

(No Model.)

J. A. ELLIOTT.

RAILROAD RAIL AND BED PLATE THEREFOR.

No. 369,049.

Patented Aug. 30, 1887.

Fig. 1.

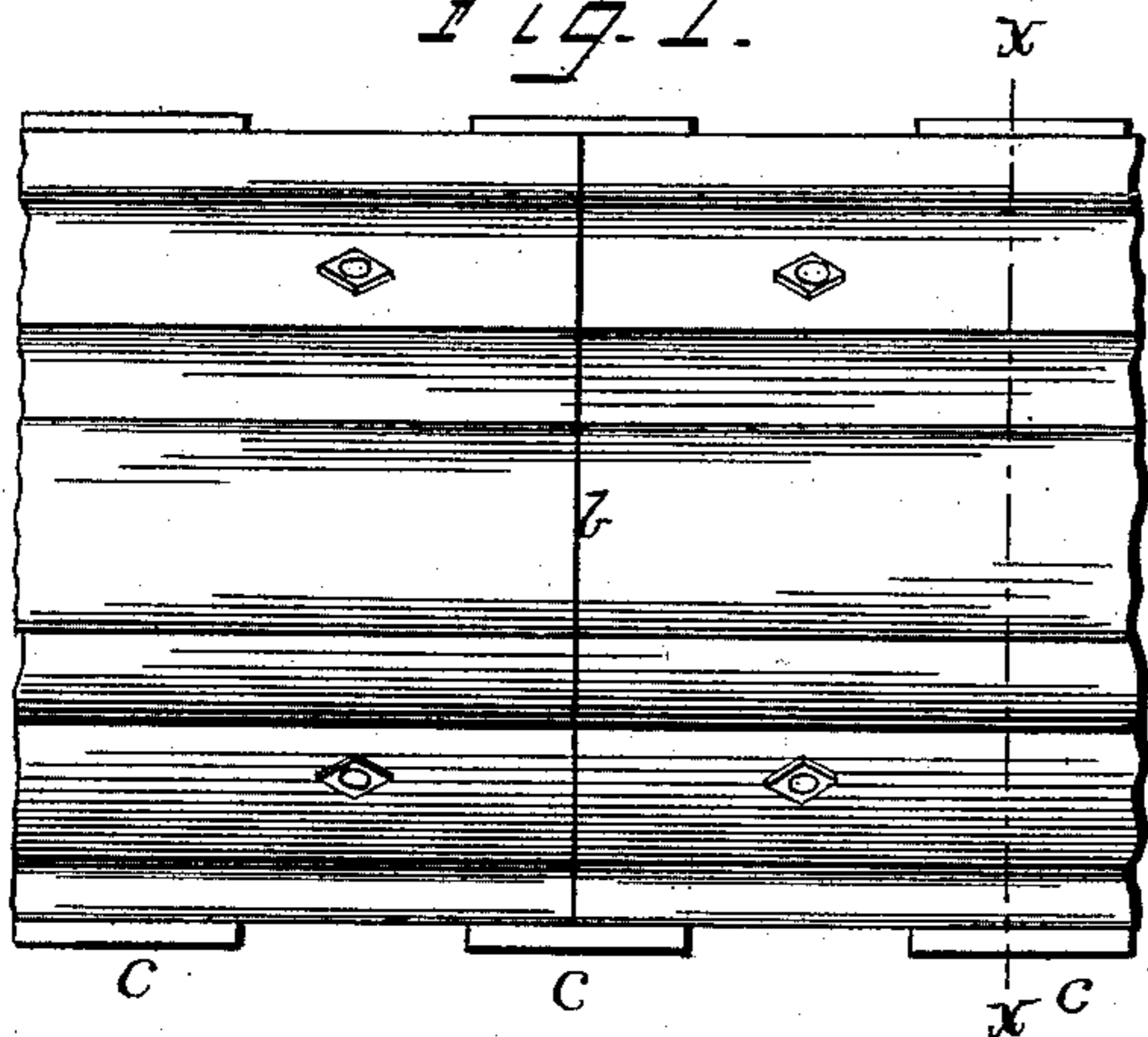


Fig. 2.

