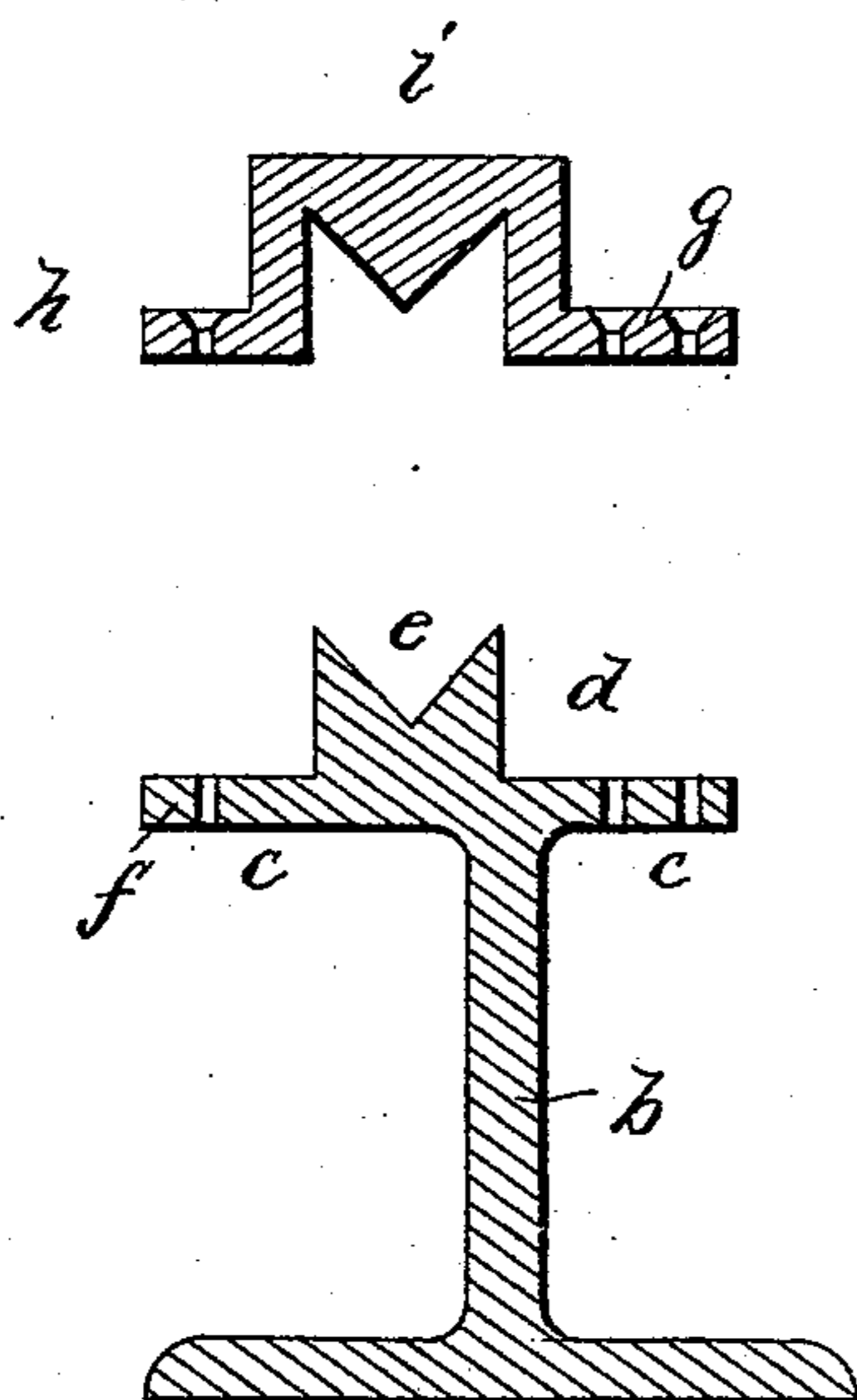
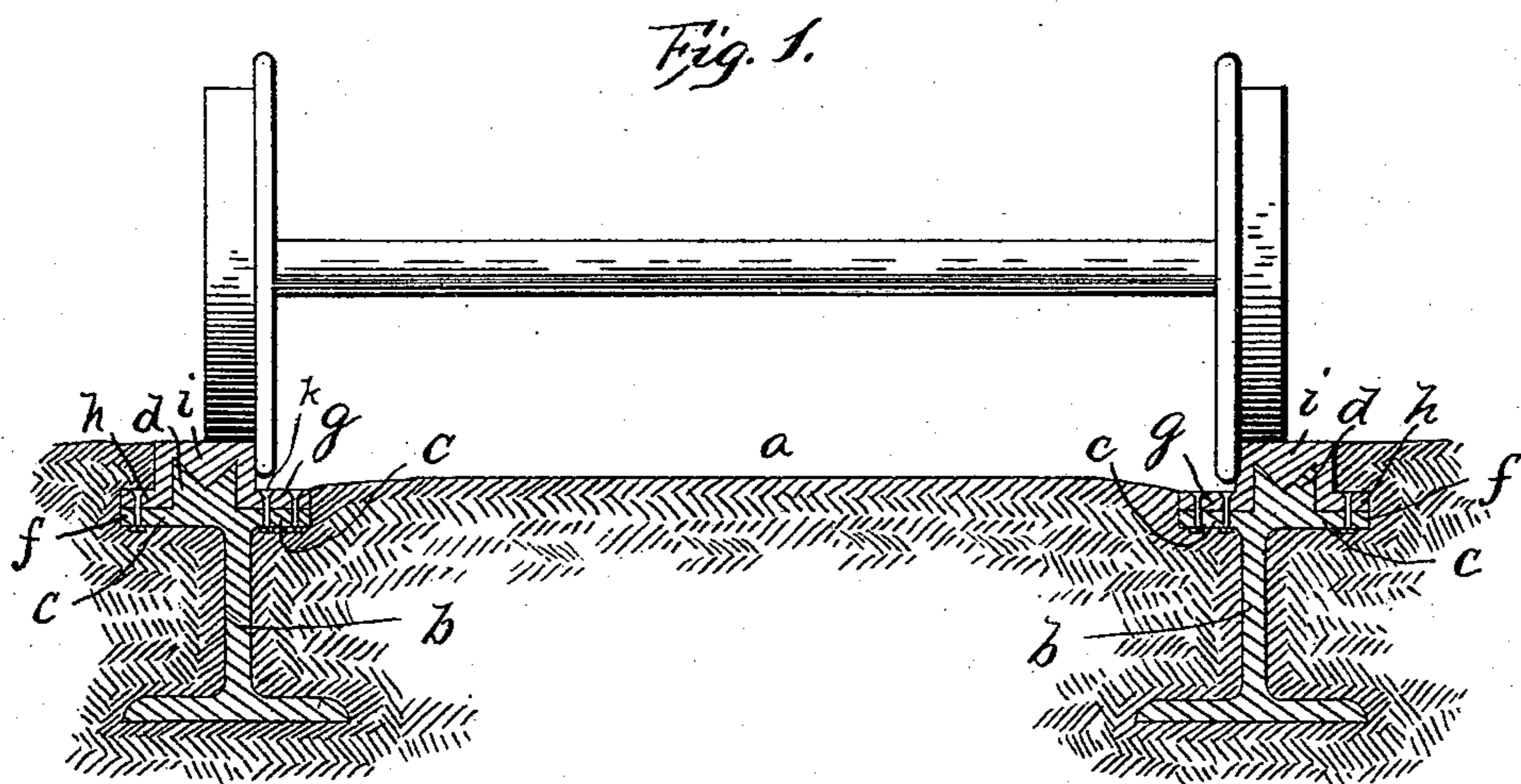


