

M. P. MURRAY.
RAILROAD RAIL.
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975,271.

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Fig. 1.

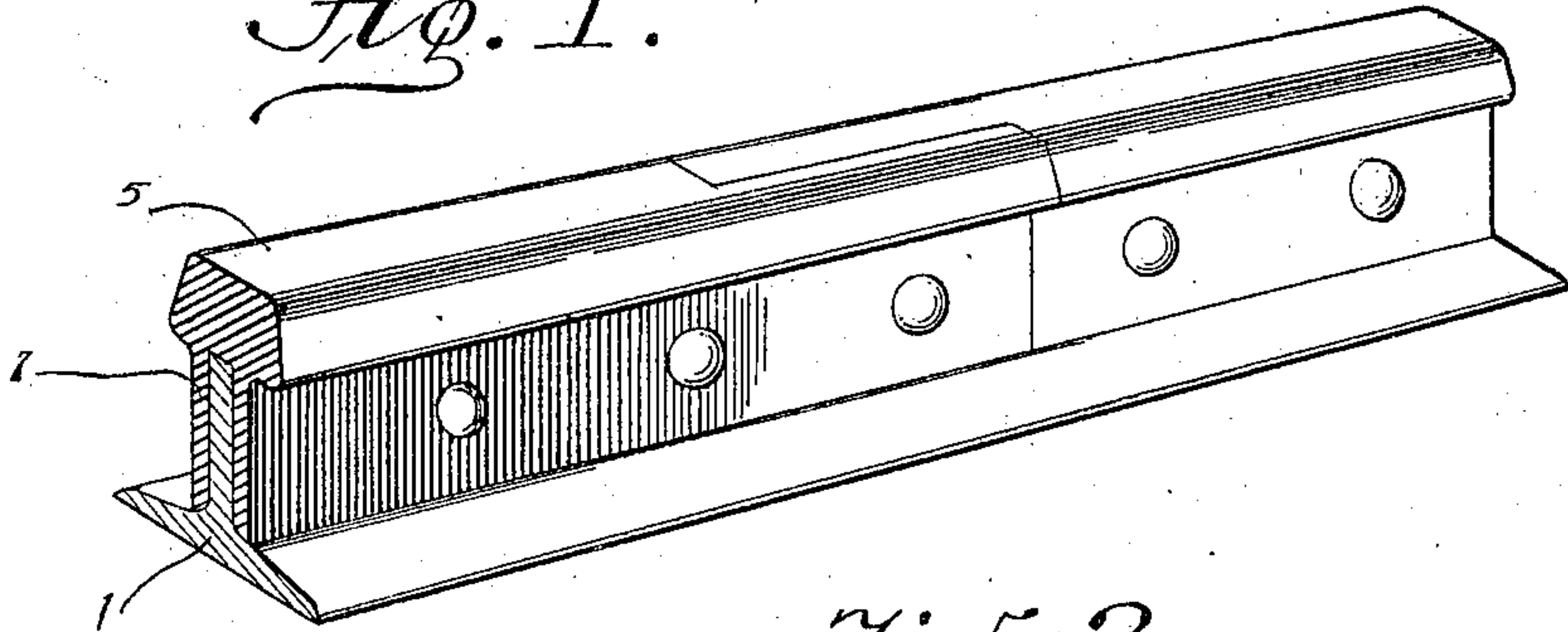


Fig. 2.

