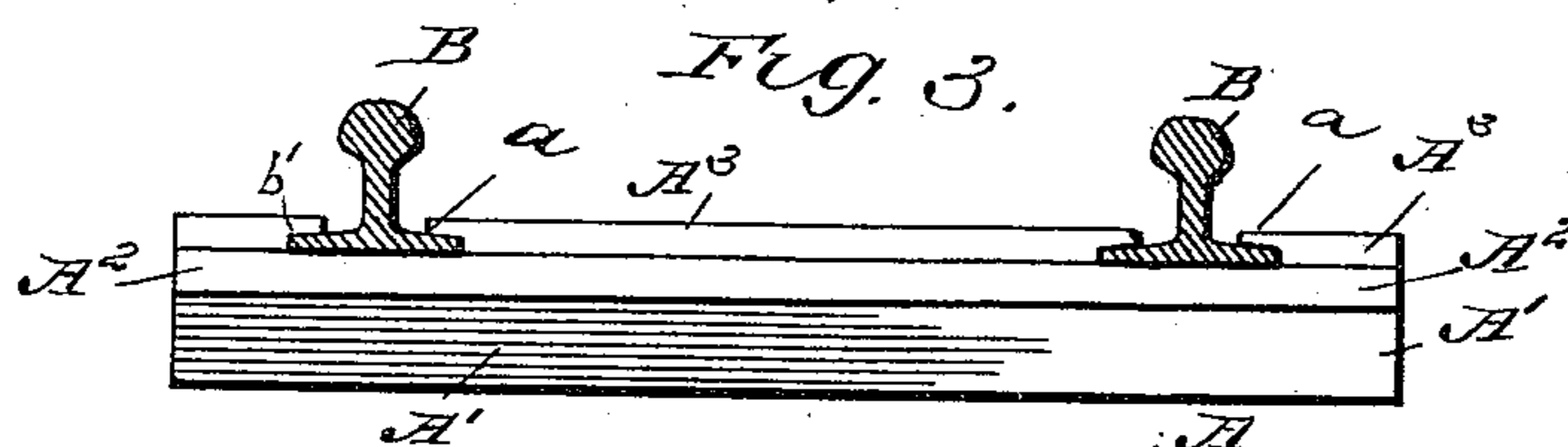
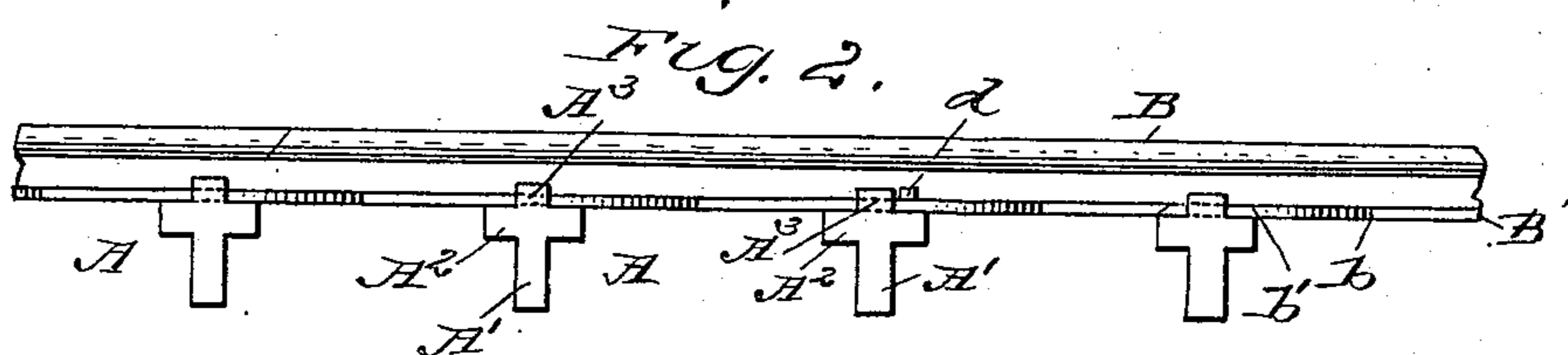
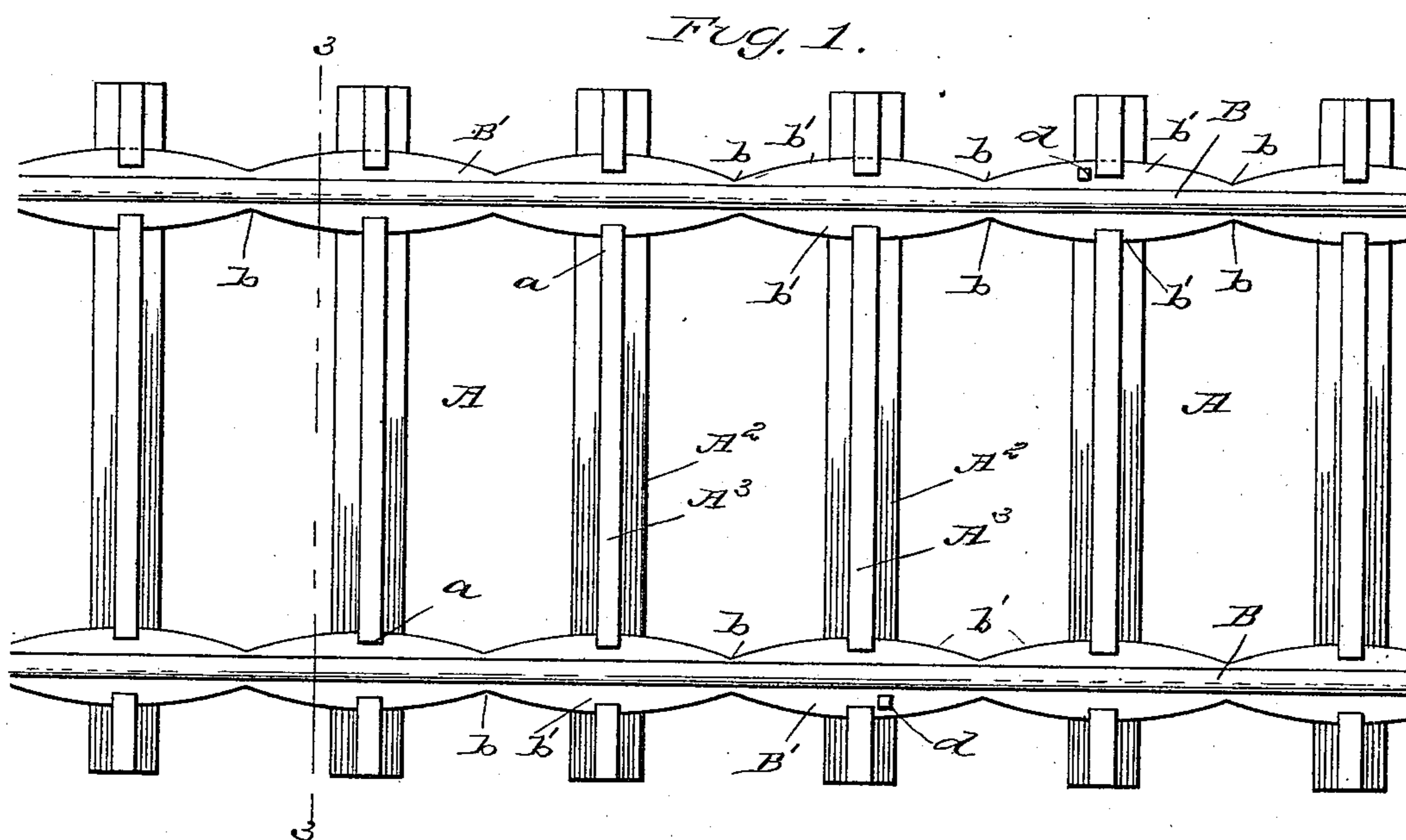


