

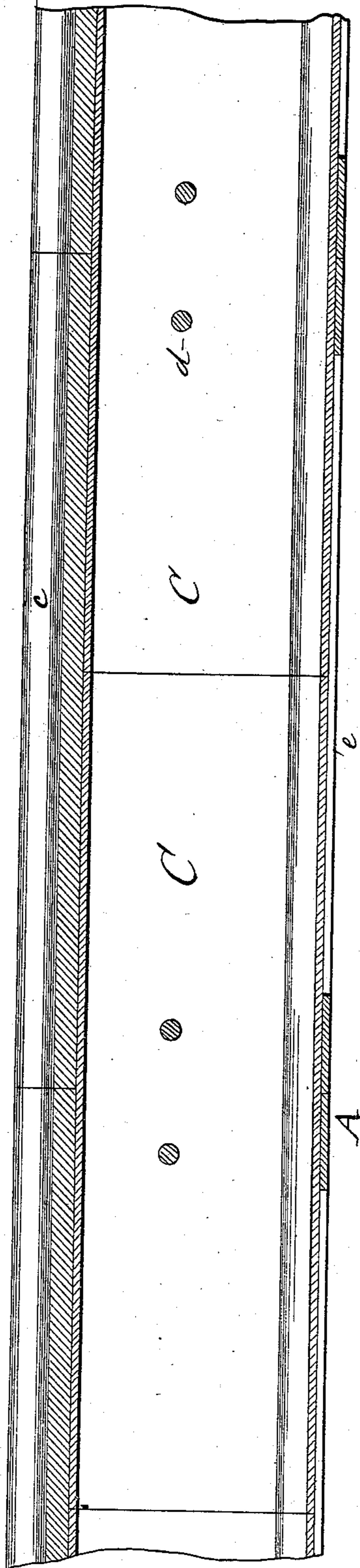
(No Model.)

L. V. BIEST.  
RAILWAY RAIL.

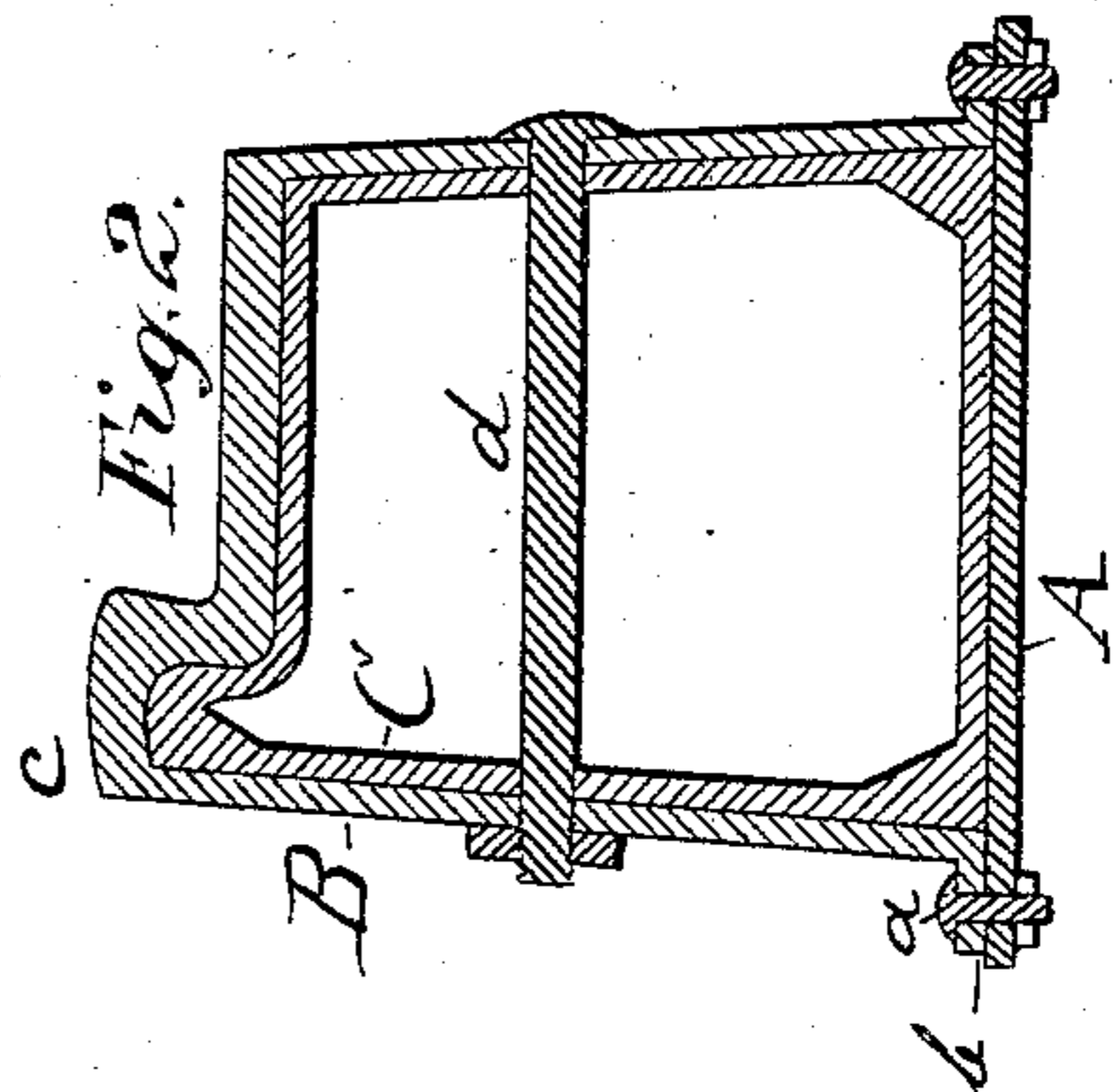
No. 301,952.

