

(No Model.)

R. H. PUGH.
RAILROAD RAIL.

No. 428,948.

Patented May 27, 1890.

Fig. 1.

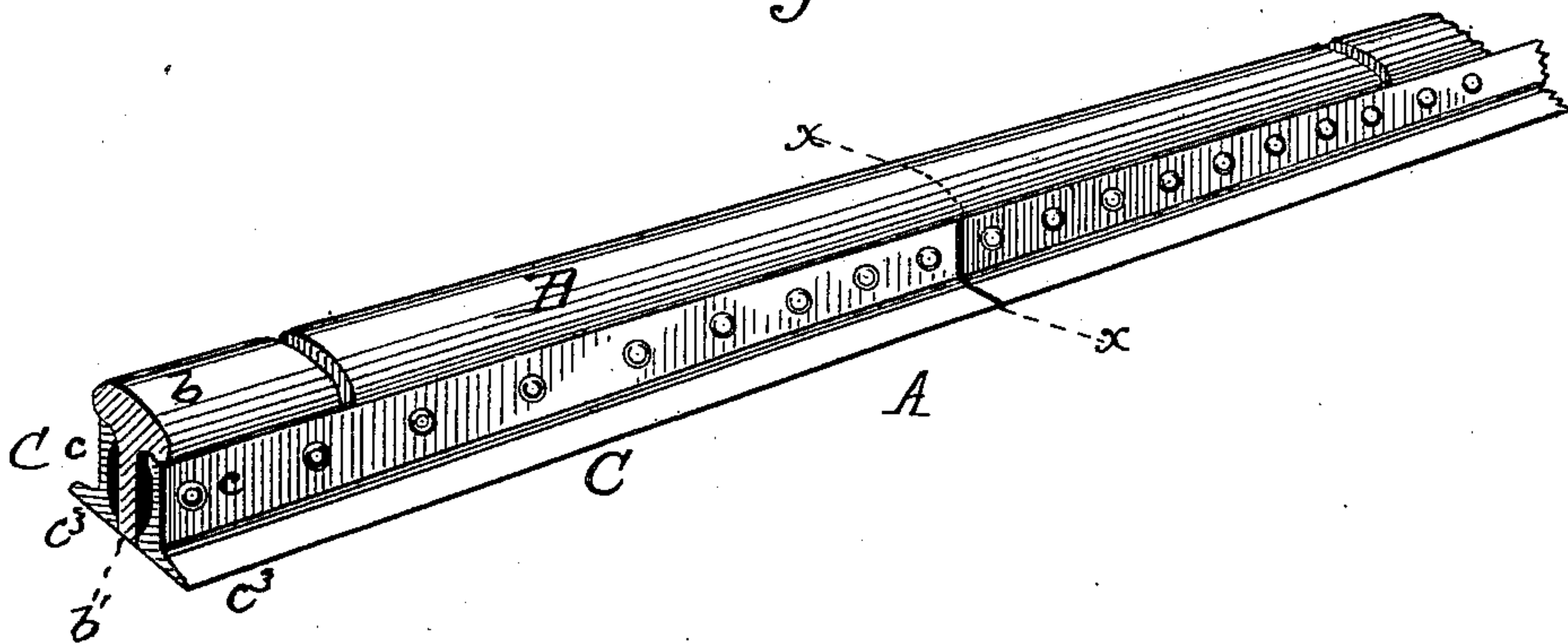
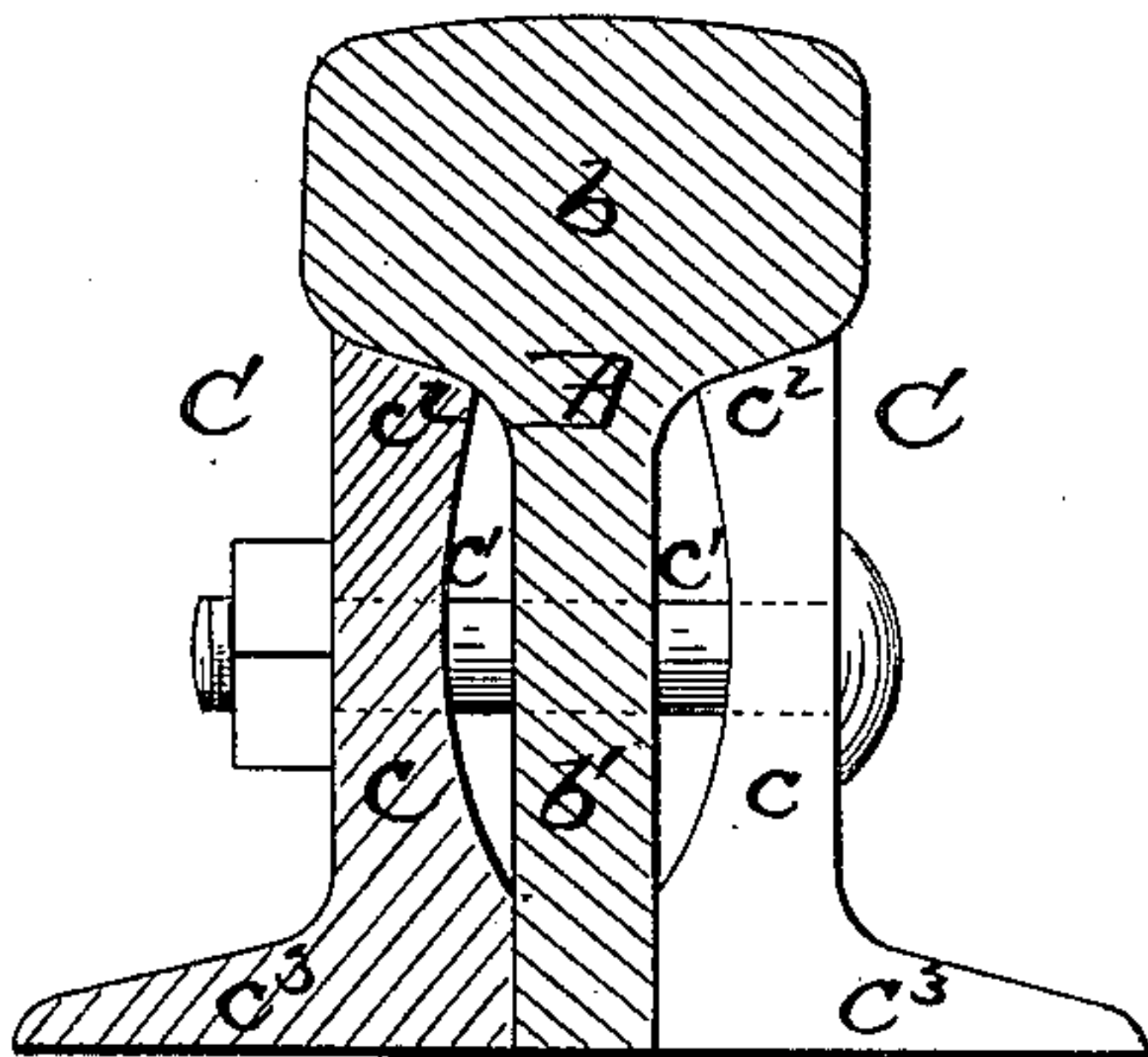


