No. 808,151. PATENTED DEC. 26, 1905.

S. R. FRY.

RAILWAY RAIL.

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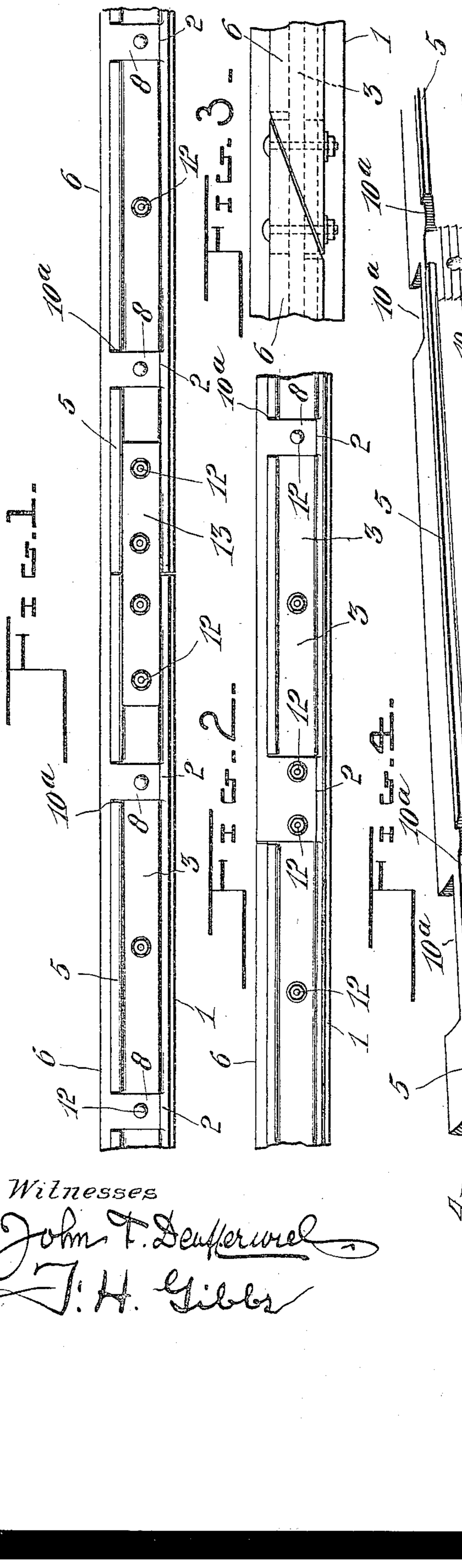

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RAILWAY-RAIL.

No. 808,151. Specification of Letters Patent. Patented Dec. 26, 1905.

Application filed April 27, 1905. Serial No. 257,581.

To all whom it may concern:

Be it known that I, STUART ROBERT FRY, a subject of the King of Great Britain, residing at Killarney, in the county of Turtle Mountain, Province of Manitoba, Canada, have invented certain new and useful Improvements in Railway-Rails; and I do hereby declare that the following is a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to new and useful improvements in railway-rails, comprising what is meant to be a substantially permanent base-section, upon which is to be secured a removable tread-section, which is locked to said base-section in such manner as to be firmly connected therewith, but which may be removed therefrom when necessary for repairs or renewal.

The object of the invention is to provide a construction of railway-rail which is simple, durable, and economical, in which a base-section is provided which may be of any desired material and adapted to be permanently placed in position to form a road-bed, upon which a tread-section of steel or other superior material may be placed in such manner that the joints of the base-section may be covered by the tread-section, so as to form a more rigid bearing-surface.

Referring to the annexed drawings, in which similar numerals of reference indicate corresponding parts in all the views, Figure 1 is a side elevational view of two sections of rail equipped with my invention and connected by an ordinary fish-plate. Fig. 2 is a fragmentary side elevational view. Fig. 3 is a fragmentary plan view showing a manner of splicing the tread-sections of the rail which may be used. Fig. 4 is a perspective view of the base-section hereinafter referred to. Fig. 5 is a detached perspective fragmentary view of the tread-section, and Fig. 6 is a transverse sectional view through the rail complete.

Referring to the parts, the base-section, which is intended to be the permanent bed, comprises the lateral flanges 1, having the shoulders 2, from which rise the web portion 3, which web portion carries the tread-supporting portion 4, which latter portion is provided with the flanges 5 along one side thereof and which is concaved, as shown in Fig. 6, on its upper face. Resting upon the tread-supporting section 4 is the tread-section 6, which is provided with a recess 7 corresponding to the flange 5 referred to, whereby said tread-section is guided to position upon the base-section. Either connected with the tread-section or formed integral therewith are serrated limbs 8, which are disposed at opposite sides of said tread-section, as shown in Fig. 5, and are provided with serrations 9, which are adapted to engage with corresponding serrations 10, which project from the web-section 3.

In Fig. 4 the tread-supporting section 4 is cut out at 10^a on both sides of the web 3, and serrated depending limbs 8 are adapted to straddle the web on opposite sides of the rail in this construction; but it is evident that where the tread-section shown in Fig. 5 is used with the tread-supporting section 4 it need be cut out only at one side at one point of the rail and at the opposite side at a distance therefrom, so that the serrated members 8 need not be directly opposite each other unless desired. The rail may be formed with the cut-out portions 10^a disposed at alternate opposite sides of the web 3, if desired, or said cut-out portions may be directly opposite each other, as shown in Fig. 4.

The members 8 are perforated at 11, rectangular perforations being provided for bolts with squared-end portions, through which perforations the securing-bolts 12 may pass.

The tread may be provided with ends which are beveled, as shown in Fig. 3, or squared, as shown in Fig. 5, and where the ends of the tread-sections are beveled, as shown in Fig. 3, it is evident that less jar will result in the use of the rail.

When it is desired to place the rail-sections in position, the base-section is secured to the ties in the usual manner, after which the tread-section 6 is placed in position, with the recess 7 corresponding with the flange 5, to center the said tread-section, after which bolts are projected through the openings 11 in the limbs 8 and the parts are locked together.

When the limbs 8 are used as shown, the fish-plates 13 are not required, though they may be used, if desired.

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

1. In a railway-rail, a base-section comprising base-flanges, a web and a head wider than said web, serrations on said web, a tread-section, and serrated depending portions connected with said tread-sections.

2. In a railway-rail, a base-section having a serrated-web portion, a wider tread-sup-

porting portion, and a tread with perforated and serrated depending portions.

3. In a railway-rail, a base-section having a serrated-web portion, a wider tread-supporting portion, a flange or rib integral therewith, and a tread with perforated and serrated depending portions.

4. In a railway-rail, a base-section, a concave tread-supporting portion integral therewith, a convex tread resting thereupon, and integral perforated members depending from said tread.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

STUART ROBERT FRY.

Witnesses:

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JAMES MORTON.