Patented July 15, 1884.

*Fig. 1.*



Witnesses  
Wm R. Owsen  
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Inventor  
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Atty

# UNITED STATES PATENT OFFICE.

LOUIS VANDER BIEST, OF CHICAGO, ILLINOIS.

## RAILWAY-RAIL.

SPECIFICATION forming part of Letters Patent No. 301,952, dated July 15, 1884.

Application filed December 7, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, LOUIS VANDER BIEST, a subject of the King of Belgium, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railway-Rails, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to improvements in railway-rails. The object of the invention is to simplify the construction of such rails; and to that end it consists of the novel construction and combination of certain parts, as will be described and claimed.

Reference will be made to the accompanying drawings, in which Figure 1 is a section of the rail, and Fig. 2 a section on line 1 1 of Fig. 1.

Like letters refer to like parts in each view.

This rail is adapted to use without any supporting-timbers or cross-ties; and it consists of a base-plate, A, secured by bolts *a* to the rail proper, B, said bolts being passed through flanges *b*, formed on the lower edges thereof.

Rail B, which is preferably made of wrought-iron, is hollow, and is provided on its upper face with the projection *c*, which forms the

surface upon which the car-wheels rest and move. Inserted into rail B is a rail, C, formed of cast-iron, and similar in form to said rail B, but of such a size as to fit snugly therein. The sections of rail B and C are formed of equal lengths, but are arranged in respect to each other so as to break joints, as shown in Fig. 1. The two are preferably held securely together by means of bolts *d*, passed there- through. The bottom plate, A, may be provided with openings *e*, if desired, in order to lessen the weight of the rail. By the arrangement described a rail simple in construction and effective in use is obtained.

What I claim is—

1. The combination of rails B and C and base A, the parts arranged and joined together as described.

2. The combination of rails B and C and base-plate A, provided with openings *e*, as and for the purpose set forth.

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

LOUIS VANDER BIEST.

Witnesses:

M. J. CLAGETT,  
LOUIS NOLTING.