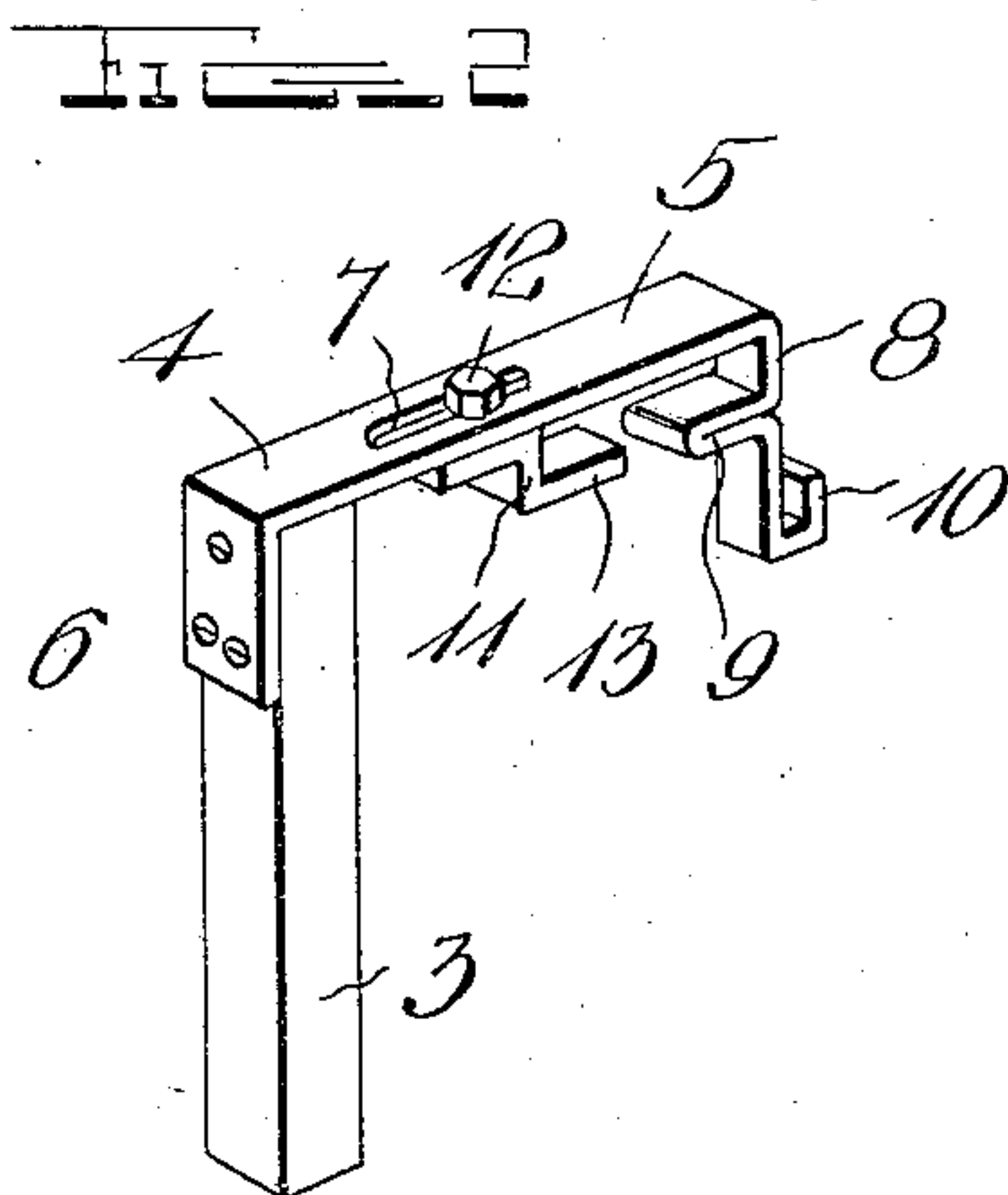
