

H. Webb,
R.R. Bars,

No 24,436,

Patented June 14, 1859.

Fig: 1.

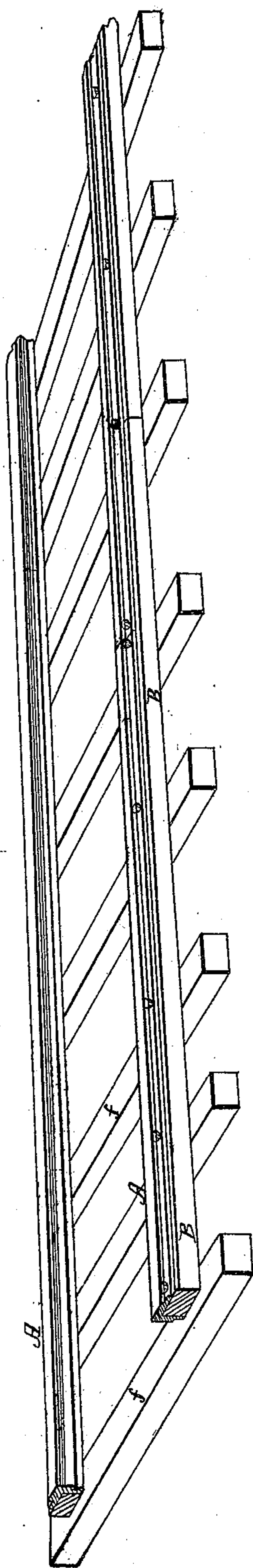


Fig: 5.

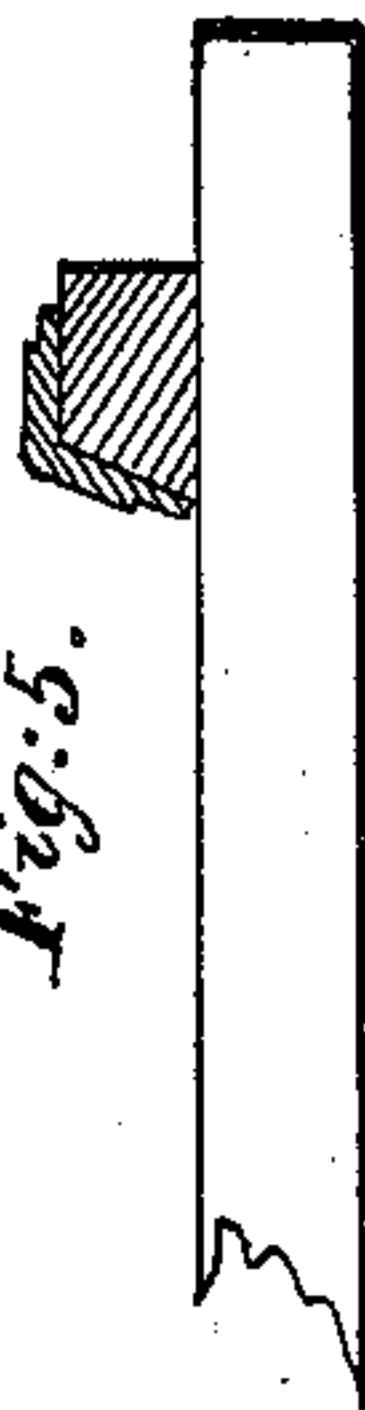


Fig: 2.

