No. 743,960. PATENTED NOV. 10, 1903.

L. VOGEL.

PAVING STRIP.

APPLICATION FILED JUNE 20, 1903.

NO MODEL.

Fig. 1.

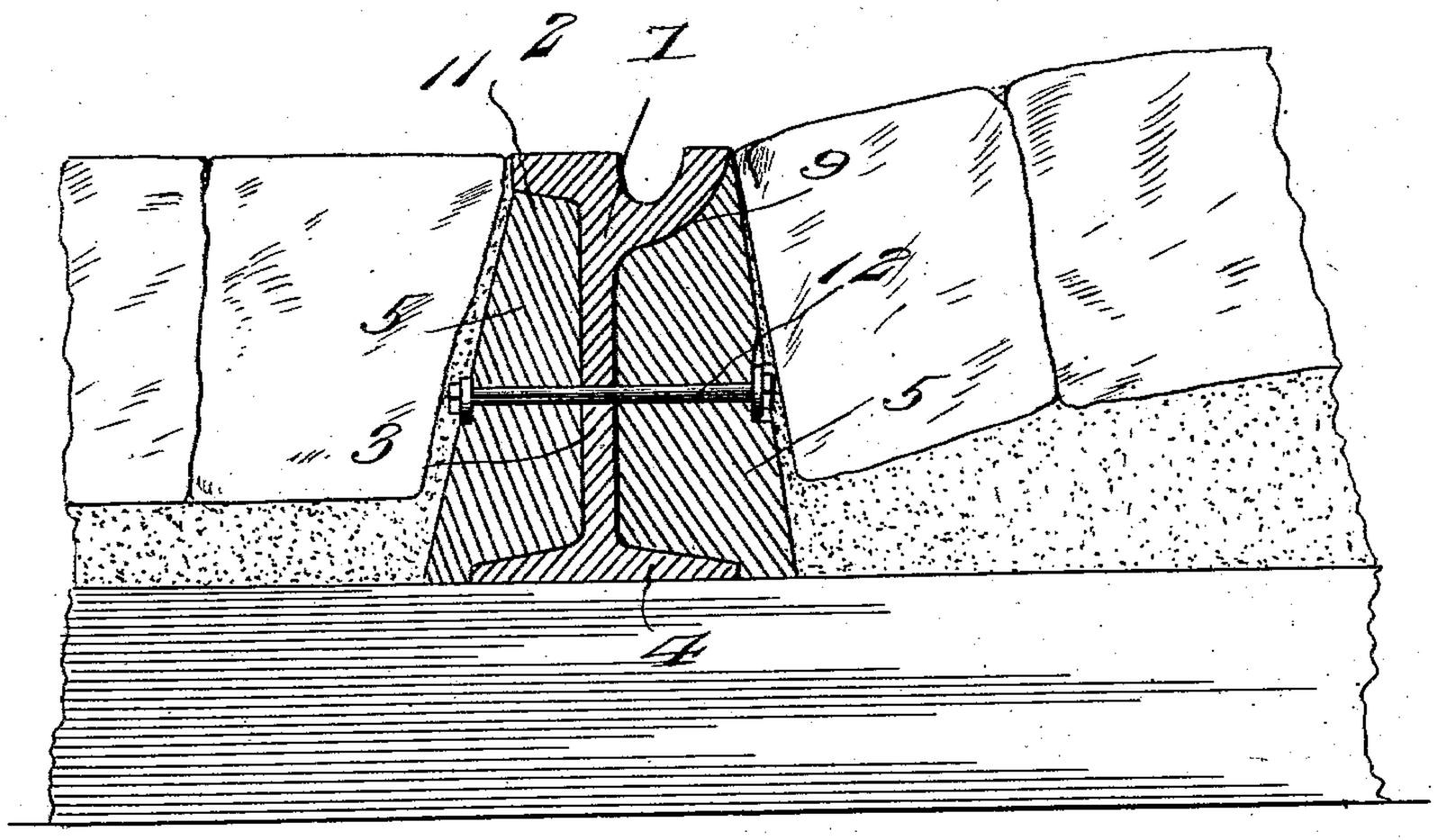
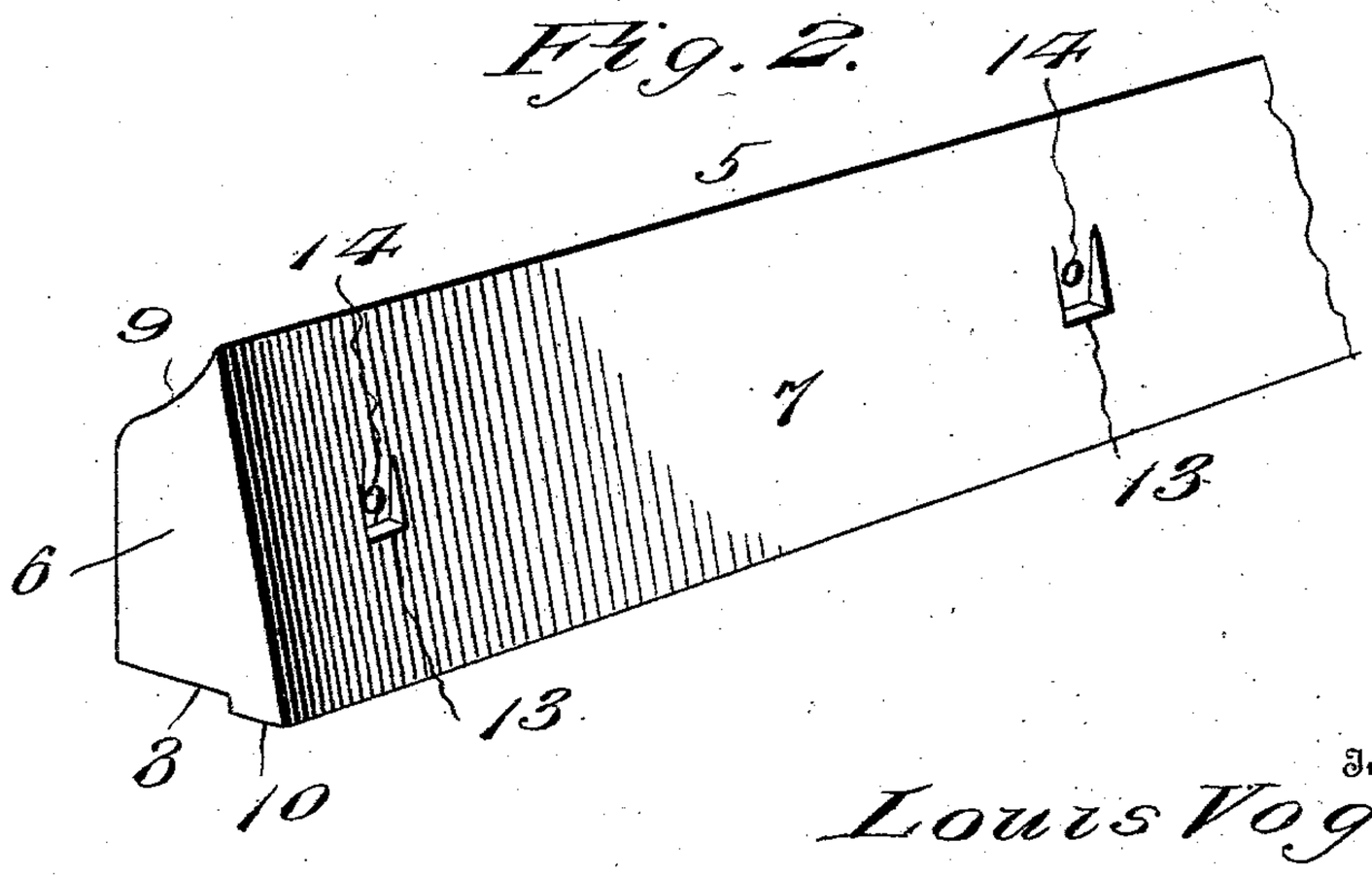