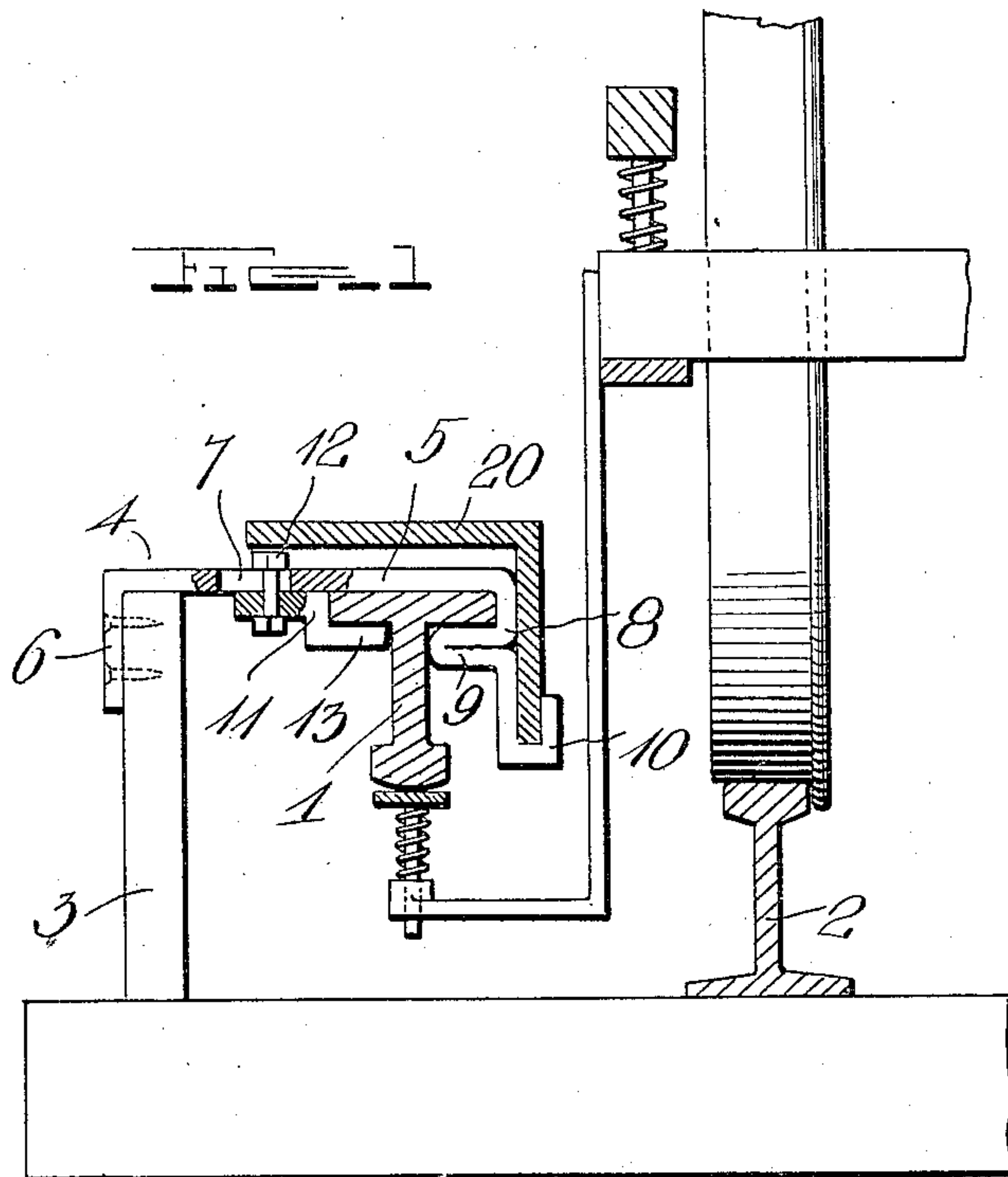


