

No. 815,580.

PATENTED MAR. 20, 1906.

S. W. DALZELL.
RAIL FOR RAILWAYS AND TRAMWAYS.

APPLICATION FILED NOV. 14, 1905.

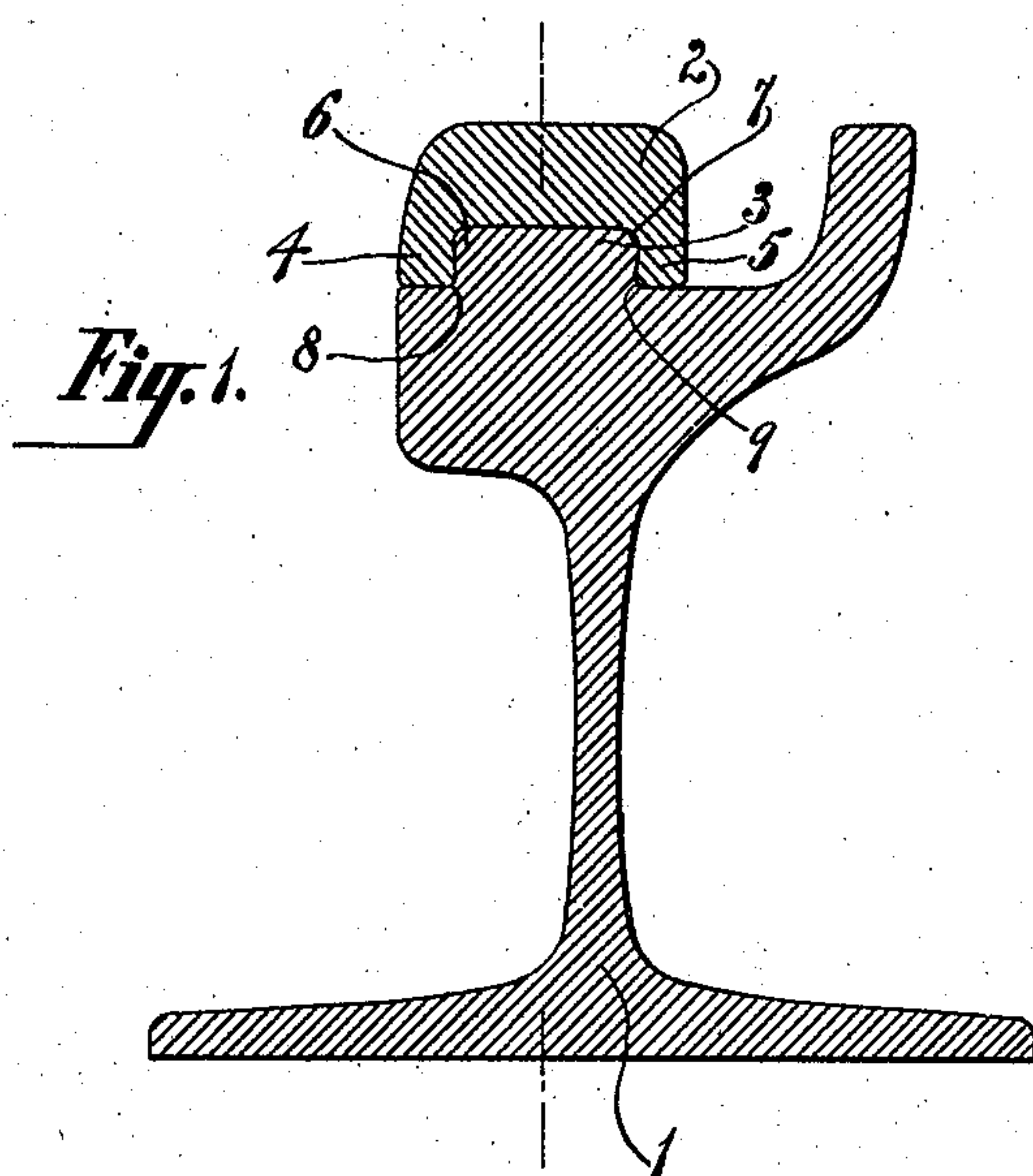
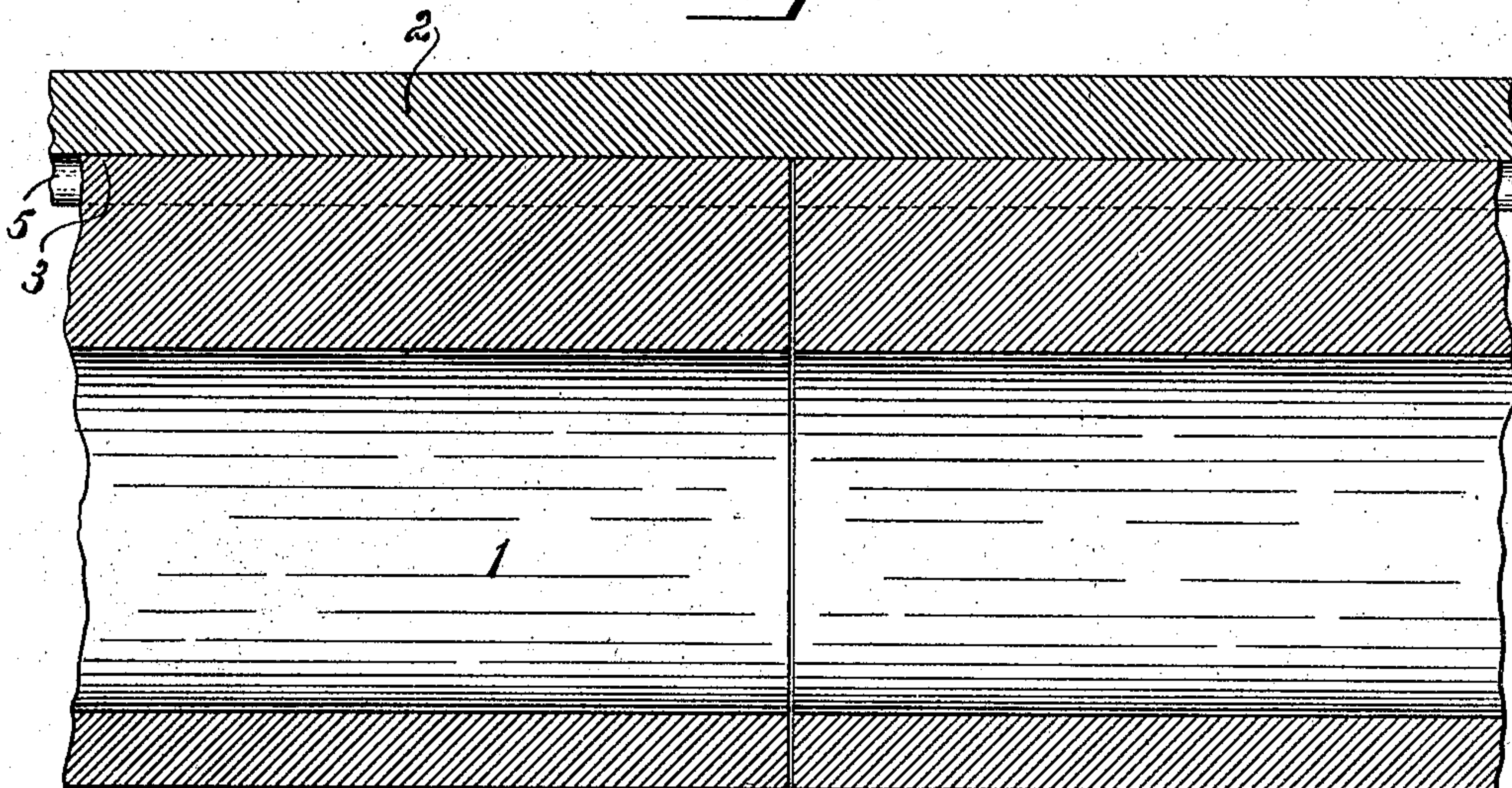