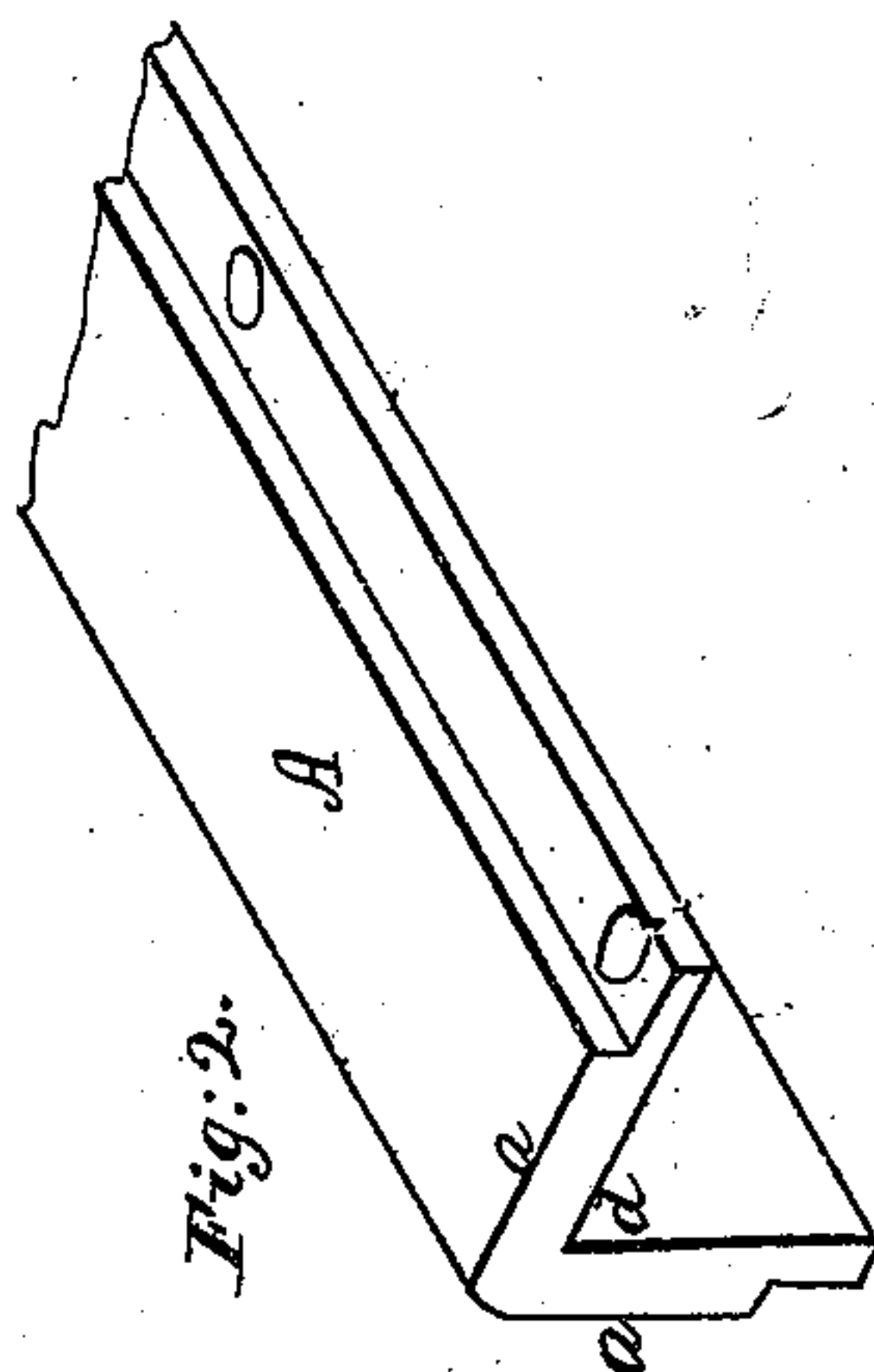


Fig: 3.

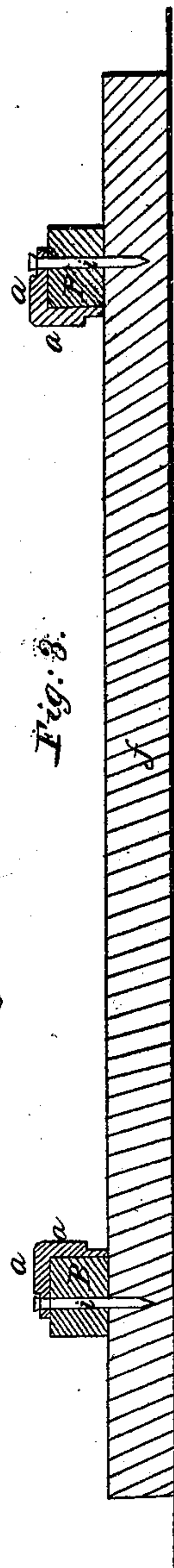


Fig: 4.



Witnesses

H. C. Clifton
Charles L. Fisher

Inventor

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UNITED STATES PATENT OFFICE.

HENRY WEBB, OF CINCINNATI, OHIO, ASSIGNOR TO S. L. WILDER, OF SAME PLACE.

RAILROAD-BAR.

Specification of Letters Patent No. 24,436, dated June 14, 1859.

To all whom it may concern:

Be it known that I, HENRY WEBB, of Cincinnati, in the county of Hamilton and State of Ohio, have invented a new and useful Improvement in Railway-Bars; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, made to form a part of this specification.

My invention relates to certain improvements in the construction and arrangement of railway bars, by means of which I am enabled to secure great durability to the rail, or bar, to dispense with the use of chairs, and afford a desirable elasticity to the track, as hereinafter specified.

By reference to the accompanying drawings, Figure 1 is a perspective view representing the improved angular bar, as arranged in the construction of railway track. Fig. 2 is a perspective view showing the peculiar construction of the bar. Fig. 3 is a sectional view, showing the manner of securing the bars, together with the longitudinal timbers upon which they rest, to the cross ties. Figs. 4 and 5 are sectional views showing different angles in which the angular bar may be formed without departing from the spirit of my invention.

(A) represents the angular rail way bar, which will be formed by first being rolled in a flat bar, thereby securing to the greatest possible degree density and consolidation of the iron—and then rolling, or swaging it into the angular form shown in Fig. 2. When rolled into the required form for use, the two sides (a, a) will be of precisely the same dimensions, and will bear the same re-

lation to the angle (d). It is formed with depressions $c c$, so that the heads of the spikes, by which it is secured, may not project beyond the plane of its sides (a, a).

(B, B) are longitudinal timbers formed to fit the angle of the bar (A) and of sufficient strength and solidity to guarantee support to the bar while under pressure of cars. Both the bars and timbers are firmly secured to the cross ties (f) by means of spikes (i) as shown in (Fig. 3).

The bar herein described will not be splintered by use, as is common with railway bars in common use. The timbers (B, B) afford constant elasticity to the track, and thereby effect great saving in the wear of the rolling stock. It will be readily seen that the bar (A) may be used with either of its sides ($a a$) exposed to wear by the wheels, thus doubling its durability.

The bar (A) may be made, with an angle more acute or more obtuse than the angle (d), as shown in Figs. 4 and 5, the sides always bearing the same relation to the angle, so that both sides may alternately be exposed to wear, without departing from the spirit of my invention.

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

The angular rail herein above described when constructed so as to be convertible and present a new surface after the first surface has been worn out, in the manner and for the purposes above specified.

HENRY WEBB.

Witnesses:

H. E. CLIFTON,
CHARLES L. FISHER.