

(No Model.)

C. L. McGLOTHLEN.

RAILWAY TRACK.

No. 368,224.

Patented Aug. 16, 1887.

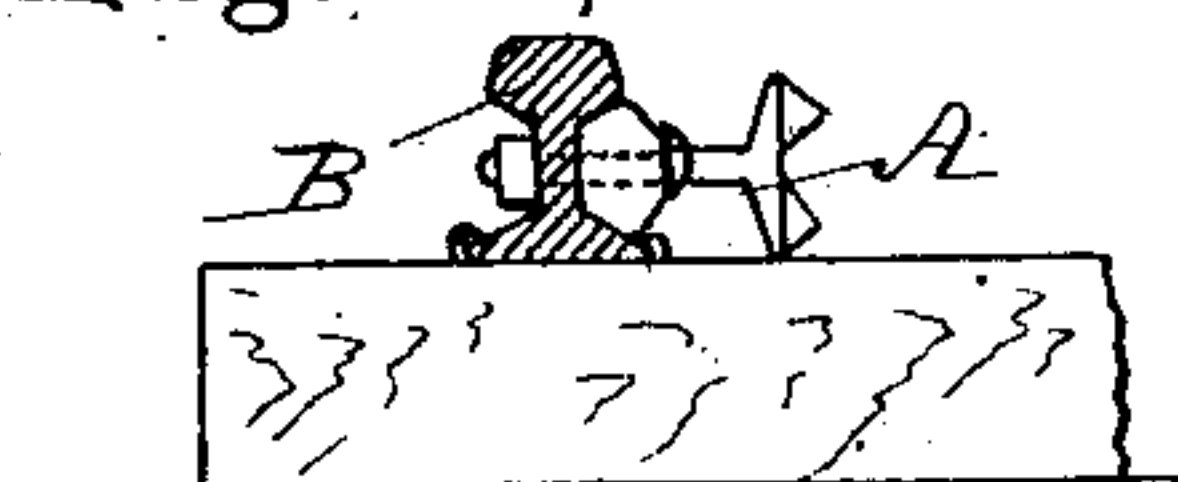
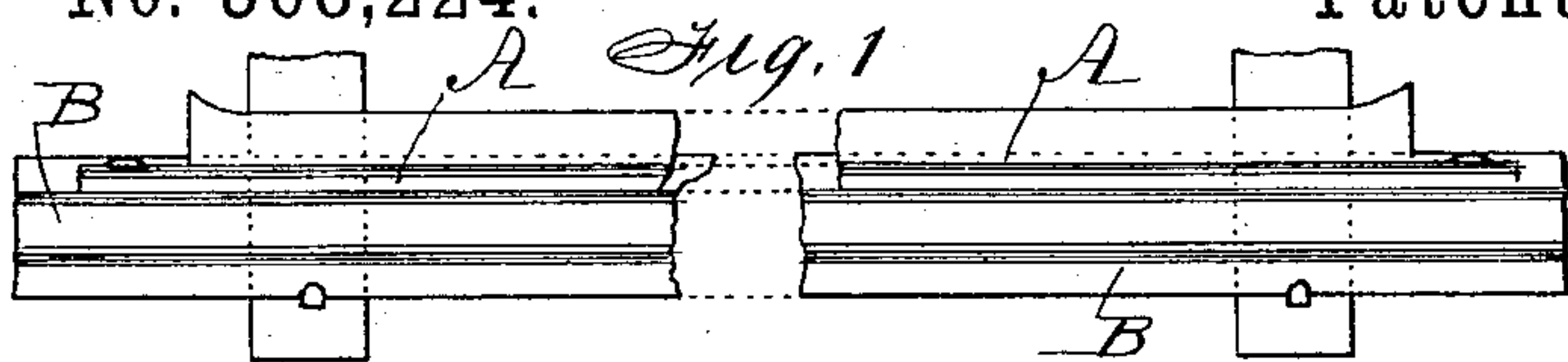


Fig. 2.