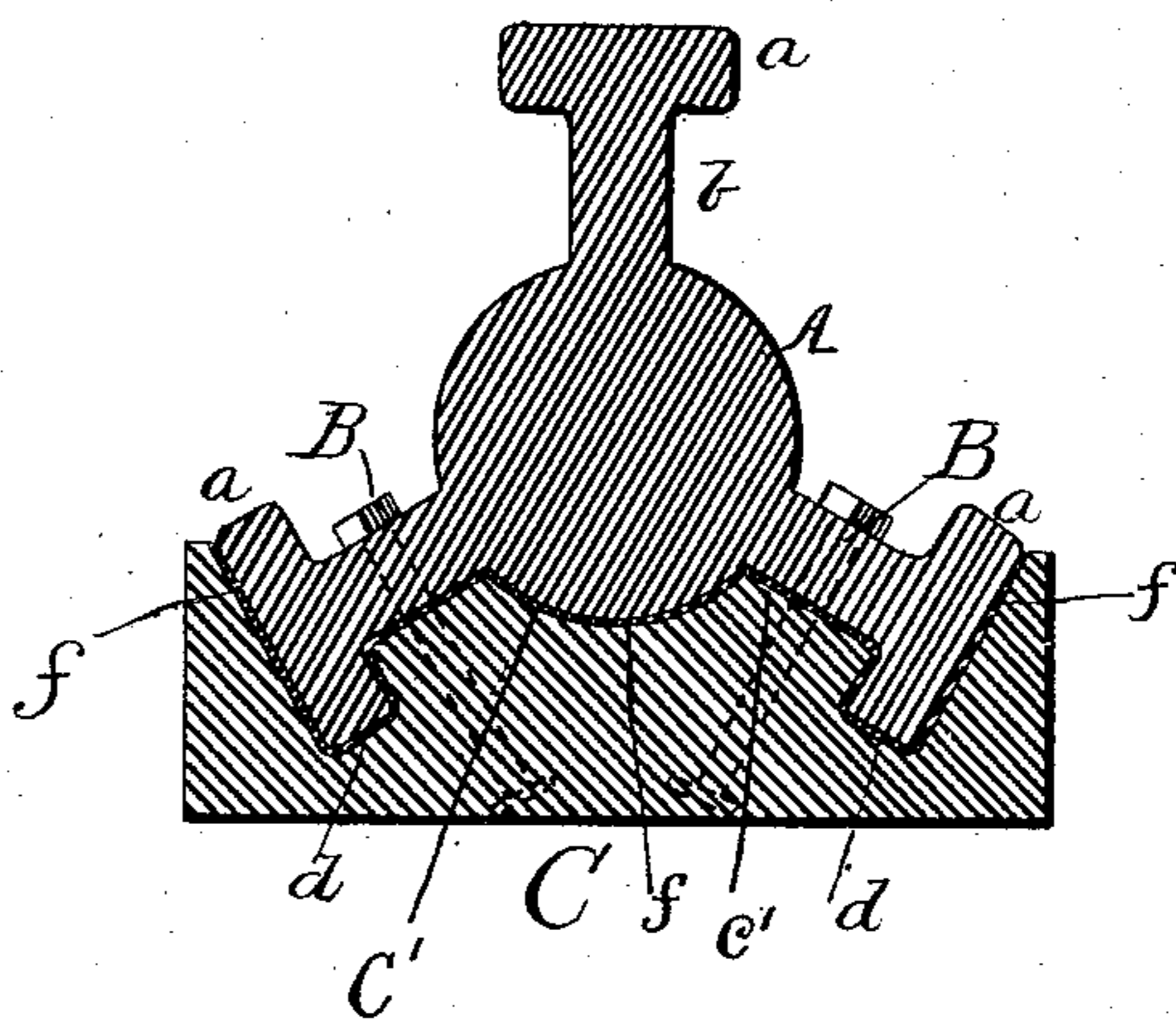


Fig. 3.