Fig. 2.



Witnesses:

J. S. Hachenberg,
Henry Thorne.

Inventor:

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UNITED STATES PATENT OFFICE.

SAMUEL WALTER DALZELL, OF GLASGOW, SCOTLAND.

RAIL FOR RAILWAYS AND TRAMWAYS.

No. 815,580.

Specification of Letters Patent.

Patented March 20, 1906.

Application filed November 14, 1905. Serial No. 287,236.

To all whom it may concern:

Be it known that I, SAMUEL WALTER DALZELL, a subject of the King of Great Britain and Ireland, and a resident of Glasgow, Scotland, have invented a new and useful Improvement in Rails for Railways and Tramways, of which the following is a specification.

My invention relates to rails for railways and tramways, and more particularly to a sectional rail in which the part of the rail which is exposed to the greatest wear may be applied and removed without disturbing the base of the rail.

My object is to provide for renewing the wearing-face without removing the entire rail, thus increasing the life of the rail and economizing the cost by keeping the base of the rail or the part which is not liable to such rapid wear and tear continuously in use during the life of two or more wearing-faces.

A practical embodiment of my invention is represented in the accompanying drawings, in which—

Figure 1 is a view in transverse section, showing the application of the wearing-face to the base, the base being provided with a tongue and the wearing-face grooved. Fig. 2 is a partial longitudinal section through the same.

The rail is composed of two separate and distinct parts a lower section 1 and an upper section 2, this latter being superimposed upon the former after the lower section has been set in the usual manner and forced downward upon the lower section. The lower section (see Fig. 1) is provided with a tongue 3, preferably of dovetailed form in cross-section or slightly wider at its upper than at its lower portion, and the upper section, denoted here

by 2, is provided with flanges 4 and 5, normally sprung slightly toward each other and so arranged as to be slightly spread apart when forced downwardly over the tongue and then having a tendency to spring toward one another to tightly embrace the tongue, and thus hold the upper section in position. The edges 6 7 of the tongue and the lower edges 8 9 of the flanges may be slightly rounded or beveled to facilitate the springing or snapping of the flanges over the tongue. The connection, while rigid and sufficiently permanent for use, is, however, of such a nature that the application of an upward pull or leverage on the upper section, whenever because of wear and tear it is found desirable to remove it and renew it, will draw the flanges 4 5 off from the tongue, and thus release the section.

What I claim is—

A railway or tramway rail composed of longitudinal sections superposed one upon another, an upper one of said sections and a section next below it being provided the one with a tongue and the other with a groove adapted to fit the tongue, the said tongue and groove being normally dovetail or undercut in cross-section whereby an upper section may be sprung into locking engagement with a lower section by a movement directly toward the lower section.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 31st day of October, 1905.

SAMUEL WALTER DALZELL.

Witnesses:

ROBERT THOMSON,
CLAUDE GILLIES.