W. E. SIZEMORE.

RAILWAY TRACK.

APPLICATION FILED DEC. 21, 1908.

934,022. Patented Sept. 14, 1909.

Fig. 1.

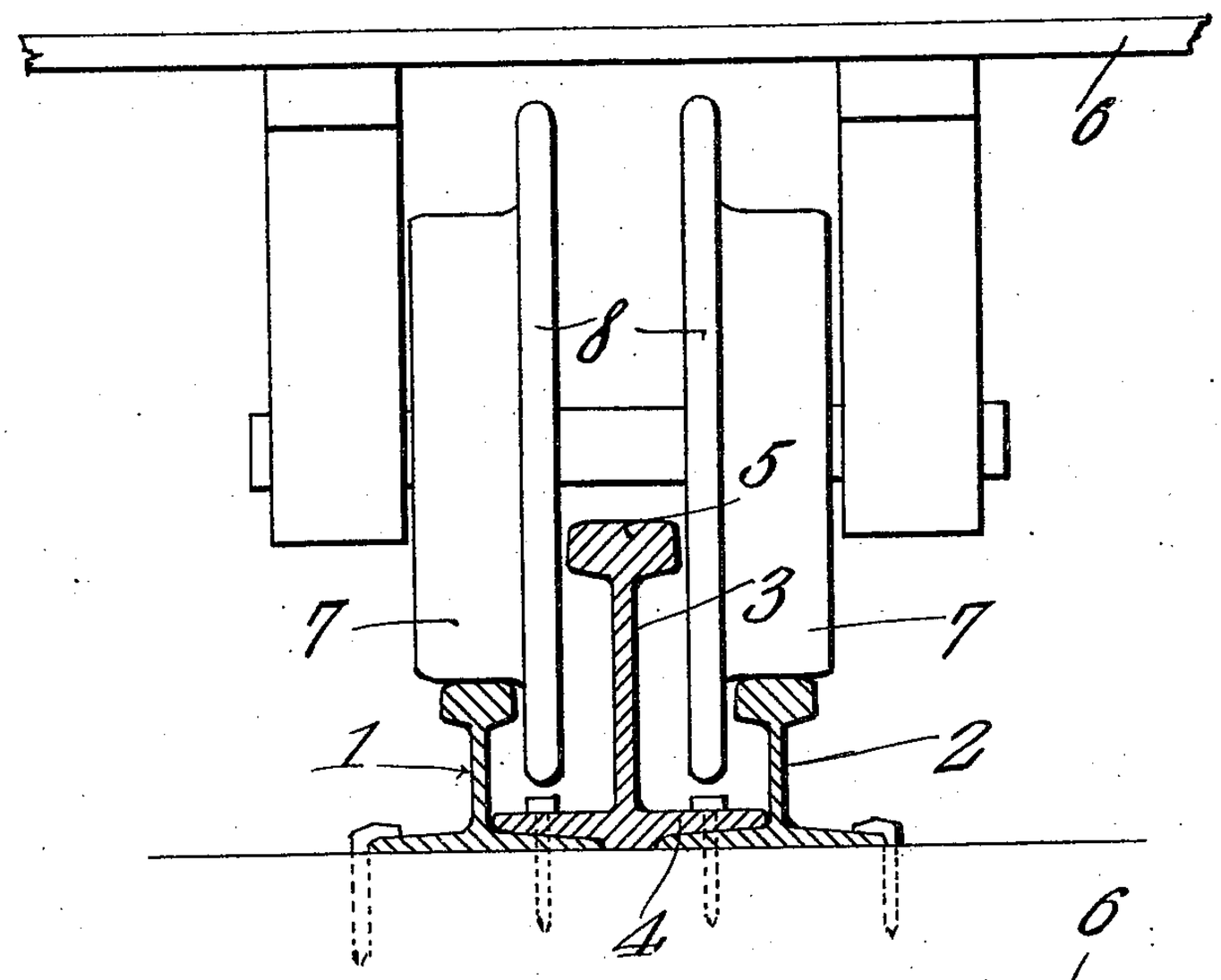
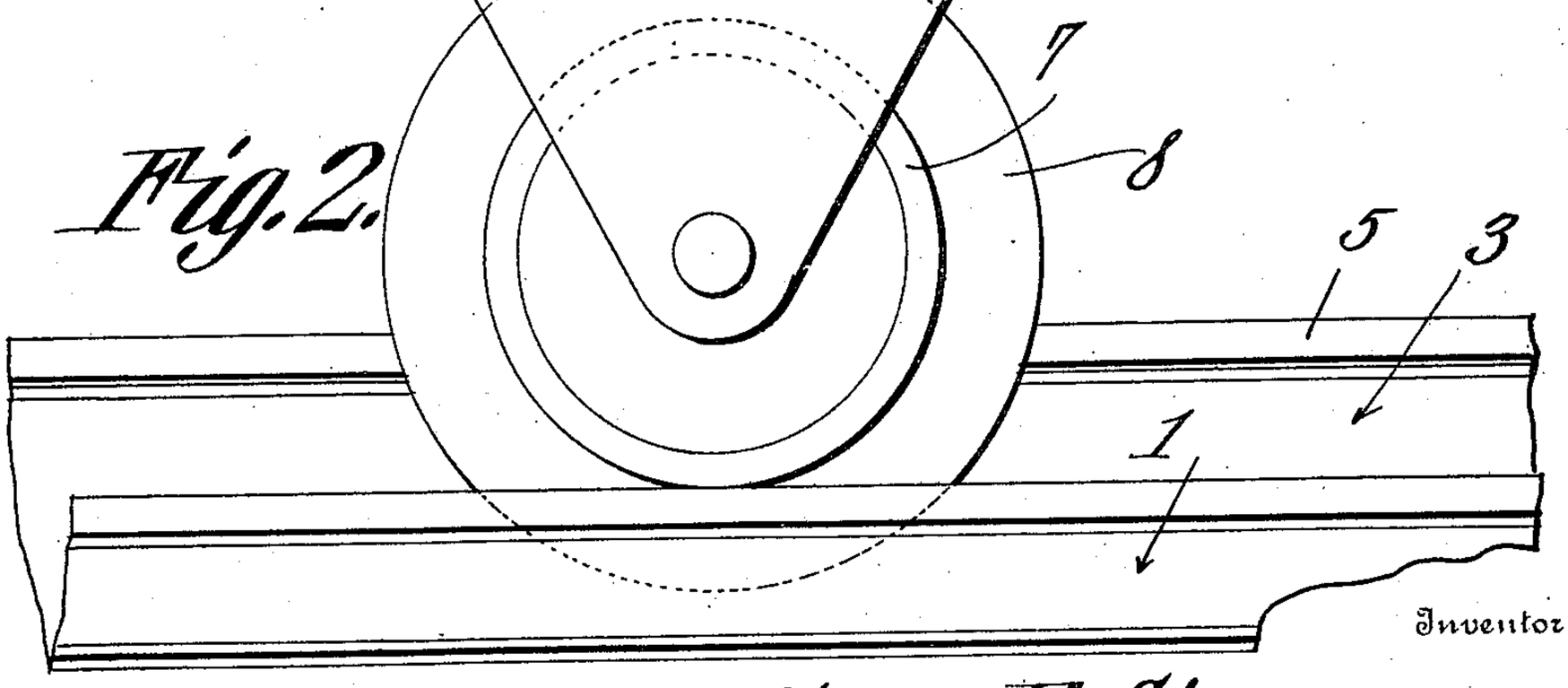


