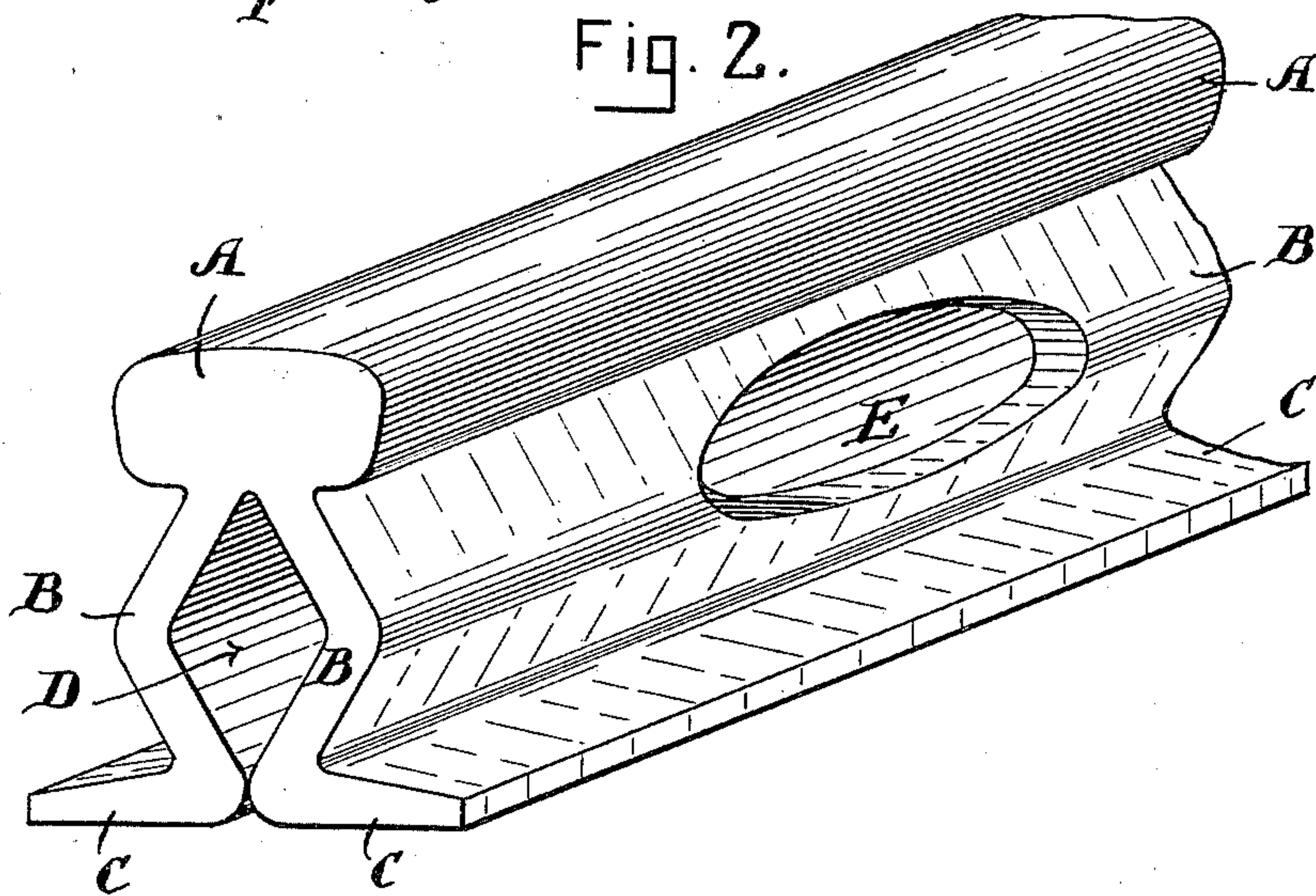
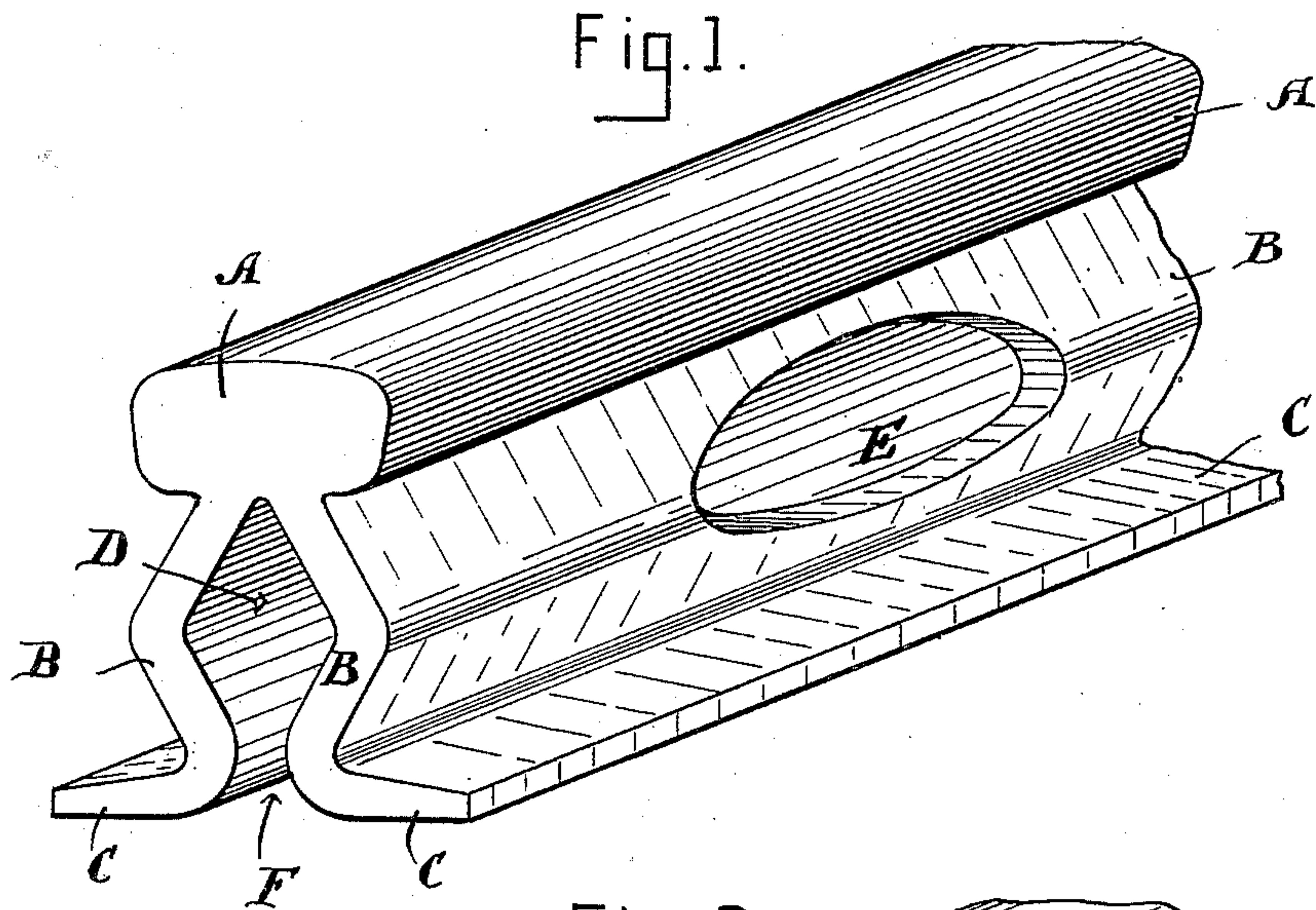


