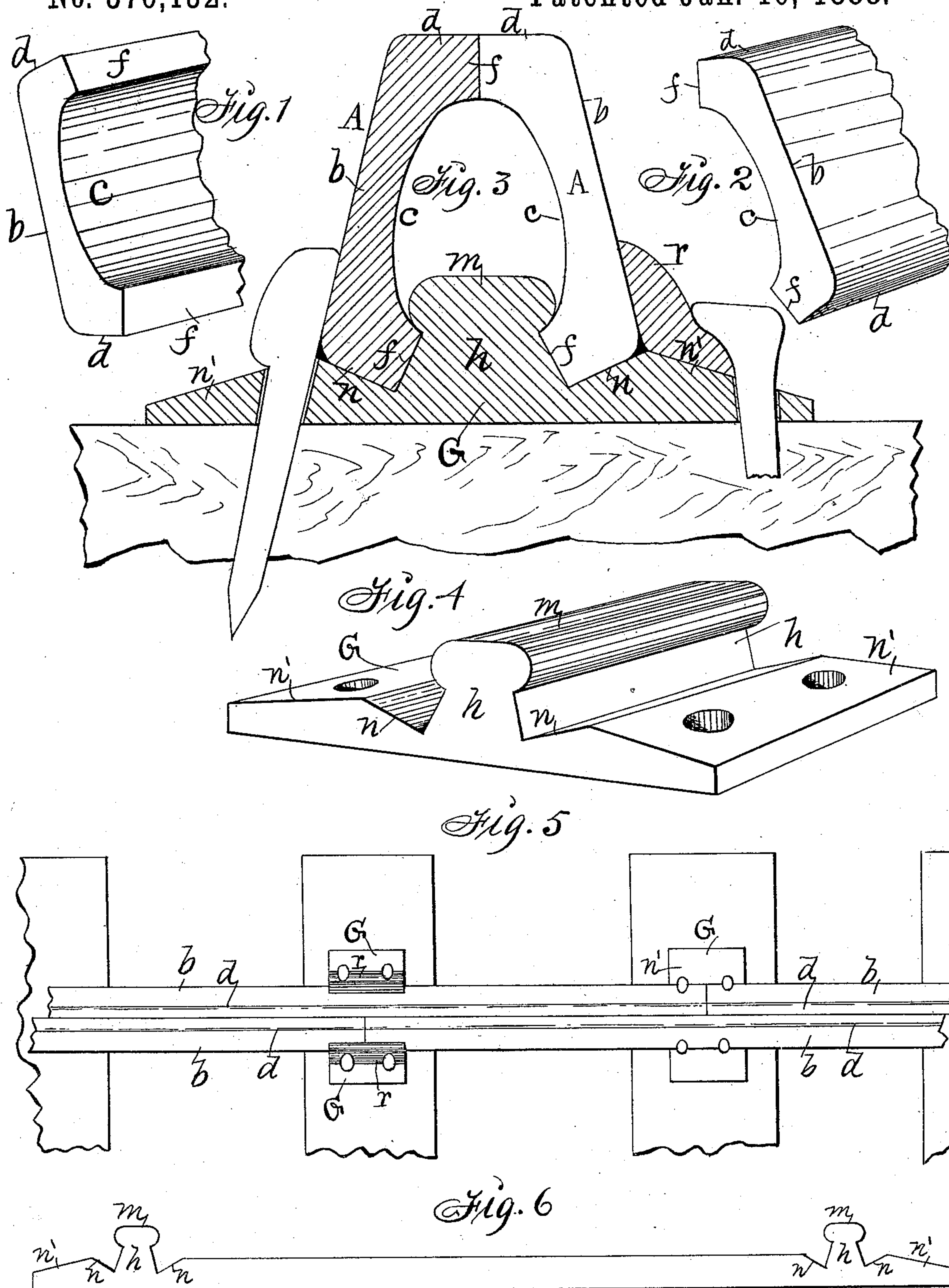


(No Model.)