Fig. 2.



Inventor

William E. Sizemore.

By Cr Snow & Co.

Attorneys

Witnesses

E. J. Stewart

Hubert D. Lawson.

UNITED STATES PATENT OFFICE.

WILLIAM E. SIZEMORE, OF COBB, KENTUCKY.

RAILWAY-TRACK.

934,022. Specification of Letters Patent. Patented Sept. 14, 1909.

Application filed December 21, 1908. Serial No. 468,594.

To all whom it may concern:

Be it known that I, WILLIAM E. SIZEMORE, a citizen of the United States, residing at Cobb, in the county of Caldwell and State of Kentucky, have invented a new and useful Railway-Track, of which the following is a specification.

This invention relates to railway tracks of that type in which the rail or rails are arranged under the central portion of the car supported thereby.

The object of the invention is to provide a novel arrangement of rails so positioned relative to one another as to prevent lateral tilting of the car mounted thereon and also to prevent derailment from any cause.

With these and other objects in view the invention consists of certain novel details of construction and combinations of parts hereinafter more fully described and pointed out in the claims.

In the accompanying drawings the preferred form of the invention has been shown.

In said drawings:—Figure 1 is a transverse section through the track and showing the wheels mounted thereon, said wheels and a portion of the car carried thereby being in elevation. Fig. 2 is a side elevation of the parts shown in Fig. 1.

Referring to the figures by characters of reference 1 and 2 designate "T" rails of the type ordinarily employed in the construction of railway tracks, and these rails are placed close together and parallel and have secured between them an intermediate guide rail 3, the base flanges 4 of which are preferably so constructed as to bear upon the inner base flanges of the rails 1 and 2, any suitable means being utilized for securely fastening these lapping base flanges together. The rail 3 is considerably larger than the rails 1 and 2, the head 5 thereof being located some distance above the level of the heads of said rails 1 and 2 and constituting an abutment to prevent lateral tilting or shifting of the wheels of the car.

As shown in the drawings, the car 6 is mounted on oppositely disposed wheels 7 designed to bear upon the heads of the rails 1 and 2, said wheels having annular flanges 8 extending beyond the inner face thereof and designed to project between the rail 3 and the rails 1 and 2 respectively. By arranging the wheels 7 under the middle portion of the car the same will be balanced upon the rails and the middle rail 3 will serve to prevent any lateral tilting and also prevent the car from becoming derailed.

Although the track herein described is especially designed to be arranged under the center of the car, it is to be understood that if preferred one group of three rails such as herein described can be substituted for each single rail of a track such as ordinarily constructed, thus insuring greater safety and permitting a higher speed to be obtained than otherwise. Although the rails 1, 2 and 3 have been shown as formed of separate pieces, it is to be understood that if preferred the same can be made integral.

Various changes can of course be made in the construction and arrangement of the parts without departing from the spirit or sacrificing the advantages of the invention.

What is claimed is:—

1. A track for railways, comprising spaced wheel supporting rails having base flanges, and a rail interposed between and equi-distant from said first mentioned rails and extending thereabove, said interposed rail being secured upon the adjoining base flanges of the first mentioned rails.

2. A track for railways, comprising spaced wheel supporting rails having base flanges, an intermediate rail equi-distant from said first mentioned rails and bearing upon and secured to the inner flanges thereof, said interposed rail extending above the first mentioned rail and constituting means for receiving lateral thrusts of wheels mounted upon the wheel supporting rails.

3. A track for railways, comprising spaced wheel supporting rails having base flanges, an intermediate rail having base flanges formed with recesses for the reception of the inner base flanges of the wheel supporting rails, said interposed rail extending above the first mentioned rails and constituting means for receiving the lateral thrust of wheels mounted on the supporting rails.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

WILLIAM E. SIZEMORE.

Witnesses:
JOHN Y. NOBLE,
JOHN M. WOODRUFF.