

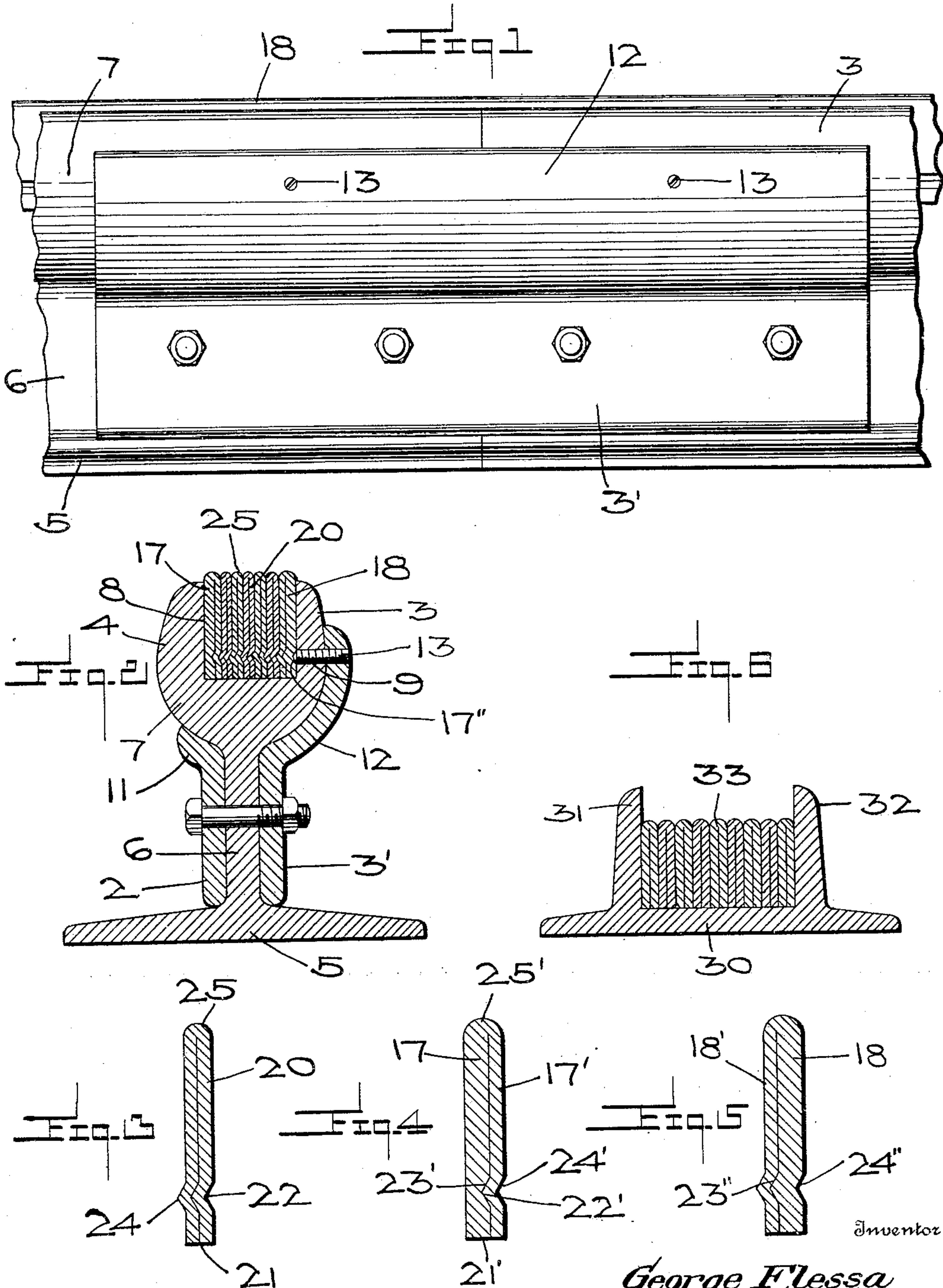
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RAIL.

