

No. 771,109.

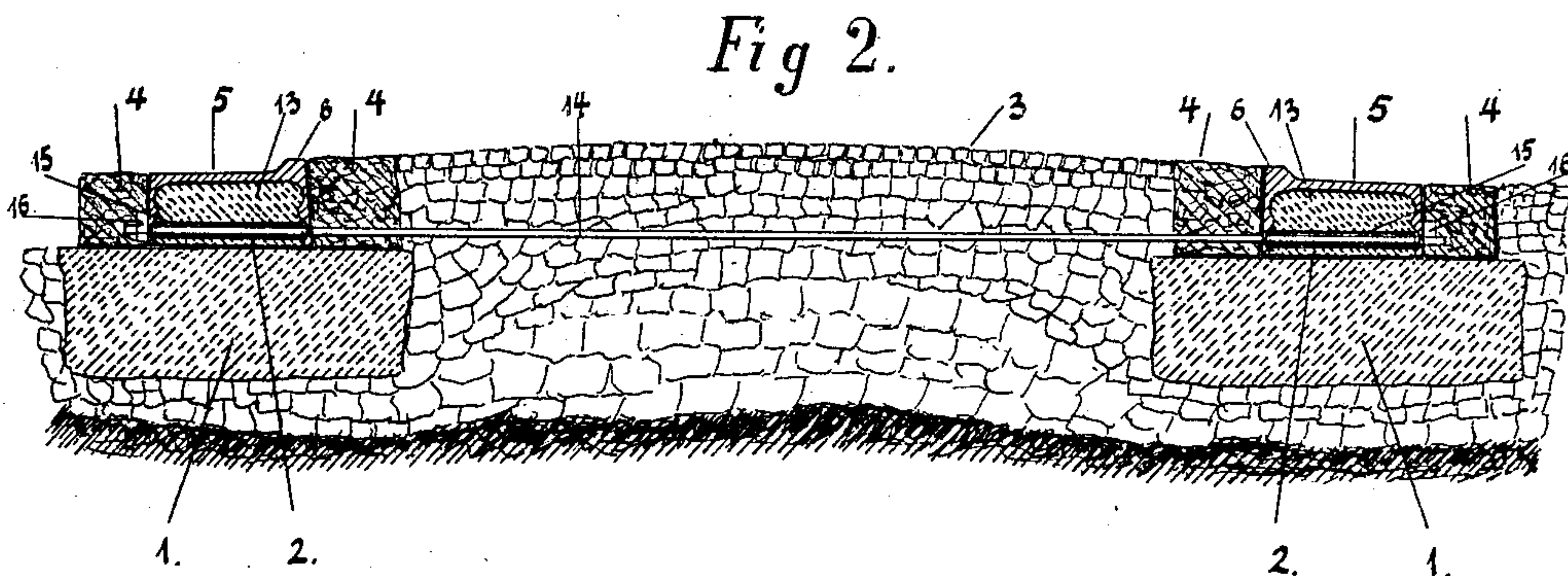
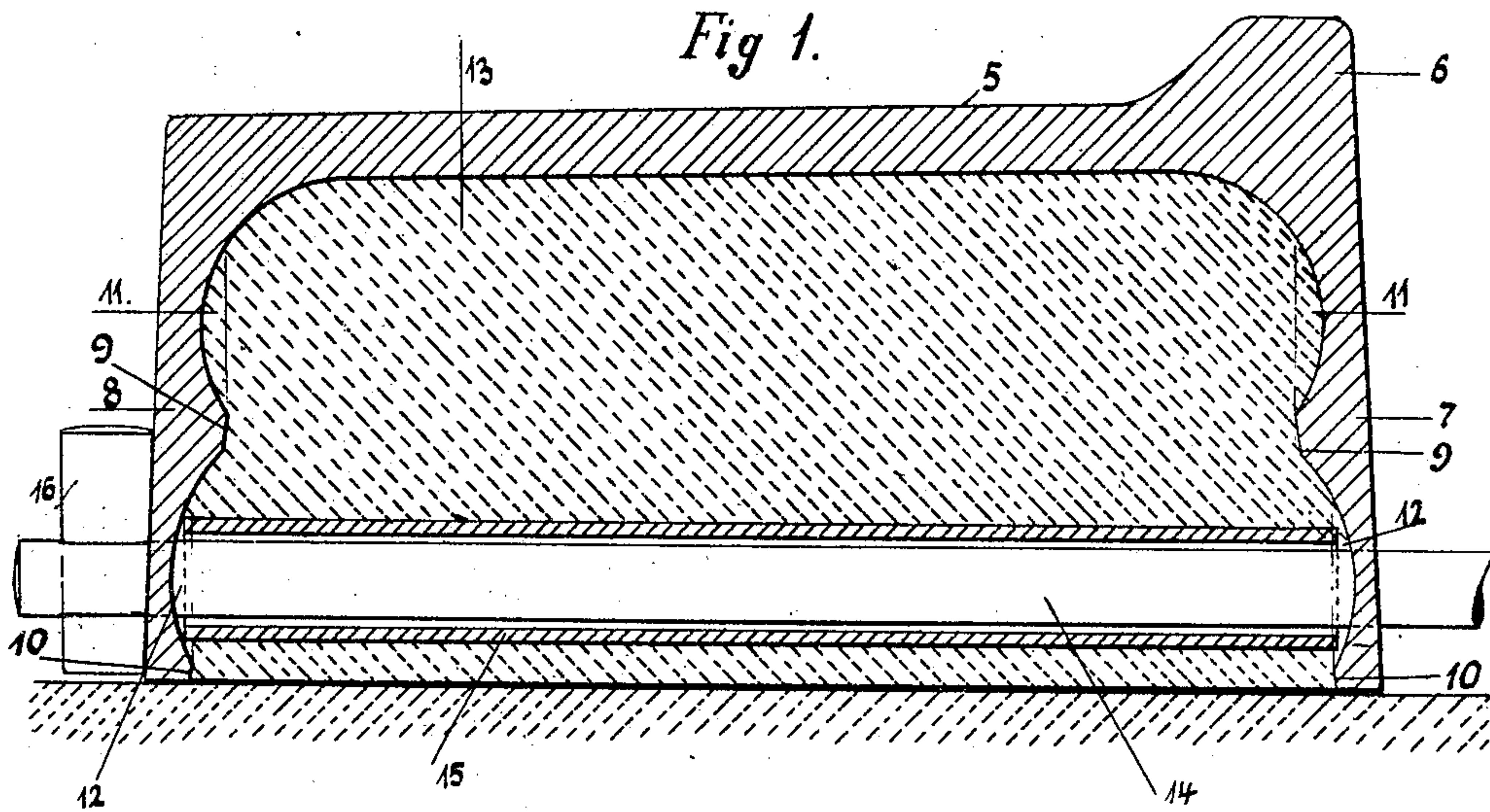
PATENTED SEPT. 27, 1904.