(No Model.)

M. A. GLYNN.
RAILROAD RAIL.

No. 441,002.

Patented Nov. 18, 1890.



WITNESSES:

M. R. Davis.
E. M. Clark

INVENTOR:

M. A. Glynn
BY Munn & Co

ATTORNEYS

UNITED STATES PATENT OFFICE.

MICHAEL A. GLYNN, OF HAVANA, CUBA.

RAILROAD-RAIL.

SPECIFICATION forming part of Letters Patent No. 441,002, dated November 18, 1890.

Application filed July 23, 1890. Serial No. 359,607. (No model.)

To all whom it may concern:

Be it known that I, MICHAEL A. GLYNN, of Havana, Cuba, have invented a new and Improved Railroad-Rail, of which the following
5 is a full, clear, and exact description.

My invention relates to improvements in railroad-rails; and the object of my invention is to produce a rail which may be easily attached to a sleeper and which will be held in
10 such a manner that it cannot work loose.

The invention consists in the particular construction and combination of parts, as herein-after fully described, and specifically pointed out in the claims.

15 Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a broken plan view of the rails
20 embodying my invention, the rails being shown attached to the sleepers. Fig. 2 is a broken side elevation of the same, and Fig. 3 is a cross-section on the line 3 3 of Fig. 1.

The sleepers A, to which the rails are attached, are provided with a depending tongue A', to be embedded in the earth, a widened portion A², which rests upon the surface of the earth, and a raised rib A³, extending longitudinally across the top of the sleeper, the
25 rib having transverse slots *a* therein to receive the rail. This sleeper is substantially like the sleeper for which I have filed an application for Letters Patent of the United States, said application being filed simultaneously with the present application, and
30 forming no part of my present invention.

The slot *a* in the sleeper is a dovetailed slot, the wide portion of the slot being at the base, the said slot being just wide enough to
40 receive the widest portion of the rail-flange; but any sleeper having a transverse dovetailed slot therein may be used in connection with the rail. The rail B is like the ordinary railroad-rail, except that its flange B' has

scalloped edges. The flange B' at the points 45 *b* is of the usual width; but between said points the flange is curved outwardly on both sides, thus forming a widened portion *b'*, which is widest at the central point between the narrow portions *b*, and the width of its
50 portion *b'* corresponds to the width of the slots *a* in the sleepers A, so that when the wide portion of the rail-flange is in the slot the rail cannot be moved laterally and the ribs A² of the sleepers will overlap the rail-flange
55 and prevent all vertical motion.

To prevent the rail from creeping, a spike *d* may be passed through a perforation in the rail-flange and into a corresponding hole in a sleeper. To place the sleepers and rails in
60 position, the sleepers are placed beneath the rails with the slots *a* directly beneath the narrow portion *b* of the rail-flanges B', and the sleepers are raised, so that said portions of the rails will be inclosed by the slots in the
65 sleepers. The sleepers are then moved upon the rails until the widened portions *b'* of the rail-flanges are inclosed by the slots *a* of the sleepers, as described above. It will thus be seen that the rails and sleepers may be quickly
70 adjusted in position, and that when once placed they cannot be accidentally displaced.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent--

1. The combination, with a railroad-rail having a scalloped flange, of a sleeper having a transverse slot therein to fit the said flange, substantially as described.

2. The combination, with a railroad-rail 80 having a scalloped flange, of a sleeper having a transverse dovetailed slot to fit the widened portions of the rail-flange, substantially as described.

MICHAEL A. GLYNN.

Witnesses:

WARREN B. HUTCHINSON,
EDGAR TATE.