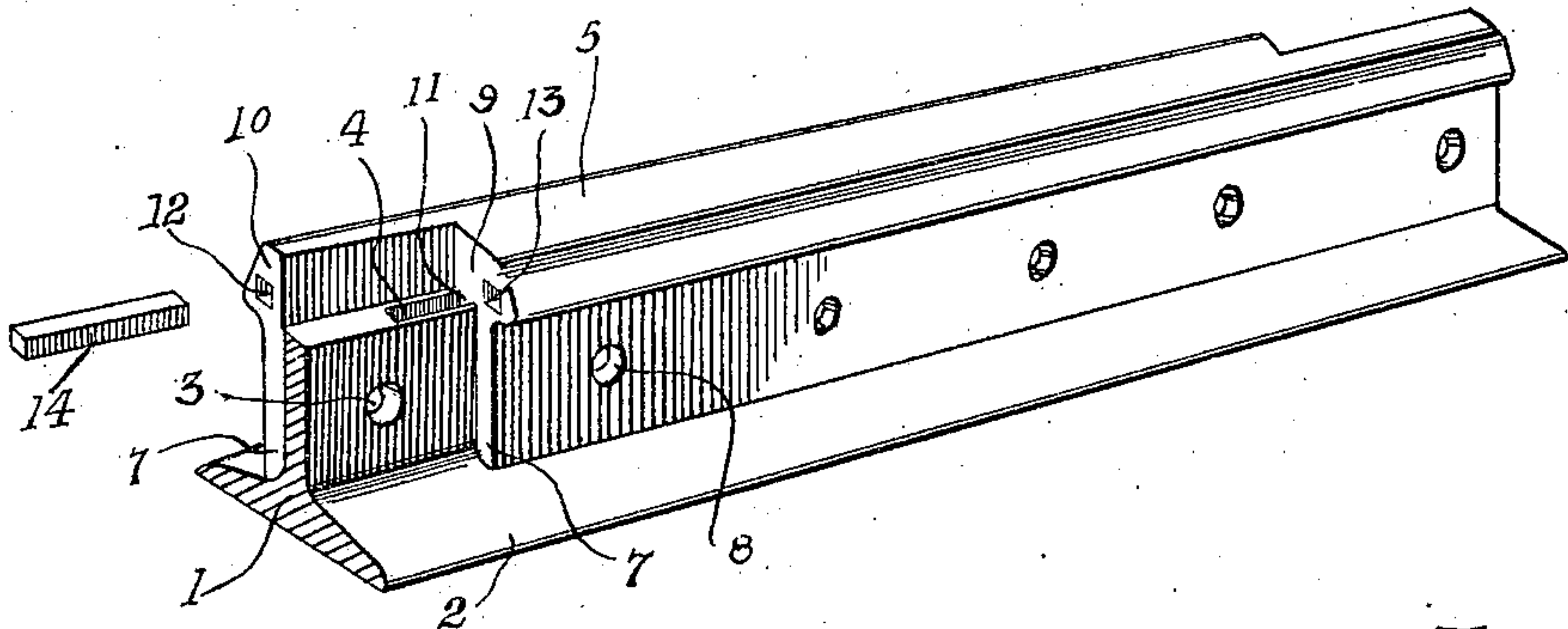


Fig. 3.

