No. 842,967. PATENTED FEB. 5, 1907.

W. MILEY.

RAILROAD TRACK.

APPLICATION FILED OCT. 18, 1906.

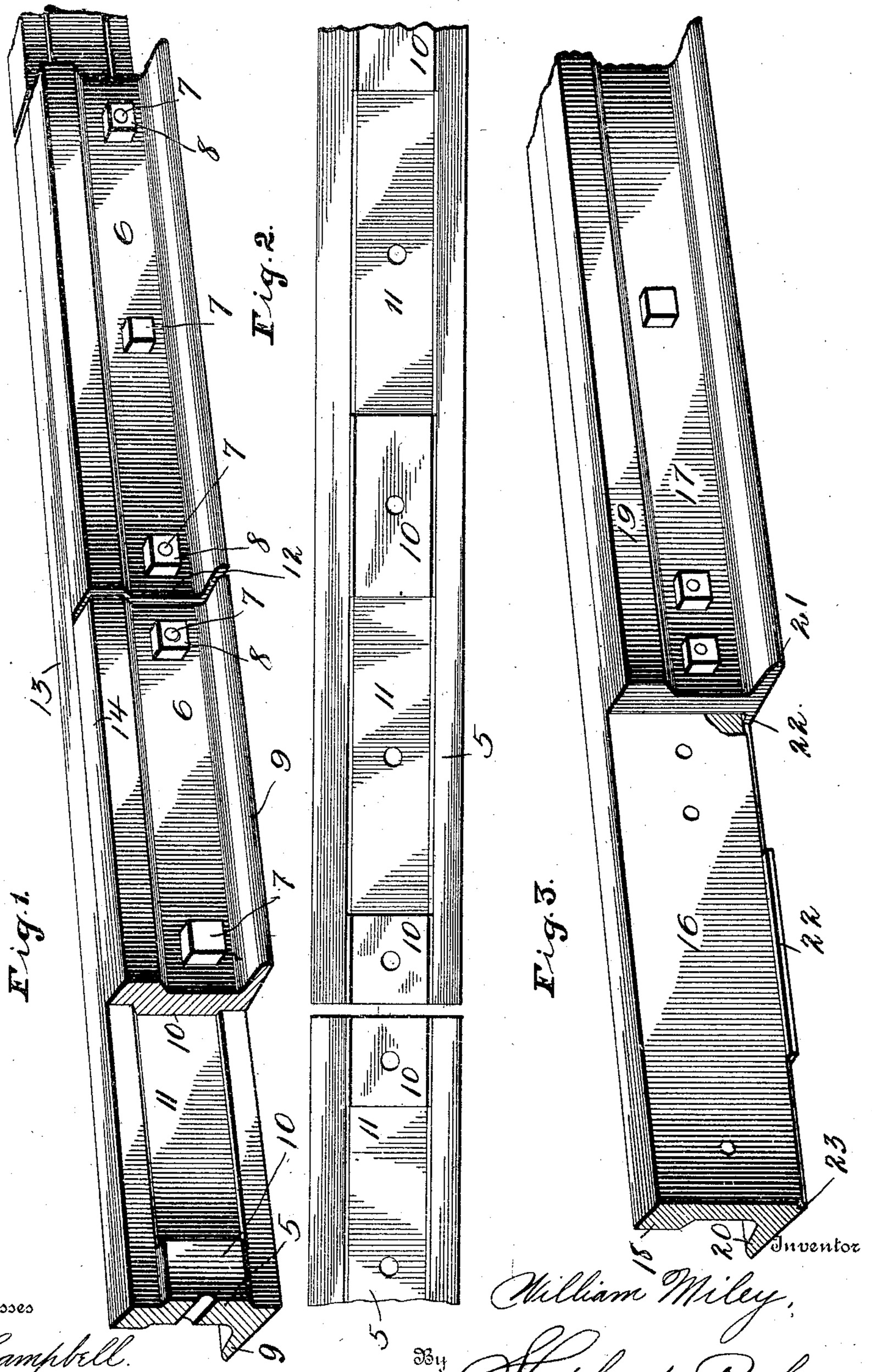

Fig. 1.