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929,929.

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Witnesses

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# UNITED STATES PATENT OFFICE.

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## RAIL.

No. 929,929.

Specification of Letters Patent.

Patented Aug. 3, 1909.

Application filed April 22, 1909. Serial No. 491,416.

*To all whom it may concern:*

Be it known that I, GEORGE FLESSA, a citizen of the United States, residing at Rawhide, in the county of Esmeralda and State of Nevada, have invented certain new and useful Improvements in Rails, of which the following is a specification.

This invention relates to certain new and useful improvements in continuous rails.

The object of my invention is to provide a rail in which any pounding of the wheels passing over the same is absolutely eliminated.

A further object of my invention is to provide a rail constructed so as to more firmly receive the wheels passing over the same and thus guard against slipping of the wheels.

With these and other objects in view, the present invention consists in the combination and arrangement of parts as will be hereinafter more fully described and particularly pointed out in the claims, it being understood that changes in the specific structure shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a side elevational view of the rail embodying my invention, Fig. 2 is a cross sectional view, Fig. 3 discloses an end view of one of the intermediate tread members, Fig. 4 shows an enlarged detached end view of the outer tread bar or member, Fig. 5 shows an enlarged detached detail of the inner edge tread bar or member, Fig. 6 shows an end view of a modification.

In the accompanying drawings, the numeral 5 represents the base of a rail, 6 the web and 7 the enlarged head provided with the longitudinally disposed rectangular seat or channel 8. The channel 8 is not quite in the center of the head so that the outer edge of the rail head 4 is thicker than the inner rail head 3 as disclosed. The inner rail head portion 3 is provided with a plurality of openings 9 which are threaded to receive a screw 13 as disclosed.

The rail sections in my invention are connected by means of fish plates, the outer fish plates comprising the lower web portion 2 and the upper flange portion 11 while the inner fish plate 3' is provided with a head 12 which extends upward a considerable distance beyond the web of the rail as disclosed.

The channel within the rail head 7 is preferably rectangular as disclosed and is adapted to removably receive a plurality of tread bars or members marked 17, 18 and 20 in the drawings.

As shown in the drawings, the member 17 is positioned within the channel 8 along the outer edge of the rail while the member marked 18 is positioned along the inner edge of the channel, the member 20 being interposed between the two end members in the manner disclosed. These members are all made of strips of metal which are bent upon themselves to form a double thickness. As shown in Fig. 3 the intermediate members 20 are of like thickness. These members end in the flat lower edge 21 and the upper rounded edge 25. Each portion is further provided with a kerf 22 upon one side and a rib 24 upon the opposite side, this rib and kerf being formed in indenting the plate either before or after the same has been folded.

The two edge members forming the tread of my rail, are also made of sheet metal bent double but the two equal portions are of one equal thickness as disclosed in Figs. 4 and 5. In Fig. 4 the outer edge member 17 is shown as having the inner portion 17' considerably thinner than the major portion 17, these two portions 17 and 17' ending in the straight edge 21' at one end and the rounded or curved portion 25' at the upper or opposite end. The major portion 17 is provided with the kerf 22' though its opposite side is perfectly flat as disclosed, while the minor portion 17' is indented to provide the kerf 24' upon one side, and the V-shaped rib 23' upon the opposite side. The opposite edge tread member as used in my rail comprises the major portion 18 having an indentation to provide the kerf 24'' upon one side and the rib 23'' upon the opposite side, this rib



seating within the kerf of the opposite member 18' which is considerably thinner than the major portion as disclosed. This thinner portion 18' is also indented to provide the rib and kerf as disclosed. The set screws 13 are so positioned that their conical points 17'' will snugly work into the kerf 24'' of the inner edge tread members 18 as is disclosed in the drawings. As disclosed in the transverse view, these tread bars or members project beyond the upper edge of the rail head. These tread bars or members are made of any suitable material and if desired may be used in layer formation so that felts or even wooden strips could be interposed between the intermediate members 20 to act as a sound-deadening device for instance. As the curved or rounded edges 25 of these tread members are the portions that receive the wheels, the top or tread of the rail is provided with a plurality of longitudinally disposed channels. In sanding the track the sand will of course lie within these tracks and offer much firmer contact-forming surface than if the rail were smooth.

