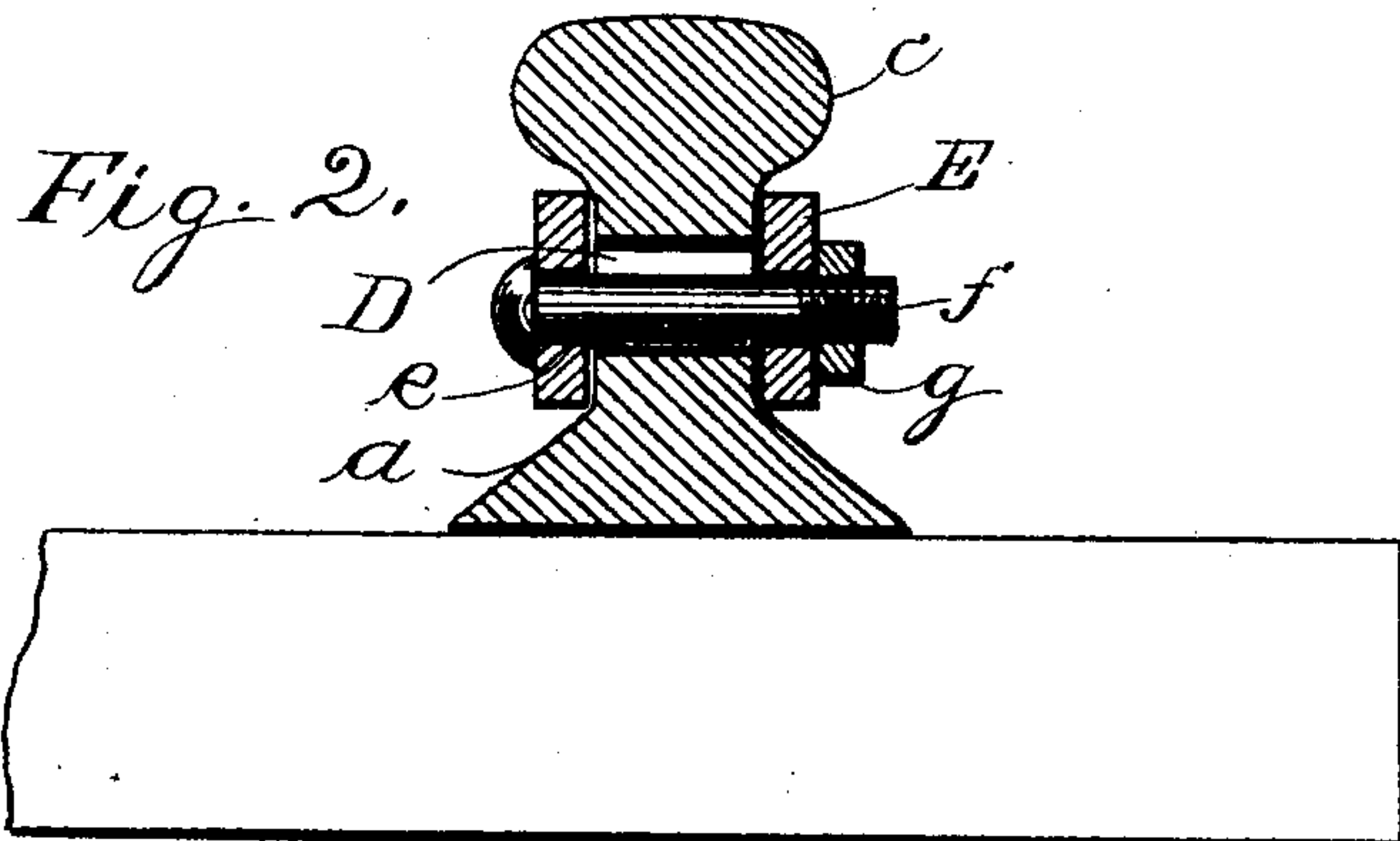
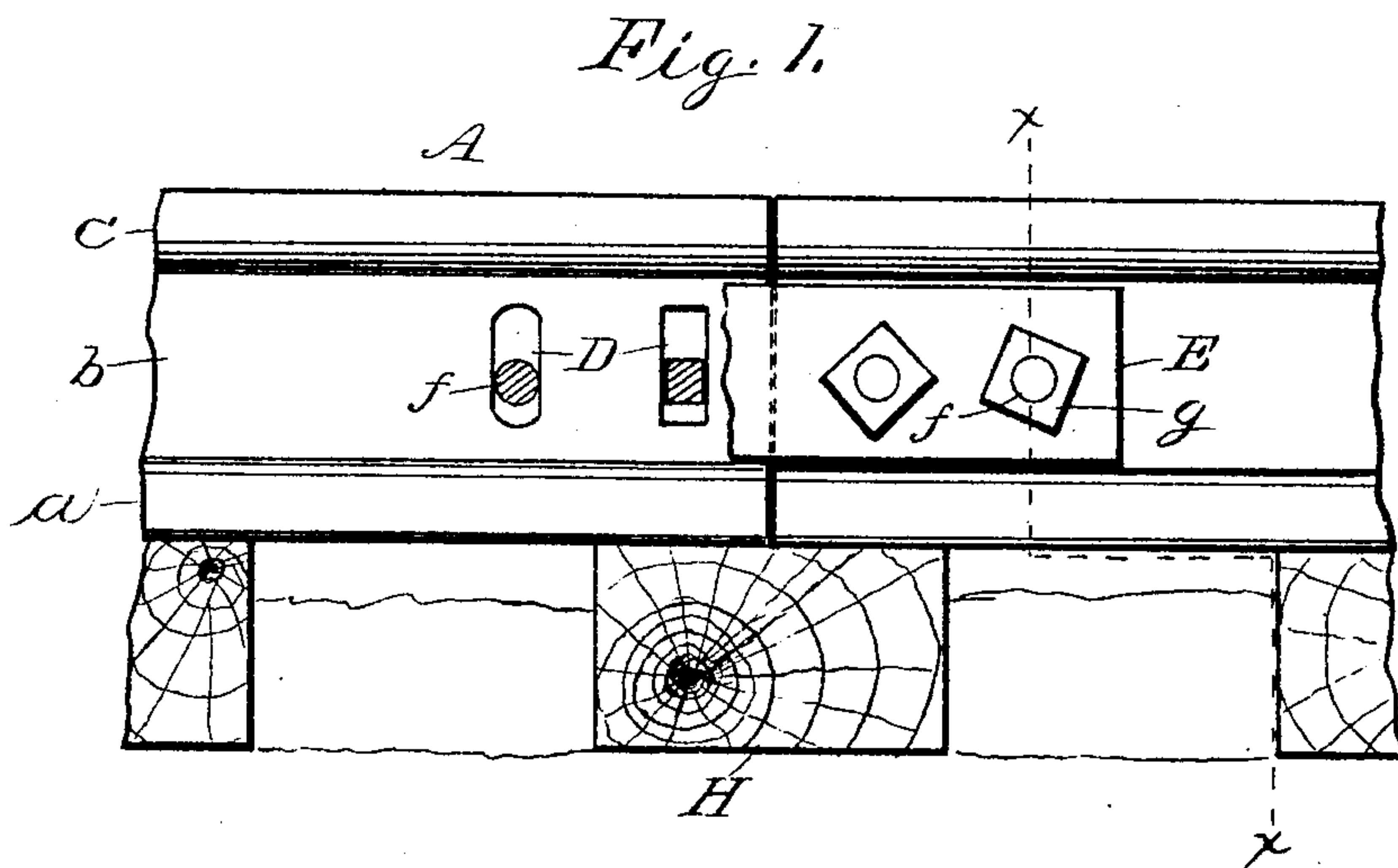