Fig. 2.



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No. 743,960. Patented November 10, 1903.

UNITED STATES PATENT OFFICE.

LOUIS VOGEL, OF WHITELAW, WISCONSIN.

PAVING-STRIP.

SPECIFICATION forming part of Letters Patent No. 743,960, dated November 10, 1903.

Application filed June 20, 1903. Serial No. 162,415. (No model.)

To all whom it may concern:

Be it known that I, LOUIS VOGEL, a citizen of the United States, residing at Whitelaw, in the county of Manitowoc and State of Wisconsin, have invented new and useful Improvements in Paving-Strips, of which the following is a specification.

This invention relates to a paving-strip for application to street-car track-rails; and the object of the same is to provide a device of this class which will strengthen the track-rails and materially obviate wear on the adjacent parts of pavements and also serve as a support for paving-blocks or other paving material to prevent settling of the latter.

The improved paving-strip is adapted for use along opposite sides of a straight track-rail as well as at curves and crossings, and is of such form as to snugly fit against the web between the tread and base-flange of the rail, the outer side of the strip being inclined downwardly to increase the cross-sectional extent of the same near the lower edge.

The invention further consists in the details of construction and arrangement of the several parts hereinafter more fully described and claimed.

In the drawings, Figure 1 is a transverse vertical section through a portion of a street-car track-rail and the adjacent paving, showing the improved paving-strip applied to opposite sides of the rail and also in cross-section. Fig. 2 is a detail perspective view of a portion of the improved paving-strip.

Similar numerals of reference are employed to indicate corresponding parts in the views.

The numeral 1 designates a street-car track-rail of usual form having a tread 2, a web 3, and a base-flange 4.

The improved paving-strip 5 has a central solid body 6 with an outer downwardly and outwardly inclined side 7, a lower undercut edge 8 to fit over the base-flange 4, and an upper compound curved edge 9 to correspond to the under contour of one side of the tread 2 of the rail.

The improved paving-strip is applied to opposite sides of the track-rail, as shown by Fig. 1, the inner strip being materially thicker than the outer strip and the thickness of the inner strip gradually increasing toward its lower end. The inner inclined face of the inner strip is fitted flush with the under part of the tread 2 of the rail, and the lower projection 10, formed by the undercut at the base of the strip, bears upon the supports for the rail, such as ties or cross-beams or other means that may be employed. The outer paving-strip has its upper edge formed at an angle of inclination, as at 11, and projects upwardly to snugly fit against the under side of the outer portion of the tread 2; but in all other respects the outer strip will be similar to the inner strip. The upper edges of both strips may be slightly varied in contour to establish a snug fitting in relation to the under portions of the opposite sides of the tread of the rail. Both strips have their faces outermost from the flange of the rail inclined, as heretofore set forth, and by increasing the thickness of the metal gradually toward the bases of the strips the track-rails are greatly strengthened and will resist wear and also keep the paving-stones or other paving material out of direct contact with the rails. The inclination of the sides or faces of the paving-strips, which are at a distance from the web of the rail, will provide a convenient means of supporting the paving blocks or material, as the latter can be more accurately fitted at the edge portions bearing on the strips, and, furthermore, the pressure due to the weight of the paving blocks or material will be directed off from the track-rails and resisted by the greater width or thickness of the strips at the base.

The central enlarged or thickened portions of the strips have their inner sides fitted snugly against the webs 3 of the rails, and the strips provide fillings for the opposite sides of a track-rail and solidify the structure of the latter.

The strips are held in place by bolts 12, arranged at proper intervals, and the heads and nuts at opposite ends of the bolts are seated in recesses 13 in the inclined sides of the strips. It will be understood that openings 14 will be formed through the strips to receive the bolts, and the number of openings and bolts in each strip will depend upon the mode of application and the contour of the rails. When the strips are used on curves

or crossings, additional bolt-holes will have to be formed in the rails at points intermediate the ends of the latter, and in such applications the strips will be given a contour corresponding to the rails. It is also proposed in some instances to use the paving-strips for reinforcing or strengthening rails on trestle-work, such as bridges, and another material advantage which ensues from the use of the strips is that depressed joints will be obviated in the rail structure in view of the fact that such strips may be extended across said joints and serve to hold the treads positively in flush position relatively to each other. Changes in the proportions and dimensions of the strips may also be resorted to without departing from the spirit of the invention.

Having thus fully described the invention, what is claimed as new is—

1. A paving-strip having a central enlargement, an undercut lower edge, an upper edge shaped to bear against the under side of a rail-tread, and a downwardly and outwardly inclined side, the strip gradually increasing in thickness toward its lower edge.

2. The combination with a track-rail, of paving-strips secured against the opposite sides thereof and closely fitting against the web under the tread and over the base-flange, the outer sides of the strips being inclined downwardly and outwardly to increase the thickness of the strips gradually toward the lower edges thereof.

3. A paving-strip for a track-rail having an undercut lower edge and gradually increasing in thickness toward said edge.

4. A paving-strip for a track-rail gradually increasing in thickness toward its lower end and having a downwardly and outwardly inclined face.

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

LOUIS VOGEL.

Witnesses:
THOS. L. DAVISON,
ANTON VOGEL.