

(No Model.)

L. DAFT.
RAIL FOR ELECTRIC RAILWAYS.

No. 283,760.

Patented Aug. 28, 1883.

Figure 1.

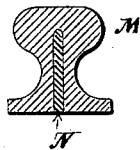


Figure 2.

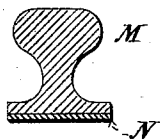
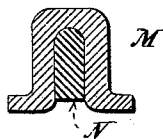


Figure 3.



Witnesses:

Anthony Grebin
Geo. H. Evans

Inventor:

Leo Daft
By his Attorney,
E. N. Dickerson, Jr.

UNITED STATES PATENT OFFICE.

LEO DAFT, OF GREENVILLE, NEW JERSEY.

RAIL FOR ELECTRIC RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 283,760, dated August 28, 1883.

Application filed March 27, 1883. (No model.)

To all whom it may concern:

Be it known that I, LEO DAFT, a citizen of Great Britain, and a resident of Greenville, State of New Jersey, have invented a new and useful Improvement in Rails for Electric Railways, of which the following is a full, true, and exact description, reference being had to the accompanying drawings.

This invention is particularly applicable to electric railways in which one or more of the rails forms a continuous conductor for carrying the electricity to a motor running upon said rail; and it consists in having a compound rail having an iron surface and independent copper conductor not presented to the wearing action of the wheel.

My invention will be readily understood from the accompanying drawings, in which Figures 1, 2, and 3 represent different forms of rail.

In these drawings, M represents the iron or steel portion, and N the copper portion. The copper portion in each case, it will be observed, is protected from wear.

The object of this invention is to have a wearing-surface upon which the wheels shall run

of different material from the conducting body within the rail. This conducting body may be also arranged to extend between the ends of the rails, so that when the rails are in position a continuous conductor will be formed. In this case an allowance should be made within the body of the rail for the expansion and contraction of the independent copper conductor. Other good conductors beside copper might be employed.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A compound rail for electric railways, consisting of a strip or section of copper or other good electrical conductor, and a car-supporting section of iron or steel, substantially as set forth.

2. A compound rail for electric railways, consisting of a hollow section of iron or steel, and an inner strip or section of copper inclosed by the iron section, substantially as set forth.

LEO DAFT.

Witnesses:

GEO. H. EVANS,
WM. A. POLLOCK.