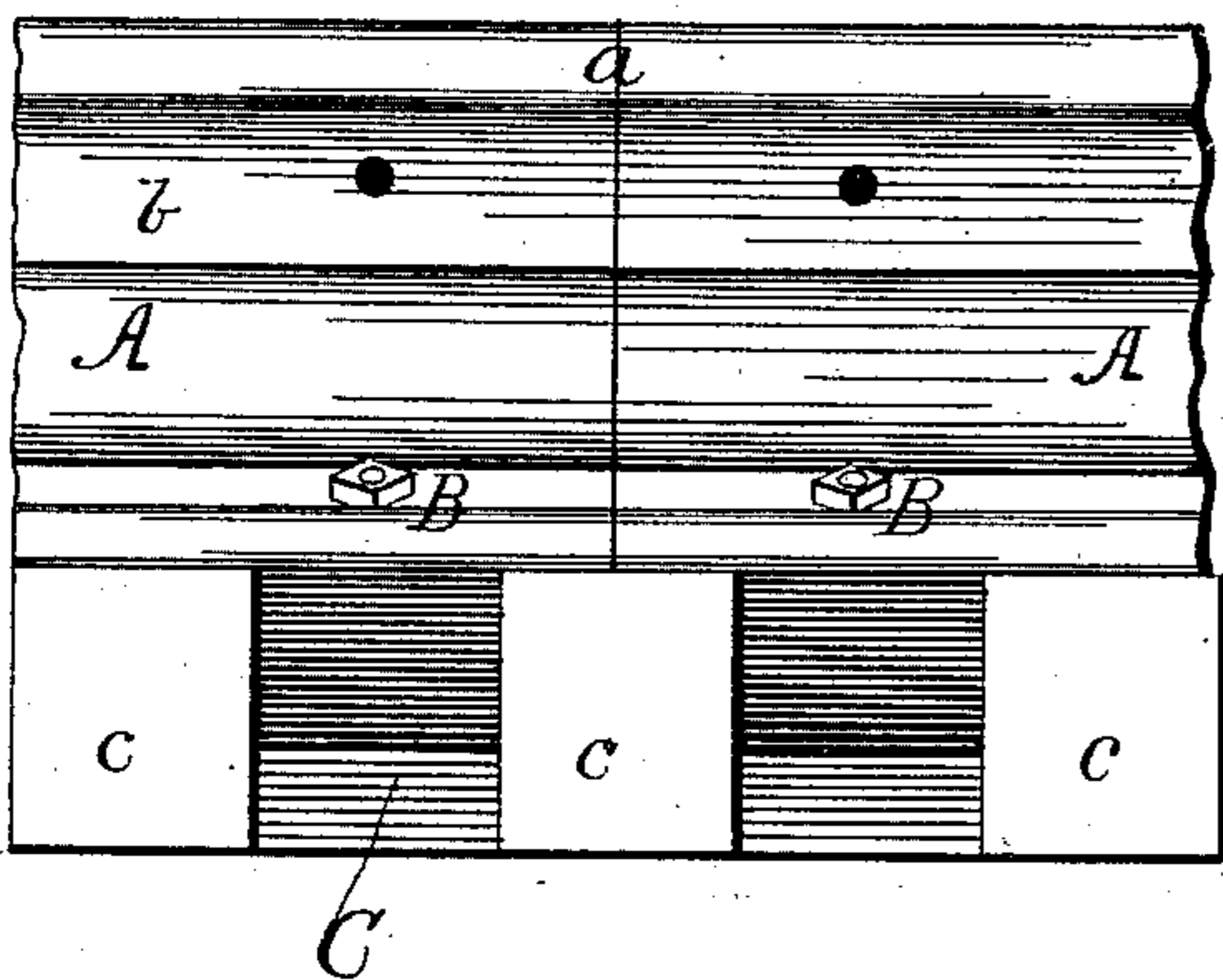
