No. 798,030. PATENTED AUG. 22, 1905.

C. A. FISHER & C. H. LINDNER.

RAILWAY RAIL.

APPLICATION FILED OCT. 12, 1904.

Fig. 1.

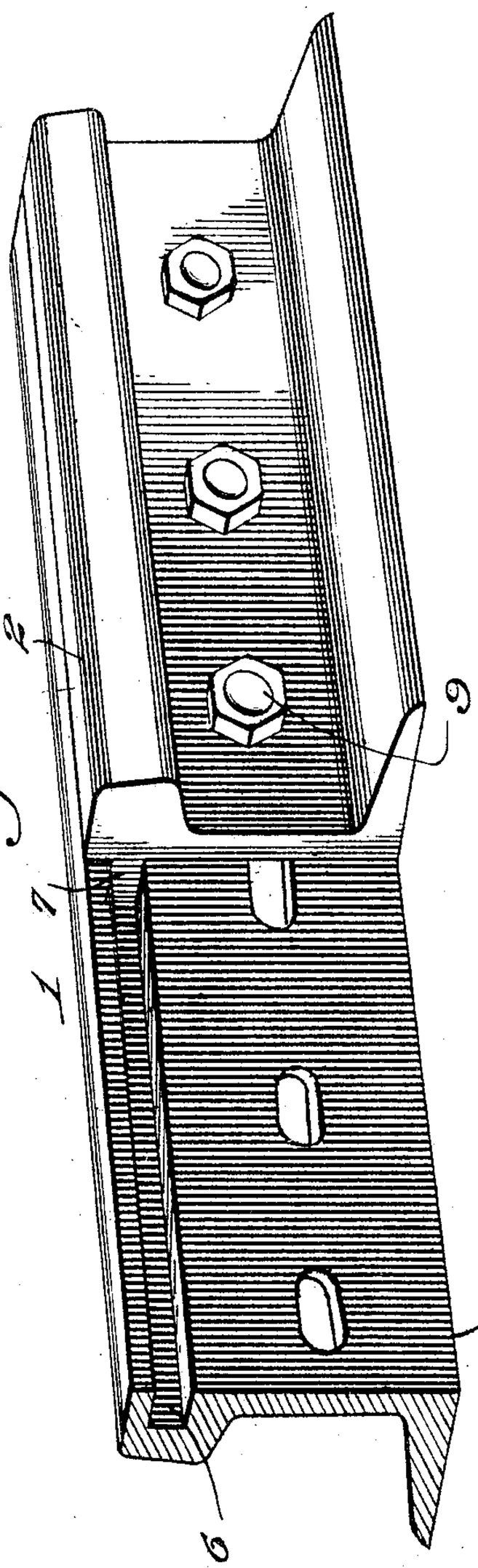
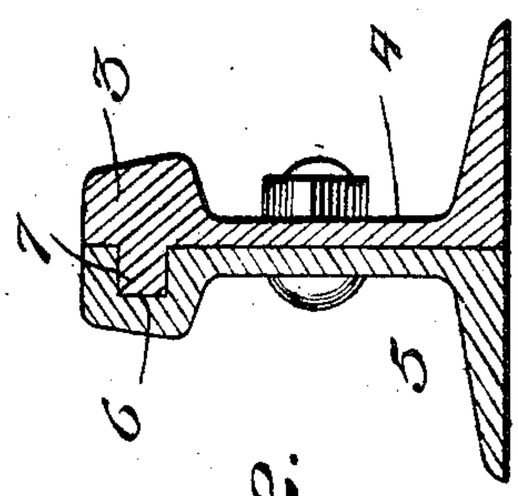


Fig. 2.



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UNITED STATES PATENT OFFICE.

CHRISTOPHER A. FISHER AND CHARLES H. LINDNER, OF VIRDEN, ILLINOIS.

RAILWAY-RAIL.

No. 798,030 Specification of Letters Patent. Patented Aug. 22, 1905.

Application filed October 12, 1904. Serial No. 228,198.

To all whom it may concern:

Be it known that we, CHRISTOPHER A. FISHER and CHARLES H. LINDNER, citizens of the United States, residing at Virden, in the county of Macoupin and State of Illinois, have invented new and useful Improvements in Railway-Rails, of which the following is a specification.

This invention relates to railway-rails, and has for its object to produce a simple inexpensive device of this character wherein the usual joints are dispensed with and one whereby the employment of fish-plates is obviated.

With these and other objects in view the invention comprises the novel features of construction and combination of parts more fully hereinafter described.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a rail embodying the invention. Fig. 2 is a vertical transverse section of the same.

Referring to the drawings, it will be seen that the improved rail is composed of a pair of sections 1 and 2 of such form that when assembled, as illustrated in the drawings, they produce a rail of the usual form comprising a head or tread 3, a web 4, and a base-flange 5.

The rail-sections have inner flat meeting faces, except that the section 1 is provided with a continuous longitudinally-extending groove or seat 6 and the section 2 with a corresponding longitudinally-extending continuous tongue or projection 7, adapted when the parts of the rail are assembled to fit within the groove 6, the interlocking tongue and groove being preferably formed at or adjacent to the vertical center of the head 3.

Formed through the web 4 of the rail-sections are transverse openings 8, adapted when the sections are assembled to register for the reception of bolts or other fastening members 9, by which the sections are securely united.

In practice the sections will be of the usual length and assembled in longitudinal staggered relation, with the ends of a pair of the sections 2 meeting at the longitudinal center of the section 1 and the ends of a pair of the sections 1 consequently meeting at the longitudinal center of one of the sections 2, it being apparent that under this arrangement complete joints at any points in the rail will be wholly obviated, and consequently the employment of fish-plates dispensed with and liability of the rails sagging or separating at any one point entirely prevented.

From the foregoing it is apparent that we provide a simple inexpensive rail which in practice will efficiently perform its functions to the attainment of the ends in view, it being understood that minor changes in the details herein set forth may be resorted to without departing from the spirit of the invention.

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

A railway-rail comprising a head, a web and a base-flange, said rail being composed of a series of sections arranged in longitudinal overlapping and break-joint relation, the sections forming one side of the rail being provided conjointly with a continuous longitudinal groove of substantially rectangular form in cross-section disposed adjacent the vertical center of the head, a continuous longitudinal and horizontally-projecting rib formed conjointly on the sections composing the other side of the rail, said rib being disposed at the vertical center of the rail-head and of cross-sectional shape to conform to and fit tightly within the continuous groove, and fastening-bolts extending transversely through the rail-sections for connecting the latter, the inner meeting faces of the sections being flat and adapted to lie in flush contact on a vertical division-line throughout the entire inner surface area of the sections both above and below the rib.

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

CHRISTOPHER A. FISHER.
CHARLES H. LINDNER.

Witnesses:
C. M. BRENNEN,
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