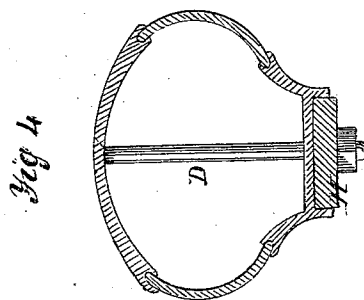
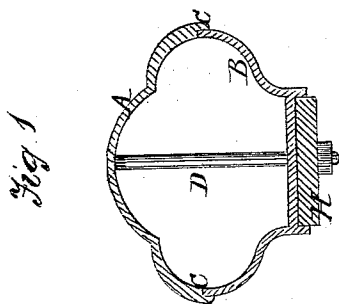
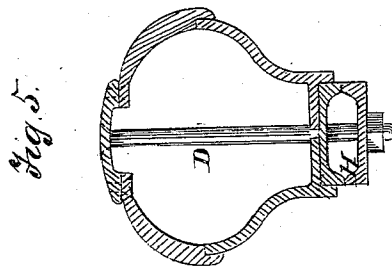
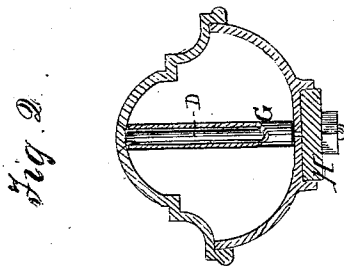
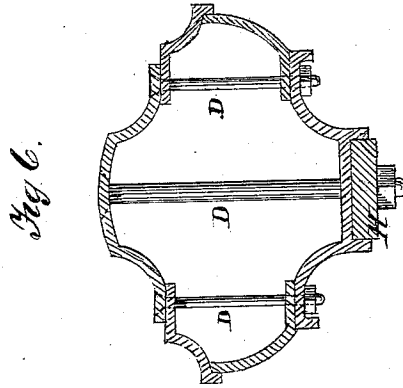
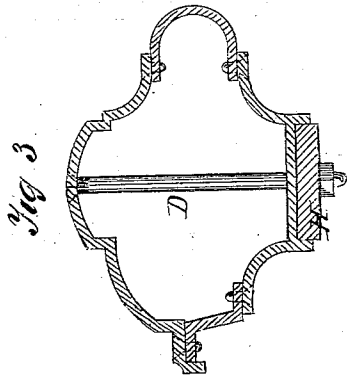


M. M. MANLY.
Improvement in Hand-Rails.

No. 125,898.

Patented April 23, 1872.



Witnesses
John A. Bicket
Geo. T. Taylor

Inventor.
M. M. Manly

UNITED STATES PATENT OFFICE.

MARCUS M. MANLY, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO HIMSELF AND SELLERS BROTHERS, OF SAME PLACE.

IMPROVEMENT IN HAND-RAILS.

Specification forming part of Letters Patent No. 125,898, dated April 23, 1872.

To all whom it may concern:

Be it known that I, MARCUS M. MANLY, of the city of Philadelphia, State of Pennsylvania, have invented certain new and useful Improvements in Hand-Rails for fences, balustrades, railings, and like purposes; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the annexed drawing making part hereof, in which—

Figure 1 is a perspective view of my improvement. Figs. 2, 3, 4, 5, and 6 show rails containing more than two parts.

The nature of my invention consists of a hand-rail for fences, railings, balustrades, and like purposes made of rolled wrought-iron or steel, in two or more longitudinal parts or sections, secured together in any suitable manner.

To enable others skilled in the art to make and use my improvement, I will describe its construction.

In the drawing, Figure 1 shows a rail of two longitudinal parts. A is the upper section or part of the hand-rail; B, the lower part or section; C, the points where the lower section joins or impinges against the upper section; D, a bolt securing the upper and lower sections together, and may be continued down through the upper part of the railing beneath, and secure the hand-rail to said railing; G, a sleeve or tube for holding the sections apart; H, the upper horizontal rail of the fence beneath, to which are attached the panels.

My rail is constructed by rolling long strips of the metal which it is desired to use into the required shape in section, as shown, and joining the parts together by means of bolts, by rivets, or in any other desirable manner. When a hand-rail of the shape shown in Fig. 1 is used I roll the sections A and B so as to fit up to or against each other, and I prefer the upper one to overlap the lower section, as shown at C in both figures. The joint at C is formed in the manner shown, and when the upper and lower sections are thus formed and fitted they are secured together by the bolt D passing through them

both. They may be secured by rivets, or by a ring or band conforming to the outer shape of the two sections when together, and passing around them both, or in any other suitable manner. The bolt D not only secures the upper and lower parts of the hand-rail together, but, by being carried down through the upper part of the railing beneath, will firmly secure the hand-rail to the said railing. The bolt D thus performs a double office—viz., that of securing the parts of the hand-rail together; also securing the hand-rail to the railing beneath.

As has been before remarked, the hand-rail may be composed of more than two parts or sections. The lower part B may be made in two or more parts.

Fig. 2 shows a rail in three parts; Figs. 3 and 4, in four parts; Fig. 5, in five parts; and Fig. 6, in six parts.

The modes of securing the parts together are fully shown in the drawing.

Wherever screws or bolts are shown, of course, rivets or other equivalent modes of fastening may be substituted. A tube or sleeve, G, Fig. 2, may be used to support the upper rail and keep the sections apart, or from coming together through the pressure of the screw or bolt D.

A rail constructed in the manner or substantially as described may be used as a base for railings, balustrades, and like purposes.

The rail above described is shaped up in the manner shown during the process of rolling, though it may be shaped in other ways, as by bending. The hand-rail may be used without any railing beneath.

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

As a new article of manufacture, a hollow rolled iron or steel hand-rail composed of two or more longitudinal sections, substantially as described.

M. M. MANLY.

Witnesses:

JOHN A. BICKEL,
GEO. T. TAYLOR.