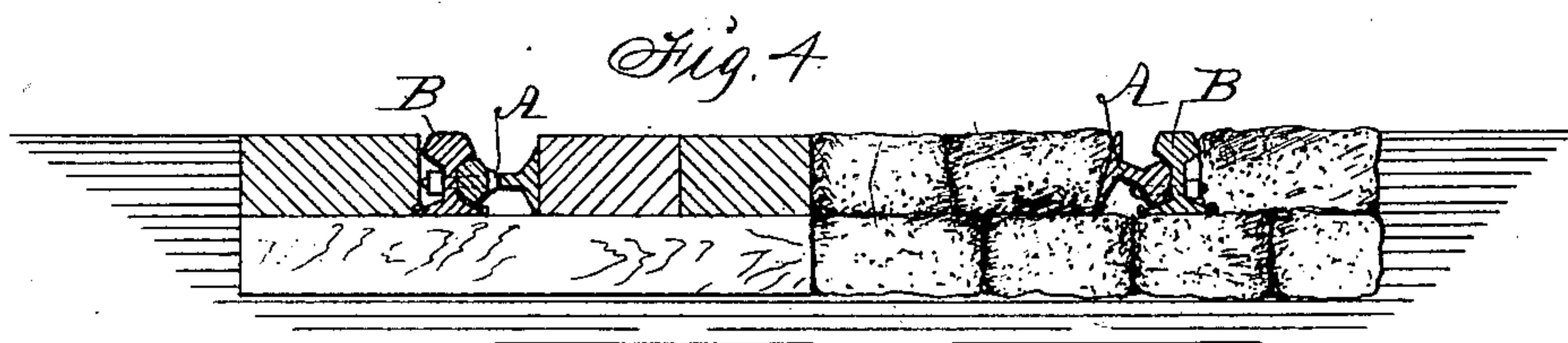
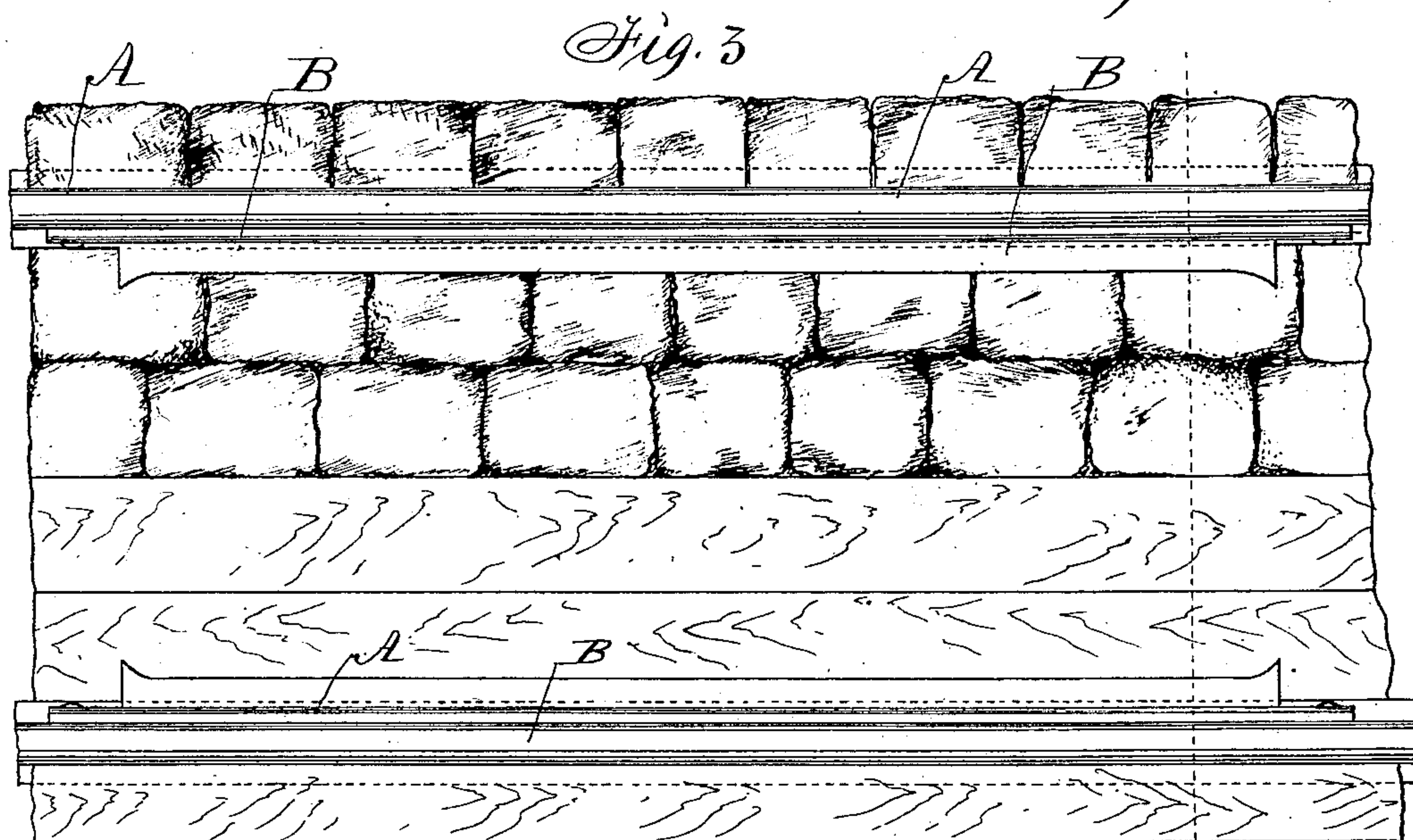
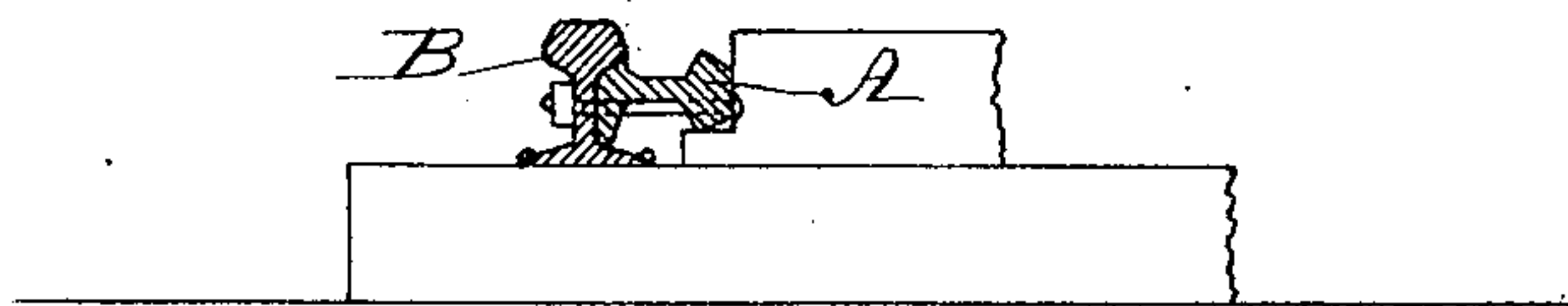


