

(No Model.)

2 Sheets—Sheet 1.

M. M. SUPPES.
RACK RAIL FOR RAILROADS.

No. 496,017.

Patented Apr. 25, 1893.

Fig. 1.

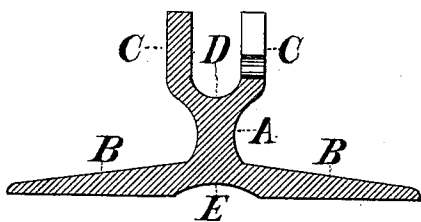


Fig. 2.

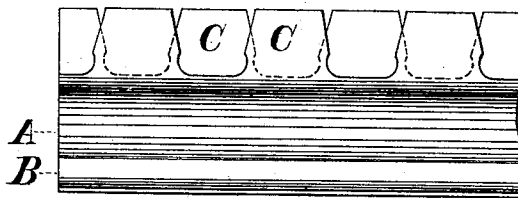


Fig. 4

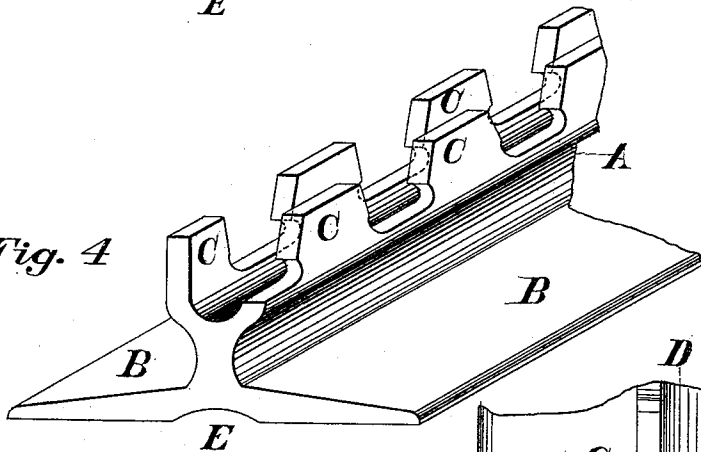
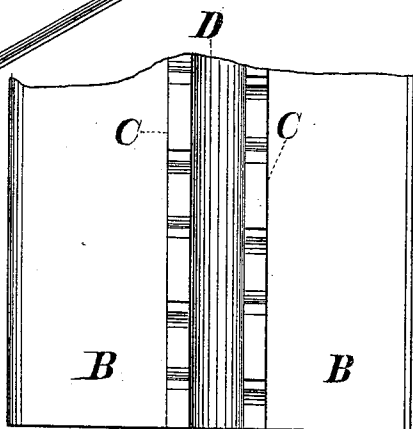


Fig. 3.



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(No Model.)

2 Sheets—Sheet 2.

M. M. SUPPES.
RACK RAIL FOR RAILROADS.

No. 496,017.

Patented Apr. 25, 1893.

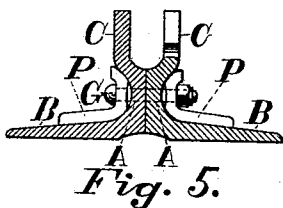


Fig. 5.

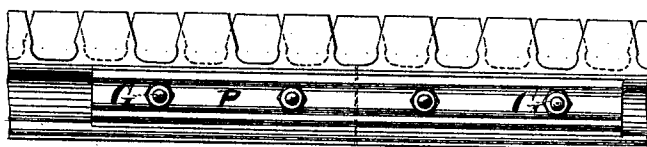


Fig. 6.

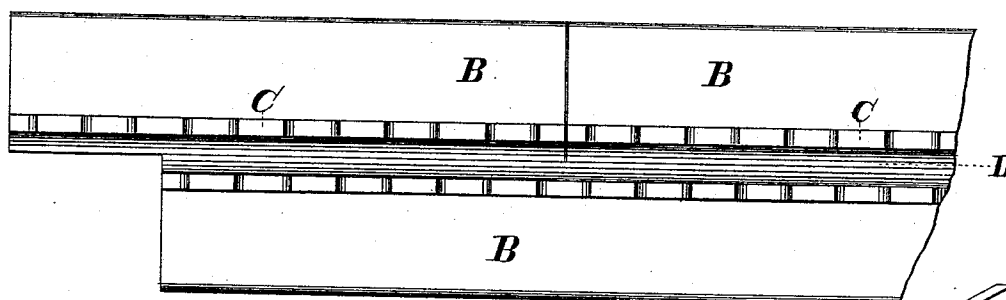


Fig. 7.