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SUPPORT FOR THIRD RAILS.  
APPLICATION FILED APR. 12, 1909.

966,001.

Patented Aug. 2, 1910.



Witnesses  
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# UNITED STATES PATENT OFFICE.

LEVI W. FOX, OF NORVELL, MICHIGAN, ASSIGNOR OF ONE-THIRD TO C. E. WEST AND ONE-THIRD TO G. W. FOX, OF JACKSON COUNTY, MICHIGAN.

## SUPPORT FOR THIRD RAILS.

966,001.

Specification of Letters Patent.

Patented Aug. 2, 1910.

Application filed April 12, 1909. Serial No. 489,368.

*To all whom it may concern:*

Be it known that I, LEVI W. FOX, a citizen of the United States, residing at Norvell, in the county of Jackson and State of Michigan, have invented certain new and useful Improvements in Supports for Third Rails; 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.

This invention relates to improvements in that class of electric railways known as "third rail systems."

The principal object of the invention is to provide improved means for supporting the electrically charged third rail to permit the rail to be entirely covered to protect it from snow and ice and to prevent the public from coming in contact with the rail.

With these and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings: Figure 1 is a vertical section, showing the application of this improved support; Fig. 2 is a detail perspective view of the rail supporting clamp.

In the embodiment illustrated a third rail 1, is shown disposed in inverted position to present a smooth surface for engagement by a car carried shoe and said rail 1, is arranged a suitable distance from the track rail 2. The third rail supporting posts as 3, may be fastened to the ties or they may be embedded in the earth as desired. Rail supporting clamps as 4, which are preferably made in the form shown in Fig. 2 and may be composed either of sheet or cast metal as desired, preferably comprise a stationary member 5, secured at one end to the posts 3, and an adjustable member mounted on said stationary member as will be hereinafter described. This stationary member 5, has one end 6 bent at right angles to engage the outer face of the post 3, and is secured thereto by bolts or other suitable fastening means. The horizontally disposed portion of the member 5, has a longitudinally arranged slot 7 formed therein adjacent to the post 3, and an arm 8, extends from the other end of the horizontal portion of the

member 5, in the same direction as the arm 6, being preferably made longer than the arm 6, and it is provided intermediately of its ends with an inwardly extending lateral projection 9, for engagement with the base flange of the third rail 1. The free end of the arm 8, is bent outwardly and then upwardly to form an L-shaped shield support 10, for the shield or cover 20. It will thus be seen that this member 5, is made in approximately inverted U-shape having a lateral arm extending inwardly from one side or leg thereof and an L-shaped arm at the free end of said leg carrying the extension or arm 9.

The cooperating adjustable clamp member 11, is preferably Z-shaped as shown in Fig. 2 and is connected with the member 5, by means of a bolt 12, extending through the slot 7, in the member 5, and through an aperture in one arm of the member 11, to provide for the vertical and lateral adjustment of said member relatively to the laterally extending arm 9. The free arm 13, of the member 11, being designed to engage one flange of the third rail base on the side opposite to that engaged by the arm 9, of the member 5, an insulating covering being placed around the rail at the point engaged by the clamping members. It will thus be obvious that by supporting the rail 1, by these clamps which engage the flanges of the base portion of the inverted rail a covering or shield may extend over the top and sides of the rail 1, leaving the tread thereof which is arranged in inverted position exposed for engagement by the car carried shoe.

From the foregoing description taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention as defined in the appended claims.

I claim as my invention:

1. A rail supporting clamp comprising a member having a longitudinally slotted body portion with a securing arm extending downwardly at right angles from one end thereof, a rail supporting arm extending in the same direction from the other end and



having a lateral inwardly extending rail engaging projection arranged intermediately of its ends and with its free end bent laterally outwardly and then upwardly to form a shield support and a cooperating rail clamping member adjustably mounted in the longitudinal slot of said first mentioned member.

2. A rail support comprising an approximately inverted U-shaped member having a lateral arm extending inwardly from one leg thereof and an L-shaped shield support extending laterally outward from the free end of said leg, and a Z-shaped cooperating member adjustable vertically and laterally on said first mentioned clamping member.

3. A rail support comprising a metal strip having one end bent at right angles thereto for engagement with a supporting structure, the other end of said strip being bent at

right angles and extending in the same direction as the first mentioned end and of greater length than said end, said long end being folded intermediately to provide an inwardly extending lateral projection and having its terminal bent laterally and then upwardly to form an L-shaped shield support and a Z-shaped clamping member depending from the lower face of said strip with its free arm extending laterally toward the lateral extension on the long arm of said strip, said Z-shaped member being adjustable longitudinally on said strip.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

LEVI W. FOX.

Witnesses:

JAMES M. ADAMS,

EDWARD A. WERNER.