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MONORAILWAY-TRACK.

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To all whom it may concern:

Be it known that I, WILLIAM H. SHEPARD, a citizen of the United States, residing at Seattle, in the county of King and State of Washington, have invented certain new and useful Improvements in Monorailway-Tracks, of which the following is a specification.

This invention relates to the construction of tracks for monorailways; and its object is the improved manner in which various structural elements are associated and united to furnish a rigid, strong, durable and serviceable track, and one which may be erected with economy and despatch.

The invention is illustrated in the accompanying drawings in which—

Figure 1 is a longitudinal view partly in section and partly in elevation. Fig. 2 is a transverse vertical section taken through 2—2 of Fig. 1.

According to this invention there is employed a series of posts 5 supporting at their tops the track rail which is constituted of a central member 6 and two side members 7. The rail member 6 is desirably of the same width as the posts and is placed thereon in order that its sides will be flush or in the same vertical planes with the sides of the posts. The side members 7 are of greater depth than the central member so that when the upper faces are flush therewith the side members will overlie the posts for a distance below the central member.

The various rail members are arranged to have the end joints distributed in such a manner that joints between the side members will be disposed intermediate the joints between the component parts of the central member. For example, if there is a joint in the central member, as indicated by 6', between the posts, the joints between the elements of the side members would advantageously be disposed at the alternate posts, as at 7' and 7². The aforesaid rail elements are secured together as by transversely arranged bolts 8 and are secured to the posts by bolts 9 passing through the latter and side members.

Braces 10 extend from the posts to the underside of the rail members 6 and, in a long span, a stick 11 of timber is fitted between the upper ends of the adjacent braces. 12 represents supplementary rails which are secured to opposite sides of the posts 5 at a

distance below and parallel with the aforesaid rail. Where the spacing of the posts is relatively great the rails 12 are sustained therebetween by hanger blocks 13 which, in turn, are suspended from the main rail by rods 14. Where the rails 12 cross the posts and braces they are secured therewith by bolts 15 and 16. The rails 12 are further secured to each other by bolts 17 passing through the same and spacing blocks 18 interposed between the rails at such bolt connections.

By assembling the parts as illustrated and explained the track structure constitutes a truss whereof the main and supplementary rails are the upper and lower chords, respectively, and which are secured to the other members to afford an extremely rigid framework.

What I claim, is—

1. A monorail track comprising a track rail formed of a central member and two side members whereof the central member is of less depth than the side members, and posts for supporting said track rail and having their upper ends introduced between said side members and abutting against the underside of the central member.

2. A monorail track comprising a track rail formed of a central member and two side members whereof the central member is of less depth than the side members, posts for supporting said track rail and having its upper end introduced between said side members and abutting against the underside of the central member, said rail members being bolted to each other and the rail secured to the posts by bolts passing through the latter and the side members of the rail.

3. A monorail track comprising a track rail formed of a central member and two side members whereof the central member is of less depth than the side members, posts for supporting said track rail and having its upper end introduced between said side members and abutting against the underside of the central member, and braces extending from the posts to engage against the underside of said central member and accommodated between said side members.

4. A monorail track comprising a track rail substantially of the shape of an inverted U, posts for supporting said track rail, inclined braces secured from their lower and upper ends respectively to the posts and

track rail, and supplementary rails secured to opposite sides of the posts and the braces at a distance below said track rail.

5 5. A monorail track comprising a track rail, posts for supporting said track rail, inclined braces secured from their lower and upper ends respectively to the posts: and

track rail, and supplementary rails secured to opposite sides of the posts at a distance below said track rail.

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Witnesses:

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