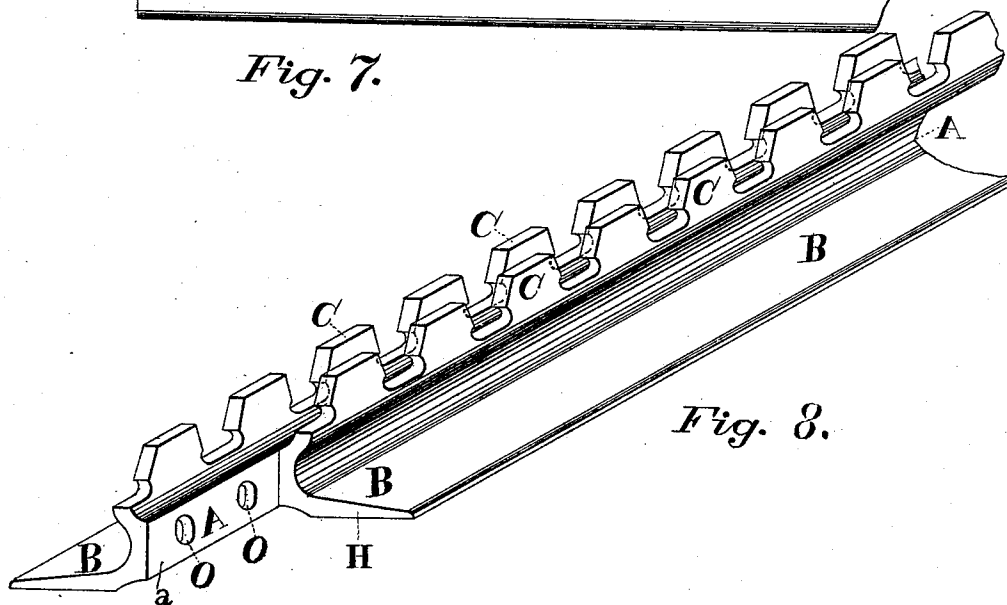


Fig. 8.

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UNITED STATES PATENT OFFICE.

MAX M. SUPPES, OF JOHNSTOWN, PENNSYLVANIA, ASSIGNOR TO THE
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RACK-RAIL FOR RAILROADS.

SPECIFICATION forming part of Letters Patent No. 496,017, dated April 25, 1893.

Application filed May 26, 1890. Serial No. 353,221. (No model.)

To all whom it may concern:

Be it known that I, MAX M. SUPPES, of Johnstown, in the county of Cambria and State of Pennsylvania, have invented a new and useful Rack-Rail for Railroads, which invention is fully set forth and illustrated in the following specification and accompanying drawings.

The object of this invention is to provide a rack-rail for use on mountain railroads or in such cases where a steep incline renders it advisable to use a pinion as a means of propelling a locomotive.

The invention will first be described in detail and then particularly set forth in the claims.

In the accompanying drawings, Figure 1 is an end-elevation, partly in section, of the rail. Fig. 2 is a side-elevation of Fig. 1. Fig. 3, is a view in plan of Fig. 1. Fig. 4, is a view in perspective of Fig. 1. Fig. 5 is an end-elevation, partly in section, of a modified form of rail. Fig. 6, is a side-elevation of Fig. 5. Fig. 7, is a view in plan and Fig. 8, a view in perspective showing in particular the method of joining the modified form of rail.

In said figures the several parts are respectively indicated by letters of reference as follows:—

The letters C, C, indicate two side portions of the rail provided with a groove or channel D, between them. Said side portions are connected to the base or flange-portion B, B, by the neck or webs A (Figs. 1 and 5). The letter E, indicates a recess in the center portion of the base B, which, while not essential, serves to lighten the section of rail without detracting from its strength. It will be observed

that the rail shown in Figs. 5 to 8 inclusive is of the same shape as that shown in the preceding figures, except that it is made in two portions. In Figs. 5 and 6, splice-bars P and bolts G passing through holes O (Fig. 8) are shown for connecting the ends of the rails. It will be observed that the ends of the rails are staggered as shown in Fig. 8, the portion *a*, of one side protruding beyond the end H of the other side, by which means the necessary joints are broken or staggered. It will also be observed that the sides C, C, form serrations for receiving the teeth of a driving pinion or pinions.

Having thus fully described my said invention, I claim—

1. A rack-rail provided with a base-portion, a central vertical web and two side-portions integral with and above said web, having a channel or groove between them.

2. A rack rail provided with a two part vertical web and two side portions, one of each integral with one part of said vertical web, having a channel between them, the two parts of said web being in contact with each other.

3. A rack rail provided with a base portion, a vertical web and two side portions having a channel or groove between them, said side portions overhanging said web portions.

4. A rack rail provided with a two part vertical web and two side portions having a channel between them, said side portions overhanging said web portions.

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Witnesses:

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