G. C. BAKER.
RAILWAY TRACK.

No. 376,132.

Patented Jan. 10, 1888.



Witnesses:
R. H. Orwig.
J. P. Tate.

Inventor:
George C. Baker,
By Thomas G. Orwig, Attorney.

UNITED STATES PATENT OFFICE.

GEORGE C. BAKER, OF DES MOINES, IOWA.

RAILWAY-TRACK.

SPECIFICATION forming part of Letters Patent No. 376,132, dated January 10, 1888.

Application filed June 9, 1887. Serial No. 240,738. (No model.)

To all whom it may concern:

Be it known that I, GEORGE C. BAKER, a citizen of the United States of America, and a resident of Des Moines, in the county of Polk and State of Iowa, have invented an Improved Railway-Track, of which the following is a specification.

My object is to facilitate the building of railroads, to reduce the cost of construction and repairs, to increase the durability of the rails, and to prevent the dangers and accidents incident to the wear of the abutting ends of rails in a track.

My invention consists in the construction of a railway-rail, a railway-chair, a cross-tie, and in forming a complete railway track, as hereinafter set forth, pointed out in my claims, and illustrated in the accompanying drawings, in which—

Figures 1 and 2 are perspective views of pieces of my rail, showing the form of its opposite sides. Fig. 3 is an enlarged transverse sectional view showing my rail and chair combined on a cross-tie. Fig. 4 is a perspective view of the chair. Fig. 5 is a top view of a section of a track, showing a continuity of the top surface of the rail, as required to prevent the abutting ends of the rails from wearing out more rapidly than their central portions. Fig. 6 shows the chairs formed integral with a metal cross-tie.

My rail of novel form consists of two mating parts, A, that are so constructed that each part is complete in itself and can be set on either one of its edges on either side of the track, so that each piece is reversible endwise and interchangeable with any other piece in a complete track, as required to facilitate building a track or repairing a track.

The outside face, *b*, of each piece A is preferably flat and plain and the inside face *c* concave. The top and bottom faces *d* incline upward from the outside face, *b*, and inside faces *f* border the concave *c* and incline in opposite directions, as required to fit together tightly when combined in a track, so that the head or top of a complete rail will be closed and practically solid, while its base will be enlarged upon the chair, as clearly shown in Fig. 3.

G is a flat-bottomed chair that has an upward projection, *h*, at its center, tapering inward and terminating with a head, *m*, that fits into the concave *c* of the rails when their plain bordering faces *f* engage the opposite sides of the projection *h* and their faces *d* rest upon inclined planes *n*, that extend outward and upward from the opposite sides of the base of the projection *h*.

n' are inclined planes that extend outward and downward from the planes *n*. Perforations allow spikes to be driven through the chair into a wooden cross-tie to fasten the chair and rail jointly in a track; or bolts may be used to fasten them to a metal tie.

r represents an angle-bar or fish-plate fitted to the chair and rail, and fixed thereto by means of spikes, and without boring the rails, to re-enforce the rails and track at the points where the rails and chairs are jointly fastened to the ties.

I claim as my invention—

1. An improved rail for railways, consisting of a straight bar having a concave in one of its side faces, and the faces on its edges inclined in opposite directions, and the faces bordering the concave also inclined in opposite directions, in the manner set forth, for the purposes stated.

2. A railway-chair having a vertical projection at its center, and a head or enlargement at the top of the projection, and an inclined plane on each side of the base of the said projection, for the purposes stated.

3. An improved railway rail and track comprising mating rails A and chairs G, jointly fastened to cross-ties, in the manner set forth.

4. Railway-rails having plain side faces, *b*, concave faces *c*, inclined edges *d*, and inclined faces *f*, in combination with railway-chairs having projections *h m* and inclined planes *n* and *n'*, substantially as shown and described, for the purposes stated.

GEORGE C. BAKER.

Witnesses:

J. C. TATE,

THOMAS G. ORWIG.