J. C. WERCKMEISTER.

PERMANENT WAY.

APPLICATION FILED MAY 4, 1904.

NO MODEL.



Witnesses
George M. Black
John P. Clark

John Curt Werckmeister Inventor
by
William Wesley Varney Attorney

UNITED STATES PATENT OFFICE.

JOHN CURT WERCKMEISTER, OF BALTIMORE, MARYLAND.

PERMANENT WAY.

SPECIFICATION forming part of Letters Patent No. 771,109, dated September 27, 1904.

Application filed May 4, 1904. Serial No. 206,331. (No model.)

To all whom it may concern:

Be it known that I, JOHN CURT WERCKMEISTER, a citizen of the United States, residing at 1510 West Fayette street, in the city of Baltimore and State of Maryland, have invented certain new and useful Improvements in Permanent Ways, of which the following is a specification.

My invention relates to improvements in permanent ways provided with metallic surface; and the objects of my improvement are, first, the construction of a permanent way of substantially indestructible material having a smooth metallic surface for vehicle-wheels, and, second, simplicity of construction, whereby the same may be easily laid.

I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is an enlarged section of the rail shown in the permanent way in Fig. 2, and Fig. 2 is a vertical cross-section of a permanent way embracing my invention.

Similar numerals refer to similar parts throughout both views.

1 is the foundation-block, wider than the rail, so that the retaining-stones may bed thereon.

2 is the base.

3 is the surface-pavement.

4 represents retaining-stones.

5 is the top surface of the rail, having at one edge roll 6.

7 and 8 are flanges, 7 being somewhat longer than 8, thereby causing the top surface 5 when the rail is laid on a level foundation-block to slightly incline to flange 8 for drainage purposes, the two flanges having a slight batter. On the interior of flanges 7 and 8 are projections 9 and 10, forming thereby undercuts 11 and 12.

13 is a filling substance.

14 is a stiffener or distance bar.

15 is a pipe-casing.

16 represents pins.

The construction of my permanent way is as follows: The channel of the rail is filled with a suitable filling substance—such as cement, slag, or other similar substance—and is held in place by undercuts 11 and 12. The foundation-block is first properly prepared out of concrete or other suitable substance. Then the rail is placed on the same and held there by its

weight and the adjacent pavement and stiffener-bars 14. The rails in being placed have a slight inclination on their top surface for drainage purposes, caused by the uneven flanges. The rail is made, preferably, of rolled steel.

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

1. A track formed by rails of a channel-like shape comprising two flanges of unequal lengths outwardly battered and each undercut twice, said channel being filled with a resisting mass, the top surface outwardly inclined and provided with a roll on the edge containing the longer flange.

2. In a road in combination a foundation laid below the surface and laid thereon a metallic surface consisting of a track formed by rails of a channel-like shape comprising two flanges of unequal lengths outwardly battered and each undercut twice, said channel being filled with a resisting mass, the top surface outwardly inclined and provided with a roll on the edge containing the longer flange.

3. A rail consisting of a top surface attached to a plurality of flanges provided with a plurality of enlarged spaces between adjacent flanges for the reception of a rigid filler substantially as described.

4. A rail consisting of a top surface attached to a plurality of flanges provided with a recessed space between adjacent flanges in combination with a projection on said flange to secure a filling material in said recess.

5. A permanent way consisting of a foundation-block, a rail laid on said foundation-block, retaining-stones laid on said foundation-block and adjacent to said rail substantially as described.

6. A rail consisting of top surface 5, roll 6 on one edge of said top surface 5, flange 7 under said bulb 6, flange 8 connected at the other edge of said top surface 5, projections 9 and 10 on said flanges 7 and 8, undercuts 11 and 12 between said projections 9 and 10 and said top surface 5.

JOHN CURT WERCKMEISTER.

Witnesses:

WILLIAM W. VARNEY,
WILMER EMORY.