In assembling the tread members care is taken that the end of one set of connected members comes between the end of the adjacent set so that the united upper surface presents an unbroken tread to the wheels.

The assembled edge and intermediate tread members are of such a width that they will snugly fit into the channel 8. After these members have been properly seated the set screws 13 are advanced to securely hold them in position. This construction of course permits the tread members to be removed at any time without disturbing the rail member 6.

In the modification shown in Fig. 3 the rail is in the form of a base 30 having the two similar upstanding flanges 31 and 32 and between these flanges are held the tread members 33. The wheels used in connection with the modification would be without flanges and would wedge between the upstanding flanges 31 and 32 of the tread-holding member 30.

While I have described the members as being made of metal strips folded double, it should be understood that separate bars may be used, and as a matter of fact in certain cases such a construction may be the preferred form, and

Having thus described my said invention, what I claim as new and desire to secure by United States Letters Patent is:

1. A rail having an enlarged longitudinally channeled head and a plurality of horizontally disposed threaded side openings within said head, said threaded openings communicating with said channel, an edge tread member comprising a strip doubled upon itself and comprising a fixed member

having a longitudinally disposed V-shaped kerf and a thinner member extended to provide a V-shaped rib upon one side and a V-shaped kerf upon the opposite, a second edge tread member comprising a strip doubled upon itself and being indented to provide a kerf upon one side and a rib upon the opposite and a plurality of intermediate tread members each comprising a sheet metal section bent upon itself and indented to provide registering kerfs upon one side and registering ribs upon the opposite, said combined members being of a thickness to snugly fit into said channel, and means to hold said members in each of said channels.

2. The combination with a rail having a longitudinal channel within its head, of screws entering said channel, and a plurality of metal strips bent double, each strip having a lengthwise positioned indentation to provide a kerf upon one side and a projecting rib upon the other, said screws registering with said kerf.

3. The combination with a rail having a longitudinal channel within its head, of screws entering said channel, a plurality of metal strips bent double, each strip having a lengthwise positioned indentation to provide a kerf upon one side and a projecting rib upon the other, said screws registering with said kerf and an edge strip bent double and provided with a smooth face upon one side and a kerf upon the other.

4. The combination of a rail having a longitudinal channel within its head, of screws entering said channel, a plurality of metal strips bent double, each strip having a lengthwise positioned indentation to provide a kerf upon one side and a projecting rib upon the other, said screws registering with said kerf, an edge strip comprising a thick and a thin section bent double, said thick section having a smooth face upon one side and a kerf upon the other.

5. The combination with a rail having a longitudinal channel within its head, of screws entering said channel, a plurality of metal strips bent double, each strip having a lengthwise positioned indentation to provide a kerf upon one side and a projecting rib upon the other, said screws registering with said kerf, an edge strip comprising a thick and a thin section bent double, said thick section having a smooth face upon one side and a kerf upon the other, said thin section being indented to provide a kerf upon one side and a rib upon the other.

6. The combination with a rail having a longitudinal channel within its head, of screws entering said channel, a plurality of metal strips bent double each having a lengthwise positioned indentation to provide a kerf upon one side and a projecting rib upon the other, said screws registering with



said kerf, an edge strip comprising a thick  
and a thin section bent double said thick  
section having a smooth face upon one side  
and a kerf upon the other, said thin section  
5 being indented to provide a kerf upon one  
side and a rib upon the other, and a second  
head strip comprising a thick and a thin  
member each member being indented to pro-  
vide a kerf upon one side and a rib upon the

other, all of said strips projecting beyond 10  
the head of said rail.

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

GEORGE FLESSA.

Witnesses:

GEORGE COLL,  
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