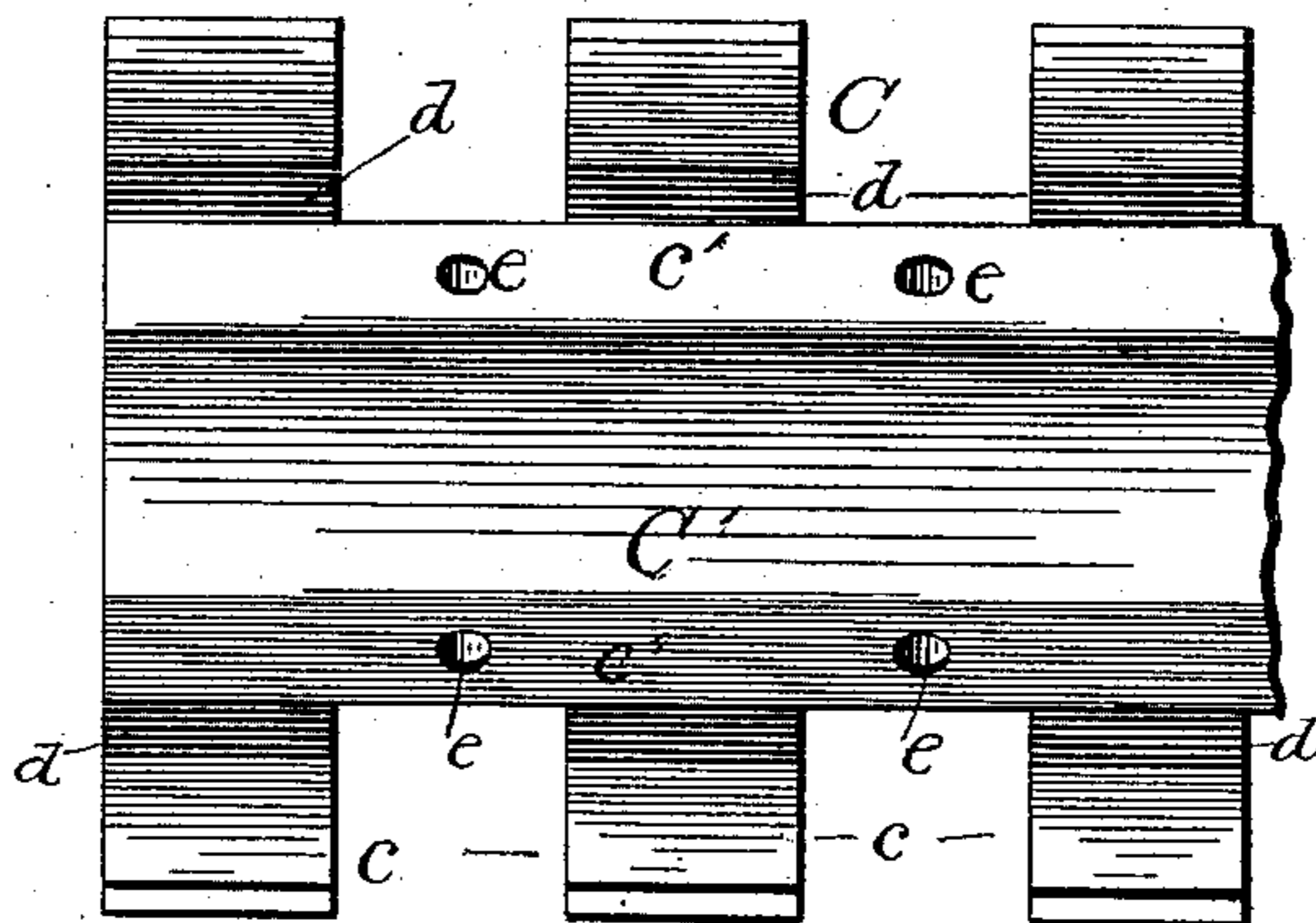