No. 803,580.

PATENTED NOV. 7, 1905.

E. C. GENEUX.
RAILROAD RAIL.
APPLICATION FILED APR. 27, 1905.



Witnesses:

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UNITED STATES PATENT OFFICE

EMILE CEASAR GENEUX, OF JEANERETTE, LOUISIANA.

RAILROAD-RAIL.

No. 803,580.

Specification of Letters Patent.

Patented Nov. 7, 1905.

Application filed April 27, 1905. Serial No. 257,567.

To all whom it may concern:

Be it known that I, EMILE CEASAR GENEUX, a citizen of the United States, residing at Jeanerette, in the parish of Iberia and State of Louisiana, have invented new and useful Improvements in Railroad-Rails, of which the following is a specification.

In the joining of railroad-rails by means of fish-plates bolted to the rails the bolts are oftentimes gradually worn or cut away by the contact of the rail with the bolt under pressure of the passing cars. This is sufficient in the ordinary construction of these parts to cut entirely through the bolt and to release the plate.

One object of my invention is to prevent this serious difficulty, and I accomplish this object by extending vertically the bolt-hole made through the rail, thus forming an oblong eye in which the bolt plays easily without contact with the rail at its upper or lower sides. I make the body of the bolt either round or square, and the eye in the rail either with rounded ends or angular, all of which forms are shown in Figure 1 of the drawings. An advantage of the square body in the bolt is that while it may move vertically in the eye without injury it cannot turn around, and so tend to work free from its nut.

The accompanying drawings illustrate the invention.

Fig. 1 is a side elevation of short portions of the ends of two rails with the fish-plate partly broken away, and Fig. 2 is an enlarged cross-section on the line *xx* of Fig. 1.

The various features of the invention are referred to by letters, similar letters denoting corresponding parts in both views.

The letter A designates a railroad-rail of the T-rail type, having the base-flange *a*, the web *b*, and the tread *c*, all of the usual forms.

D D are transverse vertically-oblong eyes or bolt-holes, having either square or rounded ends, through the web *b*.

E E are fish-plates provided with ordinary bolt-holes *e e*, alining with the eyes D. *f f* are bolts in said holes *e* and said eyes D and each provided with a nut *g*.

H is an extra cross-tie to support the ends of the adjoining rails. This cross-tie is recommended to be used in all cases with this invention.

Under the usual conditions when the tracks are in use the car-wheels press down the ends of the rails as they pass over them, causing a heavy pressure on the bolts *f f*, the edge of the bolt-hole in the rail at each passage of the wheels cutting slightly into the bolt and in time cutting or breaking it entirely off. With my construction, as is readily seen, there is no contact between the upper or lower edges of the bolt-hole *f* and the bolt.

Having now described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. A railroad-rail having vertically-oblong eyes in combination with fish-plates and cross-bolts, said bolts being adapted to pass through said eyes, for the purpose specified.

2. In a railroad-track having fish-plates and bolts to join the ends of its rails, vertically-oblong bolt-holes through said rails to permit vertical movement of said bolts therein, substantially as described.

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

EMILE CEASAR GENEUX.

Witnesses:

L. A. MORESI,
E. P. MORESI.