may be removed and a new one substituted without the necessity of removing the entire rail, as is now generally done. In connecting the rails the ends are mitered one into the other instead of laying them end to end and employing fish-plates. However, as this miter-joint is not new I have not believed it necessary to illustrate nor describe the same.

It will thus be seen that I have provided an improved and convenient method of protecting the conductor without materially adding to the cost of the rails. It will also be noted that the initial cost over the ordinary construction of rail will be saved by the fact that it will only be necessary to substitute the tread from time to time as the rail wears out instead of providing an entirely new rail.

While I have specifically described what to me at this time appears to be the very best means of accomplishing the desired result, I would have it understood that I do not limit myself to the exact construction shown, but reserve the right to make such slight changes and alterations which suggest themselves from time to time and without departing from the spirit of my invention.

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

1. In a rail, the combination with a flange, of a web provided at the top edge with downwardly-projecting flanges to form a groove, and a tread having an inturned flange at one edge adapted to engage one of the flanges of the web, and a downwardly-projecting flange at the other edge of the tread adapted to lie against the remaining flange of the web, and a screw for securing said tread to the web.

2. In a rail, the combination with a flange, of a web bifurcated at its upper edge, the bifurcated portions terminating in outwardly-projecting flanges, and a tread adapted to be seated upon the web and provided with edge flanges adapted to engage the flanges carried by the web, and a screw for fastening the web and tread together.

3. In a rail, the combination with a flange; of a web bifurcated at its upper edge to form

a groove for the reception of an electrical conductor, the bifurcated portions terminating in outwardly-projecting flanges and a tread adapted to be seated upon the web and provided with edge flanges designed to engage the flanges carried by the web and means for fastening the tread and rail together.

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

WILLIAM N. HARING.

Witnesses:
CHARLES A. KLEIN,
OSCAR DAWSON.