Fig. 5.



Witnesses:

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UNITED STATES PATENT OFFICE.

CHARLES L. MCGLOTHLEN, OF STUART, ASSIGNOR OF ONE-FOURTH TO
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RAILWAY-TRACK.

SPECIFICATION forming part of Letters Patent No. 368,224, dated August 16, 1887.

Application filed February 10, 1887. Serial No. 227,196. (No model.)

To all whom it may concern:

Be it known that I, CHARLES L. MCGLOTHLEN, a citizen of the United States of America, and a resident of Stuart, in the county of Guthrie and State of Iowa, have invented a new and useful Improvement in Railway-Tracks, of which the following is a specification.

My object is to save labor and expense in forming and applying guard-rails to track-rails, in frogs, crossings, switches, and street-intersections, or wherever desired, and to produce an improved track and railway.

My invention consists in the combination of a section of a rail of common form with a track-rail, as hereinafter set forth, and pointed out in my claims, in such a manner that the ball of the section used as a guard-rail will fill the space between the ball and the flange of the track-rail and abut against its web to re-enforce the track-rail, and the flange of the same section will extend vertically and parallel with the ball of the track-rail to engage the flanges of car-wheels and to facilitate the crossing of wagons at street-intersections.

Figure 1 of the accompanying drawings is a top view of a section of a track having one of my guard-rails attached. Fig. 2 is a transverse section of Fig. 1. Fig. 3 is a top view of a track-rail and a paved street-intersection; and Fig. 4, a transverse section thereof, showing the paving abutting against the flange of the guard-rail. Fig. 5 is a transverse section of a track and guard in which the flanges of the guard-rail are fitted to the track-rail, as required, to lower the top edge of the guard. Jointly considered, these figures clearly illustrate the construction, novelty, and utility of my complete invention.

A represents a guard-rail, and B a track-rail. To adapt a piece of a common railway-rail to be utilized as a guard-rail, I cut away the flanged base and the web from each end of the piece, as clearly shown in Fig. 1, and drill holes through the ball that is left to project at each end, and then fasten it to a track-rail by placing the ball of the piece against the web of the track-rail and passing bolts through coinciding holes formed in the web of the track-rail.

Cutting away the base and web from the ends may be dispensed with by drilling holes through the ball and web and base at each end, or at any intermediate point, and using longer bolts to clamp the piece fast, as re-

quired, to serve as a guard-rail. The corners at the ends of the flanges of the guard are preferably rounded off. When the top edge of the flange of the guard-rail becomes worn, I invert the guard-rail.

At curves in a track, where there is great lateral pressure and strain on the rails, the pieces can be bent into concentric shape with the curve of the rails and fastened thereto to re-enforce them and to prevent car-wheels from becoming derailed.

At street-intersections entire rails or long pieces are bolted to the insides of the track-rails in such a manner that their balls will fill the spaces under the balls of the track-rails, and their flanges will extend parallel with the same rails to form an abutment against which wooden planks or paving-blocks of any form or substance desired, ballasting, or any kind of filling material will pack, while the top edges of the flanges will preserve open grooves aside of the balls of the track-rail, as required, for the passage of the flanges of the wheels of the locomotives and cars that are advanced back and forth on the tops of the rails. The guard-rails thus placed also prevent the feet of persons and animals from being caught under the balls of the track-rails, and facilitate the crossing of the track with a wagon, sled, or other vehicle commonly used on a common street or public highway.

I am aware that in street-railway rails pieces of rails have been fixed aside of track-rails in an upright position to engage the car-wheels as they passed over the track.

I am also aware that angle-irons and timbers have been fitted together and jointly fixed to railway-rails at crossings; but my manner of combining pieces of railway-rails direct with the track-rails, so as to form guards and grooves for the flanges of the wheels passing over them, is novel and greatly advantageous.

I claim as my invention—

1. The combination of a section of a railway rail and guard with a track-rail, substantially as and for the purposes stated.

2. The combination of a railway-rail or section of a railway-rail with a track-rail and paving or filling material, substantially as and for the purposes shown and described.

Witnesses: CHARLES L. MCGLOTHLEN.

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