(No Model.)

J. M. FAULKNER.
RAILROAD RAIL.

No. 538,157.

Patented Apr. 23, 1895.



Witnesses:
C. C. Duffy
Chas. M. Werle

Inventor:-
James M. Faulkner
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UNITED STATES PATENT OFFICE.

JAMES M. FAULKNER, OF PHILADELPHIA, PENNSYLVANIA.

RAILROAD-RAIL.

SPECIFICATION forming part of Letters Patent No. 538,157, dated April 23, 1895.

Application filed October 30, 1894. Serial No. 527,455. (No model.)

To all whom it may concern:

Be it known that I, JAMES M. FAULKNER, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Railroad-Rails; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

This invention relates to certain improvements in railroad rails.

The object of the invention is to provide an improved railroad rail particularly adapted for street tramways where there is heavy traffic, and which can have its wearing surfaces renewed without removing the entire permanently laid rail.

The invention consists in certain novel features of construction and in combinations of parts more fully and particularly pointed out and described hereinafter.

Referring to the accompanying drawings, Figure 1 is a cross section through the road bed and rails of a city tramway showing wheels on the rails. Fig. 2 is an enlarged detail sectional view of a part of a rail and its removable top or heads.

In the drawings *a*, is a road bed: *b b*, are the rails. The rails usually employed in constructing city railroads are of the **I** shaped class with very high webs, often ten to twelve inches. These rails are very rigidly and permanently set in the street pavements on suitable stringers so that they can only be removed with great difficulty and by tearing up the pavement to the great danger to and detriment of traffic.

The head of the rail for the wheel tread is usually on one side of a wide flange for the support of wagon and vehicle wheels. These treads of the rails soon wear out while the remaining portions of the rails are still in good condition, but the rail must be nevertheless removed with the attendant cost and difficulty before stated.

c c, are the horizontal opposite flanges longitudinally on the upper end of the web of the rail. On its upper side the flange is provided with the longitudinal rib or raised portion *d*, having the vertical side edges and the longitudinal **V** groove or depression *e*, in its top.

This raised portion is preferably arranged to the outer side of the longitudinal center of the rail so that the narrow securing rim *f*, is left on one side and the wide flange on the other side.

The treads of the rail are formed removable and are constructed to fit on the rib and flanges just described so that the treads can be easily and quickly renewed at a minimum cost and without disturbing the body of the rail. This removable tread is formed integral for each rail with the wide tread *g*, to fit the wide flat flange left in the rail, the narrow flange *h*, to fit the rim *f*, and the intermediate raised tread *i*, having the **M** shaped interior to snugly fit on the raised rib *d*, of the rail proper. Thus the wide tread *g*, to receive the vehicle wheels, and the head or tread for the car wheels can be easily removed and replaced without disturbing the permanent portion of the rail.

Any suitable means can be employed to lock the removable treads to the rail proper as bolts *k*, passed through the flanges.

Peculiar strength, rigidity and durability are attained by the shapes and forms of the interlocking parts of this invention.

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

1. An **I** shaped rail having a longitudinal rib on its top surface provided with a longitudinal top groove, in combination with the removable treads formed to fit the top flanges and to embrace said rib and fit in the groove thereof, substantially as described.

2. The rail having the top extending on both sides of the web, the longitudinal rib on said top to one side of the center thereof to form the narrow edge flange and the opposite wide flange, and the removable raised tread formed to fit on and interlock with said rib, and at one side having the narrow flange to fit said narrow flange of the rail top and at the opposite side having the wide flange to fit the wide flange of the rail top and form a depressed tread for vehicle wheels, substantially as described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JAMES M. FAULKNER.

Witnesses:

O. E. DUFFY,
C. M. WERLE.