

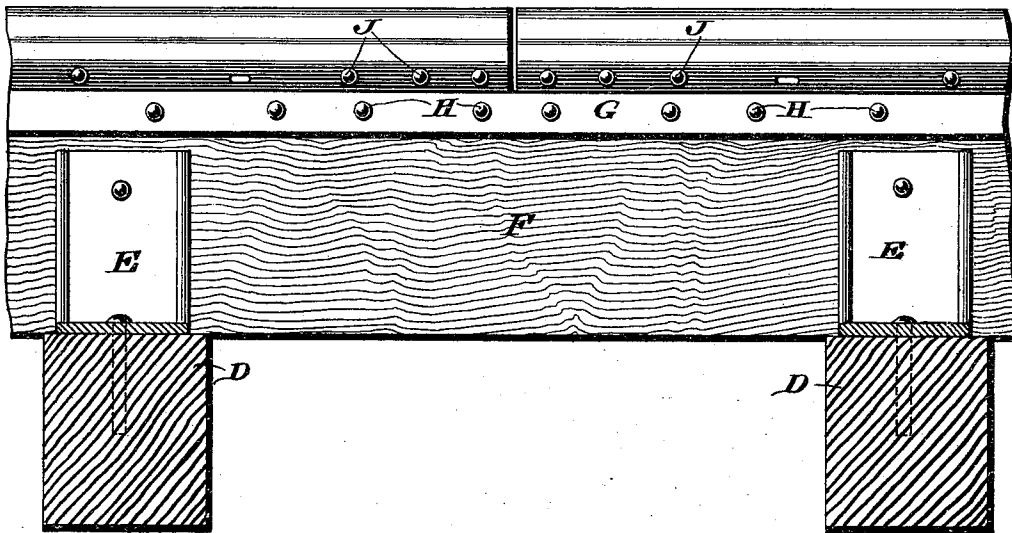
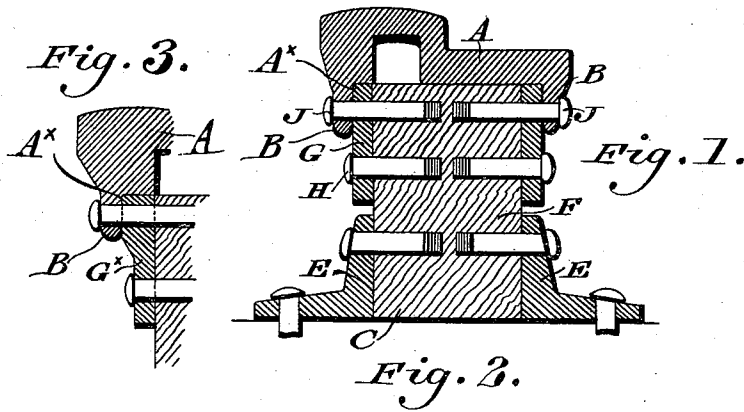
(No Model.)

J. M. PRICE.

SUPPORT FOR STREET RAILWAYS OR TRAMWAYS.

No. 478,362.

Patented July 5, 1892.



WITNESSES:

R. H. Hagles.  
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# UNITED STATES PATENT OFFICE.

JAMES M. PRICE, OF PHILADELPHIA, PENNSYLVANIA.

## SUPPORT FOR STREET RAILWAYS OR TRAMWAYS.

SPECIFICATION forming part of Letters Patent No. 478,362, dated July 5, 1892.

Application filed April 22, 1891. Serial No. 389,915. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES M. PRICE, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Supports for Street Railways or Tramways, which improvement is fully set forth in the following specification and accompanying drawings.

My invention relates to improvements in rail-supports, and has for its object a detachable support for a rail, which can be easily put in place and if broken or injured can be readily removed and another substituted, and which can remain in position for service under successive rails; and for this purpose it consists of girders formed substantially as described and adapted to be connected so as to constitute a firm seat for the rail.

It further consists of the combination of parts, as hereinafter described.

Figure 1 represents a vertical sectional view of a portion of a street-rail with girder embodying my invention. Fig. 2 represents a partial sectional and partial side view of the parts shown in Fig. 1. Fig. 3 represents a vertical sectional view of a modification of a portion of the girder shown in Fig. 1.

Similar letters of reference indicate corresponding parts in the several figures.

Referring to the drawings, A designates a street-rail having the depending flanges B on its sides, and C a girder adapted to support the said rail, which is firmly secured thereon.

The said girders are fastened to the cross-ties D by means of the chairs E, or they may rest on any suitably-prepared bed. The girders C are formed of a main portion F and metallic side plates G. The said plates fill the spaces between the flanges B of the rail and the sides of the main portion F, and are secured to said main portion by the spikes H. The spikes J, passing through openings in the flanges B, secure the rail to the girder. The

metallic plates G have their lower ends terminating a short distance above the tops of the chairs E, so as to allow for the expansion of the metal in the plates due to a change of temperature and also the depression of the plates due to the pressure of the rails thereon, thereby avoiding contact with the upper ends of said angle-irons. A side plate G<sup>x</sup>, having its lower portion reduced in thickness, is shown in Fig. 3. By having the girders or supports of short length curves of any size may be made by placing the adjacent ends of the girders at an angle to each other, the angles formed by the contiguous girders in each curve being equal.

It will be seen that girders formed as here-described are simple in construction, easily put in place, and readily permit the securing of the rails thereto, thus affording a convenient system of support for a railway.

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

1. A supporting-girder for a street-rail, having a main portion of wood with strengthening-plates of metal secured to the upper portion of its sides, said plates extending below the depending flanges of a rail resting on said girder, said parts being combined substantially as described.

2. A street-rail having depending flanges, a wooden girder with metallic side plates adapted to contact with said flanges, and means, substantially as described, for securing said girder in place, said metallic side plates extending below said flanges, but not in contact with the chairs, securing said girders laterally, said parts being combined substantially as described.

JAMES M. PRICE.

Witnesses:

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