Fig. 4.



WITNESSES
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UNITED STATES PATENT OFFICE.

JOHN A. ELLIOTT, OF NEOSHO RAPIDS, KANSAS, ASSIGNOR OF ONE-HALF
TO JOSEPH B. MARTIN, OF SAME PLACE.

RAILROAD-RAIL AND BED-PLATE THEREFOR.

SPECIFICATION forming part of Letters Patent No. 369,049, dated August 30, 1887.

Application filed March 28, 1887. Serial No. 232,679. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. ELLIOTT, a citizen of the United States, residing at Neosho Rapids, in the county of Lyon and State of Kansas, have invented certain new and useful Improvements in Railroad-Rails and Bed-Plates therefor; and I do hereby 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.

My invention is an improvement in railroad-rails and bed-plates therefor; and my said invention consists of a rail formed with a central cylindrical body, from which radiate three T-shaped projections, which form the head and web of the rail, and a continuous bed-plate formed with a curved central recess to receive the curved or cylindrical body of the rail, short transversely-placed pieces to form the ties or support for the bed-plate, and recesses to receive two of the T-projections of the rail, all constructed and arranged to operate substantially as and for the purposes as will be hereinafter described, and pointed out in the claims.

For a better understanding of the details of construction and arrangement of the parts composing a railroad-rail and its bed when constructed according to my invention, reference is had to the accompanying drawings, in which—

Figure 1 represents a plan view, Fig. 2 a transverse section on the line xx of Fig. 1, and Fig. 3 a side elevation, of a portion of a railroad-rail and its bed-plate constructed according to my invention. Fig. 4 is a plan of the bed-plate.

The rail is composed of a central cylindrical body, A, from which, equidistant from each other, radiate three T-shaped projections, which form the head a and web b of the rail. The head a projects equally upon both sides of the web, so that both sides thereof may be used. Through each web b is a hole for the fastening-bolts B. C is the bed-plate, also of metal, cast integral with short transversely-arranged bars or cross-ties c , and the center of this bed-plate is curved, as at C' , with slanting edges c' , to receive the curved body A and its radiating T-projections, as seen in Fig. 2.

A slot or recess as well as bolt-holes are also formed in this bed-plate, as at d e , Fig. 2, to receive the heads a of the T-rail and the bolts B, by which the rail is held to its bed-plate. 55

Interposed between the rail and its bed-plate is a thick paper or felt lining, as at f , Fig. 2, whereby much of the metallic noise and jar of the parts is prevented, especially in elevated roads. 60

By forming the rail and its bed-plate as here shown, in addition to providing a secure mode of fastening the parts together, the rail presents six different wearing-surfaces for the rails—that is, when one edge of the head is worn away by turning the rail end for end, the other edge may be used, and when this edge is also used up the rail is turned over so as to bring one of the other T-projections upward into position, when the same operation may be repeated, and so on until both sides of all three of the rail-heads are used up. 65

I do not, however, wish to be understood as laying claim, broadly, to a railroad-rail formed with three radiating T-shaped projections, each of which is adapted to form a perfect rail when arranged in a vertical position, as this is not new. 70

Having thus described my invention, what I claim as new therein, and desire to secure by Letters Patent of the United States, is as follows, viz: 80

1. The combination, in a railroad-rail, with the rail formed of the central curved body, A, and three T-projections radiating therefrom, each with double-flanged heads a , of the bed-plate C, formed with the central curved recess, C' , beveled edges c' , recesses d , and short transversely-arranged ties c and securing-bolts e , all constructed and arranged substantially as described, for the purposes specified. 85

2. The combination, with the rail formed with a central cylindrical body, three radiating T-projections, and bed-plate with central curved recess having beveled edges and short transverse ties, of the interposed lining of paper or felt between the rail and its bed-plate, substantially as described, for the purposes specified. 95

JOHN A. ELLIOTT.

In presence of—

A. M. FLORY,

WILLIAM L. HUGHES.