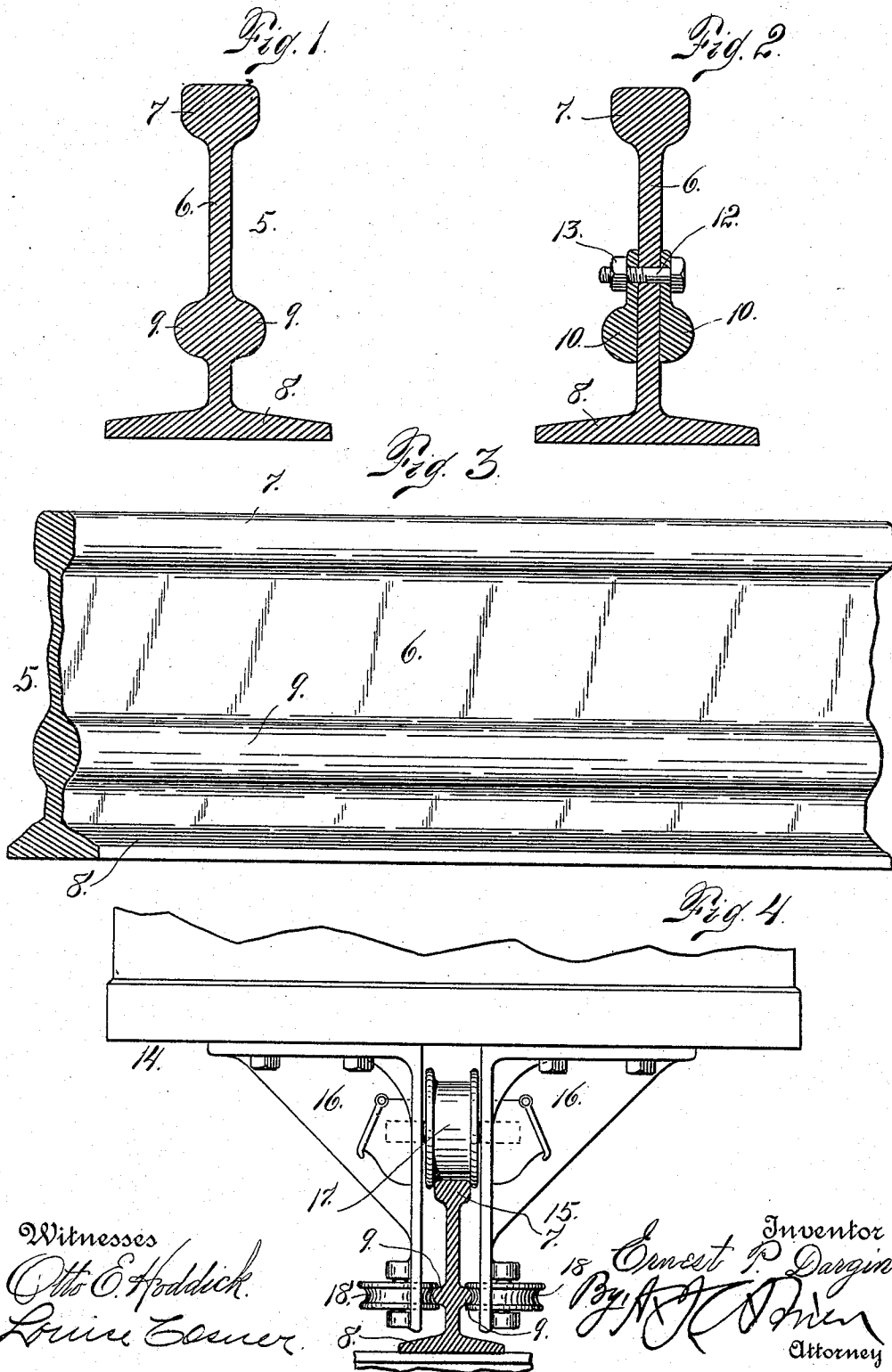


E. P. DARGIN.
RAIL FOR MONORAIL RAILWAY SYSTEMS.
APPLICATION FILED SEPT. 5, 1908.

933,294.