Fig. 2.



Witnesses

Witnesses
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RAILROAD-RAIL.

SPECIFICATION forming part of Letters Patent No. 428,948, dated May 27, 1890.

Application filed March 29, 1889. Serial No. 305,232. (No model.)

To all whom it may concern:

Be it known that I, ROBERT HENRY PUGH, a citizen of Great Britain, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Railroad-Rails; and I do 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 ap-
10 pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective view of the device; and Fig. 2 is a section on the line $x x$, Fig. 1.

This invention relates to improvements in railroad-rails, and has for its object the production of a three-part rail, dispensing with
20 fish-plates and guaranteeing against spreading.

The invention consists in a three-part rail, as hereinafter set forth.

In the annexed drawings, the letter A indicates a section of the rail consisting of the three parts B C C, extending longitudinally side by side and bolted together. The middle part B is composed of the usual head b and web b' , but has no flanged base, as is
30 usual. The parts C C are angle-bars consisting of the bottom securing-flanges c^3 and the upright portions c , having the inner concaves c' and top concaves c^2 . These three parts are bolted together, so that the concaves c' are
35 toward the web b' and the head b rests upon the concaves c^2 . Preferably the three parts break joints, as indicated at Fig. 2. In a rail

thus constructed the three upright portions form the tread, and the portions $c c$ hold up the head b rigidly and firmly and prevent its
40 mashing down. The angle-bars also prevent spreading of the rail, their concave upright portions resisting downward pressure. With such a device fish-plates are not needed, as the rail is securely held together without them,
45 forming a continuous rail. With this construction the middle portion or the rail-head can be removed without loosening the angle-bars.

I am aware that a three-part rail is not new,
50 and that it is not novel to have a three-part rail, the middle member of which has its web or stem held between the side pieces.

In my device the middle part only bears on the side parts at the concave tops of the lat-
55 ter, thus insuring a firm bearing of the head upon these side parts. The stem also is straight upon its sides throughout its entire depth, so that it can be readily removed without disturbing the side parts.
60

What I claim is—

The three-part railway-rail consisting of the side pieces C C, having the top concaves c^2 , and the middle part B, having a stem with straight sides throughout its entire depth, the
65 head only of the part B bearing on the side parts, as set forth.

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

ROBERT HENRY PUGH.

Witnesses:

DWIGHT F. CAMERON,
S. H. KLINCK.