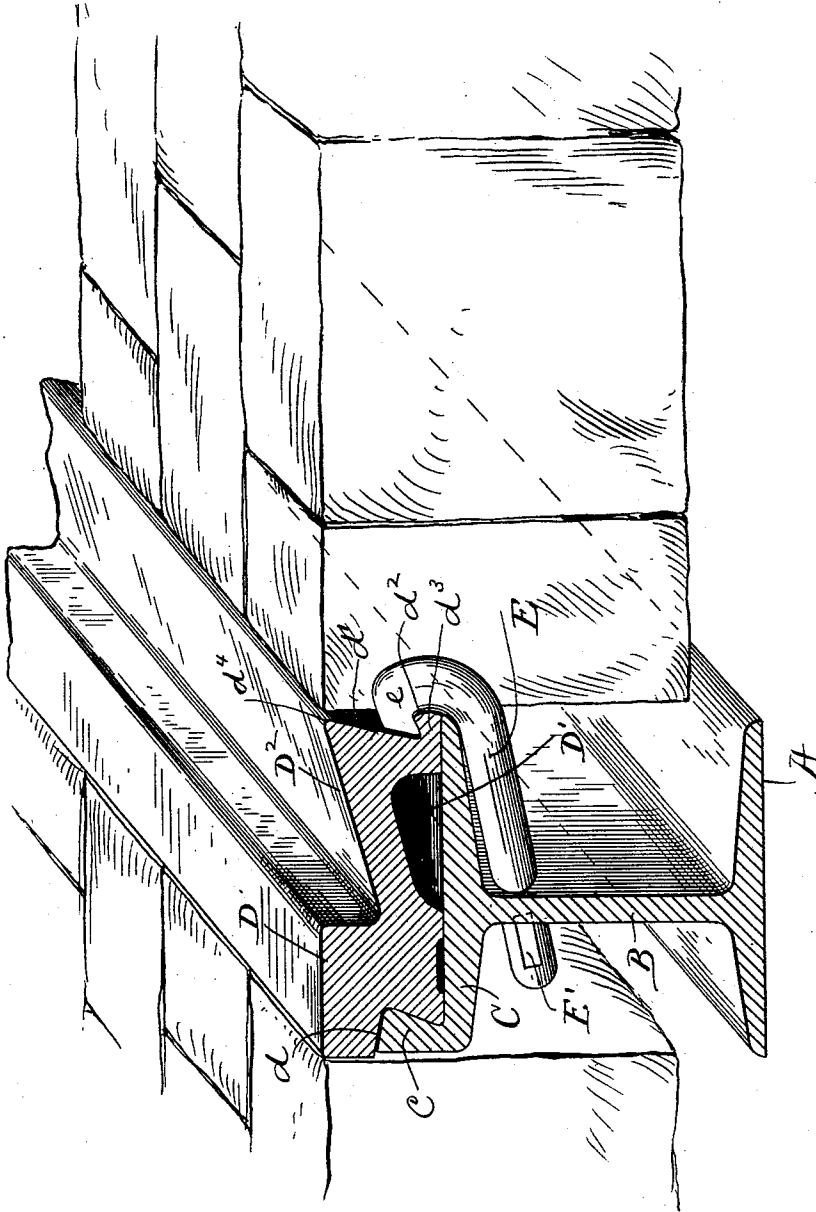


(No Model.)

J. T. HILL & B. MEIRING.
TRACK RAIL.

No. 484,315.

Patented Oct. 11, 1892.



Witnesses

E. Byron Gilchrist
[Signature]

Inventors.

John T. Hill
and
Bernard Meiring
By [Signature]
Attorneys

UNITED STATES PATENT OFFICE.

JOHN T. HILL AND BERNARD MEIRING, OF CLEVELAND, OHIO.

TRACK-RAIL.

SPECIFICATION forming part of Letters Patent No. 484,315, dated October 11, 1892.

Application filed October 8, 1891. Serial No. 408,118. (No model.)

To all whom it may concern:

Be it known that we, JOHN T. HILL and BERNARD MEIRING, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Track-Rails; and we do hereby 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 pertains to make and use the same.

Our invention relates to improvements in track-rails for street-railways; and it consists, first, in certain features of construction whereby the pavement may be laid close to or in contact with the tread of the rail.

It also consists in a peculiar construction of the tread of the rail, whereby wagons or other vehicles traveling on the track may more easily and quickly turn out of the track. The accompanying drawing shows a perspective of a track-rail embodying our invention.

A represents the base of the rail, B the web, and C the head of the rail, to which latter is removably attached a tread D, adapted to rest on the upper face of the rail-head. As shown, web B is quite deep, so that the base of the rail may be out of the way in paving, and hence the web may be quite thin and still possess the requisite strength and stiffness. Head C has a longitudinal flange *c*, and tread D is correspondingly undercut, as at *d*, for receiving said longitudinal flange, so that the latter does not extend laterally beyond the side of the tread, whereby the pavement at this side of the rail can be laid close to or in contact with the tread of the rail without requiring any filling between the pavement and tread of the rail. The upper surface *D*² of that portion of the tread that serves as a guard-rail inclines upward, as shown, and the tread has a longitudinal groove *D'*, extending along the under surface from end to end thereof, in which groove, for instance, an electric wire may be laid. The tread is undercut,

as at *d'*, next outside the guard, forming a ledge *d*², with the face *d*³ of said ledge in approximately the same vertical plane as the projecting edge *d*⁴ of the guard or inside said plane, thereby permitting the laying of the pavement close to or in contact with the tread on this side of the rail without requiring any filling between the pavement and tread of the rail.

Tread A is removably secured in place by means of securing-bolts E, the latter having hook ends *e*, engaging ledge *d*² of the tread, the bolts extending through lateral holes in web B and secured thereto, preferably, by means of keys *E'*.

Bolts E not forming a part of our present invention, it is not considered necessary to give a more detailed description of the same.

With our improved construction of track-rail, as aforesaid, the pavement can be laid close to or in contact with the tread of the rail without incurring a loss of any of the advantages possessed by the track-rails heretofore devised, and by reason of the incline, as shown in the drawing, given to that portion of the tread that serves as a guard the turning of wagons or other vehicles out of the track is greatly facilitated.

What we claim is—

The combination, with a rail having a base, web, and head, of a removable tread fitted to the head, this tread having a groove formed approximately over the web, and securing-bolt hooked over the edge of the tread and extending through the web of the rail, substantially as set forth.

In testimony whereof we sign this specification, in the presence of two witnesses, this 21st day of September, 1891.

JOHN T. HILL.
BERNARD MEIRING.

Witnesses:

C. H. DORER,
WARD HOOVER.