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J. O. SCHWARTZ & S. NELIGH.

RAILROAD RAIL.

APPLICATION FILED APR. 10, 1903.

NO MODEL.

FIG. 1.

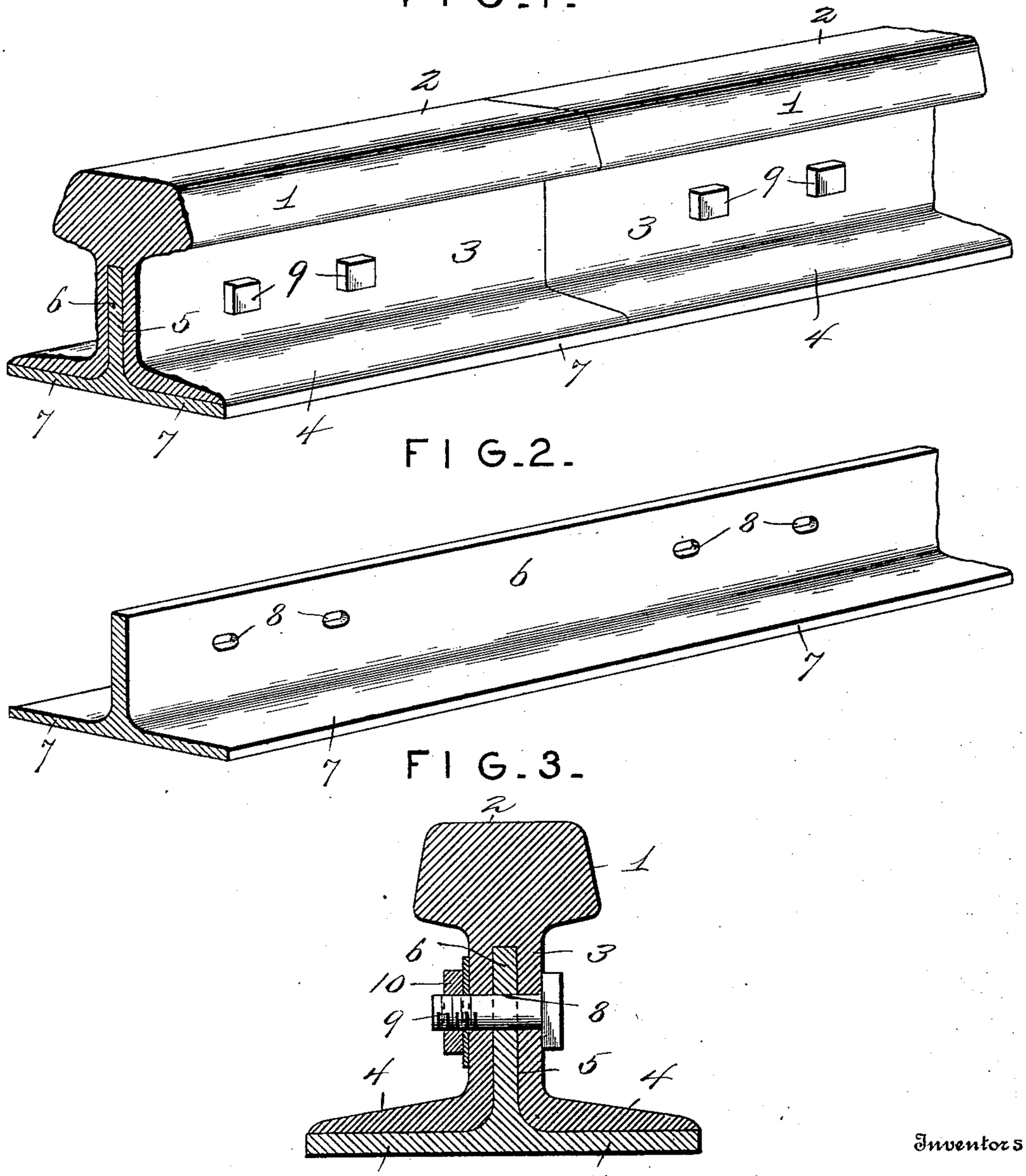

FIG. 2.

FIG. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

JOHN O. SCHWARTZ AND SHERMAN NELIGH, OF HOPE, INDIANA.