(No Model.)

H. W. LIBBEY
RAILROAD RAIL.

No. 411,344.

Patented Sept. 17, 1889.



Witnesses.

George D. Reid
Timothy J. O'Connell

Inventor.

Hosea W. Libbey
by Edwin Planta
Attorney.

UNITED STATES PATENT OFFICE.

HOSEA W. LIBBEY, OF BOSTON, MASSACHUSETTS.

RAILROAD-RAIL.

SPECIFICATION forming part of Letters Patent No. 411,344, dated September 17, 1889.

Application filed November 16, 1888. Serial No. 291,052. (No model.)

To all whom it may concern:

Be it known that I, HOSEA W. LIBBEY, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Railroad-Rails, of which the following, taken in connection with the accompanying drawings, is a specification.

The object of my invention is to produce a rail for steam-railroads in which the jar or jolting of the car passing over said rails will be very materially reduced.

The invention consists of a rail constructed with a tread connected to the lower flange by means of two V-shaped webs set at an angle opposite to each other, all as hereinafter fully described, and pointed out in the claims.

Referring to the accompanying drawings, Figure 1 represents a rail embodying my invention with the lower flanges spread somewhat apart. Fig. 2 represents a similar rail with the lower flanges in contact with each other.

A represents the tread or head of the rail. B B are V-shaped webs, each formed on an angle opposite to the other and connected at their upper ends to the tread A and at their lower ends to flanges C C, which rest upon the sleepers. By forming the webs on an angle, as shown, great sustaining power is obtained, while the webs are free to act as springs and allow of a slight depression of the tread A when a heavy weight—such as a car—is passing over them, and readily assuming their normal position when the weight is removed. By the peculiar formation of the

webs B a diamond-shaped space D is left between them, which may be utilized for carrying electric or other wires, hand-holes E being formed in the webs at suitable intervals, so that workmen may have ready access to the same for making repairs and such like.

In Fig. 2 I have shown a rail with the lower flanges C C touching each other; but I prefer that a space should be left between them, as shown at F, Fig. 1.

What I claim as my invention is—

1. A railroad-rail consisting of a tread, two V-shaped webs set at an angle opposite to each other and separated at their lower ends, and flanges to rest upon the sleepers, substantially as shown and described.

2. A railroad-rail consisting of a tread with two dependent arms, each forming a V-shaped web, and a flange to rest upon the sleepers, the V-shaped webs being set at an angle opposite to each other, whereby a certain amount of elasticity is given to the rail, substantially as set forth.

3. A railroad-rail consisting of the tread A, V-shaped webs B, provided with hand-holes E, and flanges C, substantially as shown and described.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 29th day of October, A. D. 1888.

HOSEA W. LIBBEY.

Witnesses:

JAMES R. BURNS,
CHAS. STEERE.