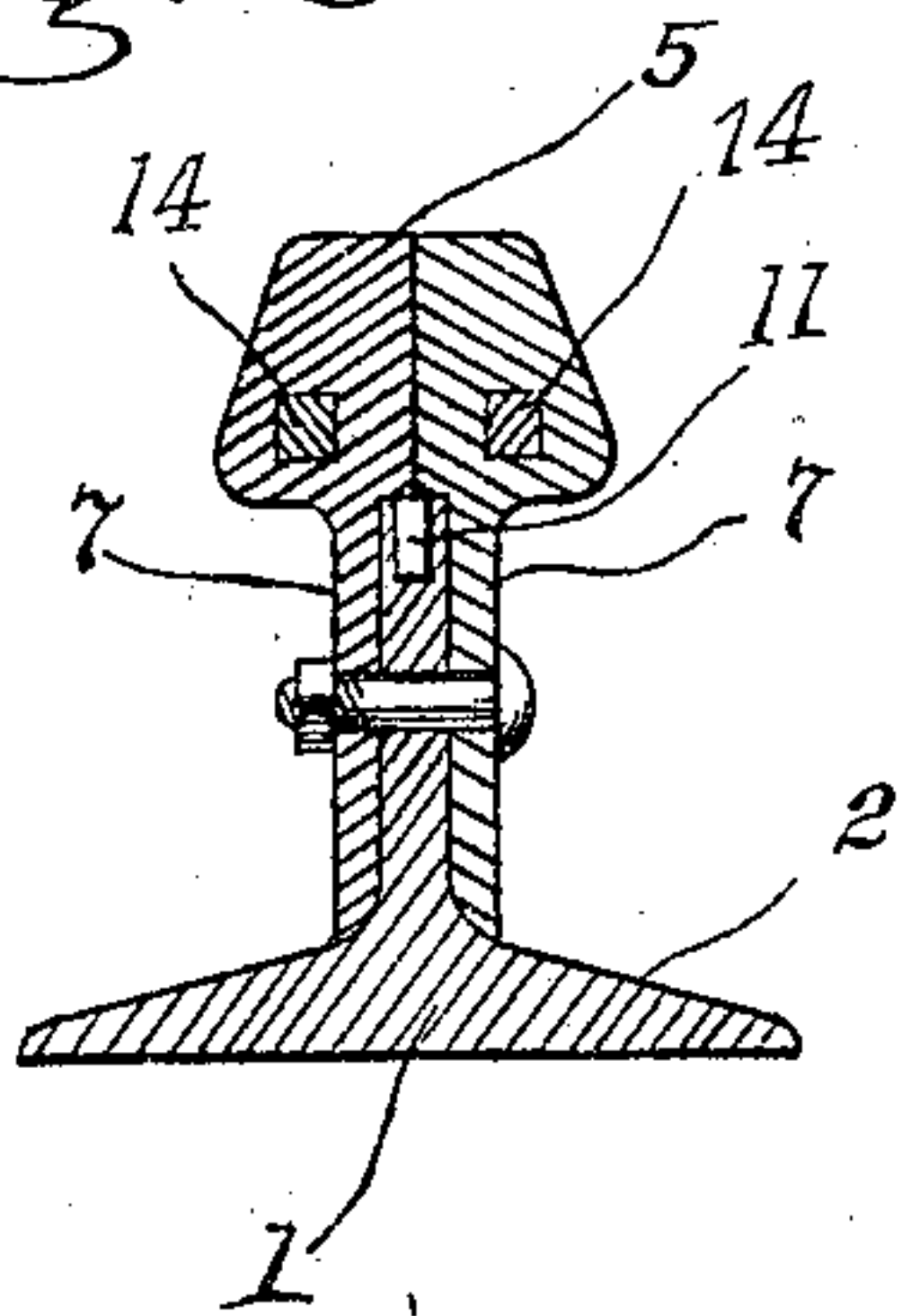
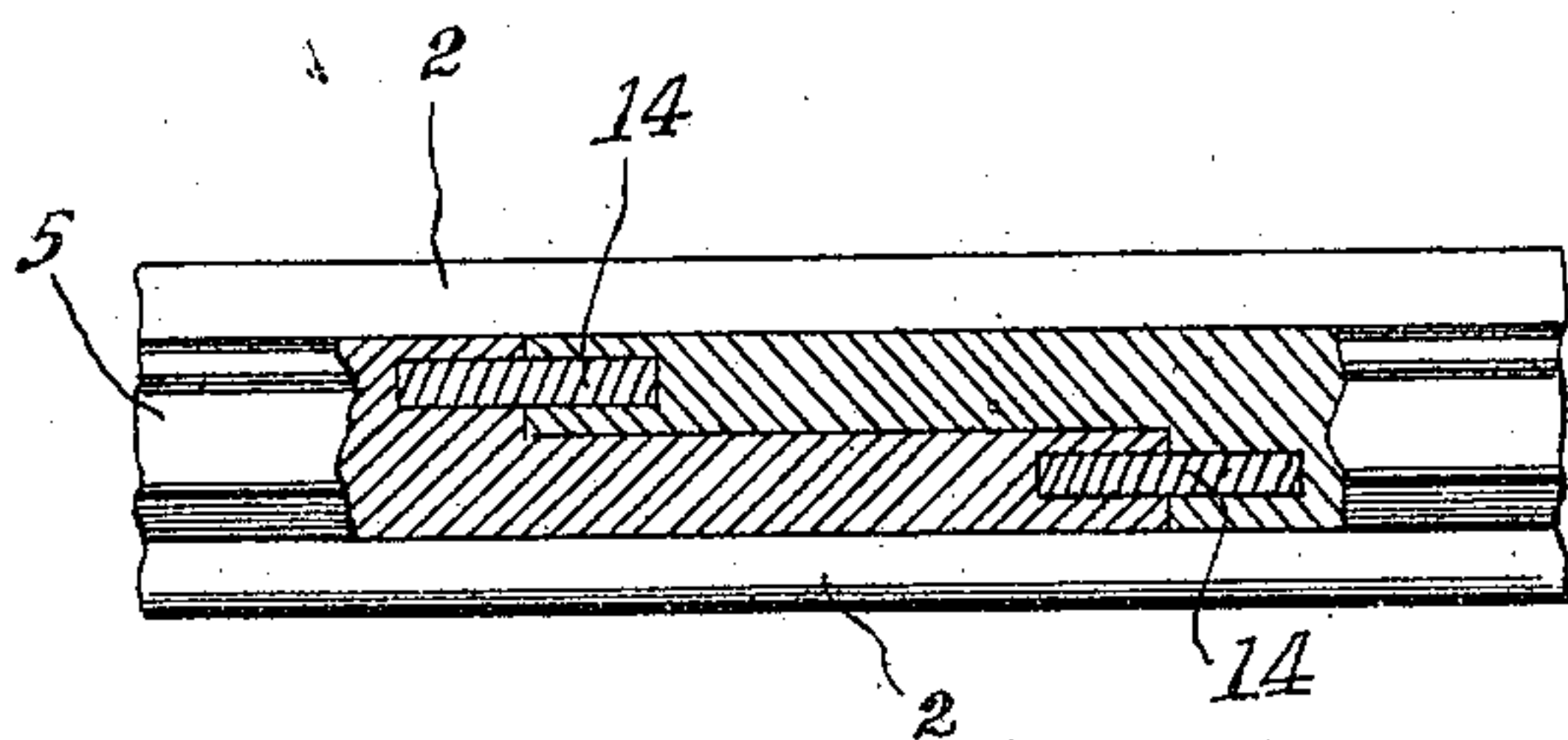