Fig. 2.

Fig. 3.

Witnesses

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RAILROAD-TRACK.

No. 842,967. Specification of Letters Patent. Patented Feb. 5, 1907.

Application filed October 18, 1906. Serial No. 339,431

To all whom it may concern:

Be it known that I, WILLIAM MILEY, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Railroad-Tracks, of which the following is a specification.

My invention relates to railroad-tracks, and has for its object the provision of a device of this character constructed in such manner as to allow for expansion and contraction of the rails and at the same time provide a smooth and unbroken road for the wheels of the train.

Further objects and advantages of the invention will be set forth in the detailed description which now follows.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a track constructed in accordance with the invention. Fig. 2 is a sectional view, in side elevation, of the inner side of a portion of two half-sections of the rails; and Fig. 3 is a detail perspective view of a modified form of the device.

Like numerals designate corresponding parts in all of the figures of the drawings.

By referring to Fig. 1 it will be seen that these rails are made of two parts 5 and 6, which are bolted together by bolts 7 and nuts 8. The base-flanges of the rails are indicated at 9. Beveled extensions 10, carried by the two sections of the rails, project into recesses 11 of the opposed portion of the rail. A joint between two of the parts 6 is illustrated at 12. The tread portion 13 of the part 5 of the rail extends past this joint and provides an unbroken surface for the train-wheels to pass over when they pass the joint 12. The same thing is true of the joints formed between the portions 5 of the rail, the tread portion 14 of the parts 6 of the rails extending past these joints in the same manner that the tread portions 13 of the part 5 extend past the joint 12 of the part 6. It will be noted that the two bolts 7 upon each side of the joints project through in the same direction. The remaining bolts alternate in the direction in which they pass through the two parts of the rails.

In the modified form of the device illustrated in Fig. 3 the rail is shown as consisting of two sections 16 and 17, having tread portions 18 and 19 and base-flanges 20 and 21. The portions 16 and 17 are exactly alike, each of said portions having tongues 22, which are adapted to enter cut-away portions 23 of the opposed half of the rail. These half-rails break joints with each other in the manner set forth in the description of Figs. 1 and 2.

From the foregoing description it will be seen that simple and efficient means are herein provided for accomplishing the objects of the invention. In the preferred form of the device shown in Figs. 1 and 2 the projections 10, which enter the recesses 11, provide efficient means for preventing vertical movement of the two portions of the rails with relation to each other. The projections 22 in the undercut portion 23 in the form of the device shown in Fig. 3 serves a like purpose. Expansion and contraction of the rails is accommodated by providing the joints 12, at which the ends of the two sections 6 are separated from each other. At the same time the tread portion 13 provides an unbroken road-bed past this joint.

While the elements shown and described are well adapted to serve the purposes for which they are designed, it is to be understood that the invention is not limited to the precise construction set forth, but includes within its purview such changes as may be made within the scope of the appended claims.

What I claim is—

1. A rail for railroad-tracks comprising two longitudinally-extending portions adapted to be secured together face to face, each of said portions having a base-flange and a tread-web, the tread-webs of all of said portions lying flush with each other and the joints between the opposed ends of the rail portions being staggered with relation to each other, each of said longitudinally-extending portions having projections and recesses formed upon their inner faces alternately longitudinally thereof, the projections upon one of said portions entering the recesses of the opposed portion.

2. A rail for railroad-tracks comprising two longitudinally-extending portions adapted to be secured together face to face, each of said portions having a base-flange and a tread-web, the tread-webs of each of said portions lying flush with each other and the points between the opposed ends of said portions being staggered with relation to each other, the inner faces of said longitudinally-extending portions having a series of projections formed thereon which extend longitu-

dinally thereof for but a portion of the length of said sections, and a series of recesses formed therein, said recesses being located between the ends of the projections, the projections of one portion being staggered with relation to the projections of its opposed portion, and the projections of one portion taking into the recesses of the opposed portion, the projections being considerably shorter than the recesses.

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

WILLIAM MILEY.

Witnesses:
A. L. PHELPS,
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