Patented Sept. 7, 1909.



Witnesses
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UNITED STATES PATENT OFFICE.

ERNEST P. DARGIN, OF DENVER, COLORADO.

RAIL FOR MONORAIL-RAILWAY SYSTEMS.

933,294.

Specification of Letters Patent.

Patented Sept. 7, 1909.

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To all whom it may concern:

Be it known that I, ERNEST P. DARGIN, a citizen of the United States, residing in the city and county of Denver and State of Colorado, have invented certain new and useful Improvements in Rails for Monorail-Railway Systems; and I do 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 appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in railway rails.

My improved rail is specially adapted for use in single rail systems of railways either where the car is suspended from the single rail, or is located above the same.

My improved rail is provided with three traction surfaces, one being the top surface of the rail and the others being located on opposite sides thereof, between the top and base of the rail. In a mono-rail railway system, assuming that the cars are located above the rails, it is evident that provision must be made to prevent them from toppling over. Where my improved rail is used, the top of the rail is engaged by one wheel of the car while the other traction surfaces below the top are engaged by wheels having vertical axes at right angles to the wheel which engages the uppermost traction surface. The additional traction surfaces are formed by reinforcing the web of a T rail on opposite sides. This reinforcement may be formed integral with the web of the rail, or the traction faces may be bolted thereto as may be desired.

Having briefly outlined my invention, I will proceed to describe the same in detail, reference being made to the accompanying drawing in which is illustrated an embodiment thereof.

In this drawing, Figure 1 is a cross section taken through a rail equipped with my improvement. Fig. 2 is a similar section showing another form of construction. Fig. 3 is a side elevation of the form of construction shown in Fig. 1. Fig. 4 is a view showing my improved rail on a smaller scale but illustrating the manner of its use.

The same reference characters indicate the same parts in all the views.

Referring first to Figs. 1 and 3, let the

numeral 5 designate my improved rail considered in its entirety. This rail is composed of a web 6, a top 7, a base 8 and latterly arranged traction members 9. In these views the traction members 9 are formed integral with the web of the rail. In the form of construction shown in Fig. 2, the traction members are designated 10 and they are secured to the opposite sides of the rail by bolts 12 to which nuts 13 are applied. The bolts are passed through registering openings formed in the upper portions of the members 10 and the web of the rail.

In Fig. 4 the numeral 14 designates a car, to the bottom of which is applied a sort of truck 15 composed of two brackets 16, in which is journaled a wheel 17 engaging the upper surface of the top of the rail. In the lower portions of these brackets are journaled rollers 18 having vertical axes. These rollers 18 engage the surfaces of the traction members 9 on opposite sides of the rail. These traction members make a mono-rail system practicable, since their engagement with the wheels 18 of the truck, prevent the car from toppling over. The construction of car and truck shown in Fig. 4 must not be considered in any way a limitation of the use of the rail. This construction is merely conventional and illustrated for the purpose of indicating in a general way the object of my improved rail.

In the drawing, I have illustrated what is ordinarily termed a girder rail, being a rail having a relatively deep web between the top and the base. My improvement, may, however, be applied to the ordinary T-rail as well as to the girder rail.

Having thus described by invention, what I claim is:

1. A rail of the T or girder type, having a tread, an uninterrupted base, and a web connecting the base and tread, the web being bulged to form a traction face intermediate the tread and base, for the purpose set forth.

2. A rail having a tread, a base, and a vertically disposed web connecting the base and tread, the web being bulged to form two traction faces, substantially as described.

3. A rail of the T or girder type, having a tread, a base, and a vertically disposed web connecting the base and tread, the web being bulged on opposite sides to form two traction faces.

4. A rail of the T or girder type, having a tread, a continuous base, and a web con-

necting the base and tread, the web being bulged on opposite sides to form two transversely alined traction faces, substantially as described.

- 5 5. A rail of the T or girder type, having a tread, a base, and a web connecting the base and tread, the web being bulged intermediate the base and tread to form a plu-

ality of traction faces, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

ERNEST P. DARGIN.

Witnesses:

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LOUISE COSUER.