RAILROAD-RAIL.

SPECIFICATION forming part of Letters Patent No. 751,110, dated February 2, 1904.

Application filed April 10, 1903. Serial No. 152,094. (No model.)

To all whom it may concern:

Be it known that we, JOHN O. SCHWARTZ and SHERMAN NELIGH, citizens of the United States, residing at Hope, in the county of Bartholomew and State of Indiana, have invented new and useful Improvements in Railroad-Rails, of which the following is a specification.

Our invention relates to new and useful improvements in railroad-rails; and its object is to provide a rail formed in two sections, one of which projects into the other and serves to support the same. The sections of the rails are adapted to be bolted together in any suitable manner, and each section is adapted to engage the opposite section of each of the adjoining rails, thereby forming one continuous rail, which does not require the use of rail-joints, as heretofore.

With the above and other objects in view the invention consists in providing a rail approximately of the form ordinarily employed and having a longitudinally-extending groove formed in the center of the bottom thereof for the reception of the upright portion of an inverted-T-shaped rail which extends under the upper rail and serves to support the same. This lower section is adapted to project into two upper rail-sections, and when suitable securing means, such as bolts, are placed into engagement therewith it will be obvious that the three parts will be securely bound together. By providing rails of this character a continuous rail can be employed without the use of fish-plates or other similar connecting devices.

The invention also consists in the further novel construction and combination of parts hereinafter more fully described and claimed, and illustrated in the accompanying drawings, showing the preferred form of our invention, and in which—

Figure 1 is a perspective view of a rail constructed in accordance with our invention. Fig. 2 is a detail view of the lower section of the rail, and Fig. 3 is a transverse section through the rail.

Referring to the figures by numerals of reference, 1 is the upper section of the rail, which is approximately of the form ordinarily employed and comprises a tread 2, web 3, and base-flanges 4. A longitudinally-extending groove 5 is formed within the bottom of the rail-section 1 and extends into web 3. This groove is adapted to receive the bottom member 6 of the rail, which is provided at its lower edge with oppositely-extending flanges 7, adapted to extend under flanges 4 and support the same. Slots are arranged longitudinally within the members 6 and the webs 3 and serve to receive securing-bolts 9, which may be held in place by nuts 10 or other suitable means.

In assembling rails of the construction herein described the bottom rails or members 6 are secured upon the ties end to end, and the upper rails 1 are placed thereover with the abutting ends thereof adjacent to the centers of the bottom rails 6. When the rails are in these positions in relation to each other, slots 8 will register, and bolts 9 can then be inserted therethrough for securing the parts together. It will be seen that the bottom rails 6 will support the abutting ends of the rails 1 and prevent them from becoming depressed when a car passes thereover. Pounding is also prevented in the same manner. As the rails interlock, it is unnecessary to employ fish-plates or other similar rail-joints, and a practically solid rail can be formed of any desired length. Should it be necessary for any reason to remove one of the rail-sections 1, it is merely necessary to withdraw the fastening-bolts 9, engaging the same, and lift it from the lower rail-sections 6. It is unnecessary to detach the lower section from the ties. The slots 8 are of sufficient size to allow for the expansion and contraction of the rail.

In the foregoing description we have shown the preferred form of our invention; but we do not limit ourselves thereto, as we are aware that modifications may be made therein without departing from the spirit or sacrificing any of the advantages thereof, and we therefore reserve the right to make such changes as fairly fall within the scope of our invention.

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

The herein-described railroad-rails comprising sections thereof having central longitudinal rectangular grooves extending through

the web of the same from end to end and terminating in curved shoulders at the base-flanges of the rails, and a T-shaped rail-plate having its vertical portion constructed of the same configuration as said grooves and said curved shoulders of the base-flanges so as to be wholly inclosed within the same, the base portion of the T-plate being constructed to extend across the under surface of the base-flanges of the rails, the outer edges of the base portion of the T-plate being flush with outer edges of the base-flanges of the rails, and the slots in the webs of the rail-sections and vertical portion of the T-shaped rails and bolts secured in said slots, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

JOHN O. SCHWARTZ.
SHERMAN NELIGH.

Witnesses:
HENRY GARARD,
OLIVER E. RUEDE.