Fig. 4.



Witnesses
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RAILROAD-RAIL.

975,271.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, MICHAEL P. MURRAY, a citizen of the United States, residing at Cresson, in the county of Cambria and State of Pennsylvania, have invented new and useful Improvements in Railroad-Rails, of which the following is a specification.

This invention relates to new and useful improvements in the construction of compound rails for railways and particularly to the joints thereof, so that the structure of the joints when properly laid will be firm and lateral or longitudinal movement of the rails will be successfully obviated.

With the above, and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the improvement, and in which drawings,

Figure 1 is a perspective view of a continuous rail constructed in accordance with the present invention. Fig. 2 is a detail perspective view of the end of one of the tread or head members. Fig. 3 is a vertical transverse sectional view of the device. Fig. 4 is a horizontal sectional view taken through the meeting ends of the head or tread sections.

In the accompanying drawing the numeral 1 designates the central portion of the device, which may be termed the web sections. This web 1 is provided with opposite base flanges 2 which are adapted to be secured to the ties of the railway. The projecting web is arranged central of the base 2 and extends the entire length thereof. It is to be understood that a number of these members 1 are to be employed each abutting another and having their web portions provided with a plurality of longitudinal openings 3. The upper horizontal walls of the webs 1 are each provided with spaced depressions or pockets 4, the purpose of which will presently be apparent.

The numeral 5 designates the tread section of the rail. This section 5 comprises a head proper, designated by the numeral 6 and a pair of offset depending flanges 7. The distance between the flanges equals the thickness of the web 1 and the said flanges are of a width whereby they may snugly rest upon the base flanges 2 of the web sec-

tion 1. The flanges 7 are provided with a plurality of spaced openings 8, the same being adapted to aline with the openings 3 of the web member 1 and these openings are adapted for the reception of suitable retaining members such as nuts and bolts. The members 5 have their heads centrally cut away a suitable distance adjacent their ends, as designated by the numeral 9, and it will be noted by reference to Fig. 1 of the drawings that the projecting portion 10 of one of the head sections 5 is adapted to engage with the cut away portion 9 of the adjacent head section, thus breaking the joints between the said sections.

The numeral 11 designates a depending tongue positioned centrally upon the bottom of the head 6 between the flanges 7, and these tongues are of a length sufficient to occupy one-half of the length of the pockets 4 of the web sections 1, the other half of the said pocket being occupied by the adjoining head member of the series. The projecting portions 10 of the head members 5 as well as the transverse cut away portion 9 are each provided with suitable sockets 12 and 13, for removable keys 14. By this arrangement it will be noted that when the head members are assembled upon the web sections the tongues 11 engaging the pockets 4 and the keys 14 within the sockets 12 and 13, the lateral as well as the longitudinal movement of the head sections 5 is effectively limited. It will be further noted that the tongues 11 engaging within the pockets serve as a means for positioning the openings 8 of the flange 7 in direct alinement with the openings 3 of the web member 1.

From the above description, taken in connection with the accompanying drawings it will be noted that I have provided an extremely simple and effective device for the purpose intended, and while I have illustrated and described the preferred embodiment of the improvement, as it now appears to me, minor details of construction, within the scope of the following claims may be resorted to if desired.

Having thus fully described the invention, what I claim as new is:—

1. A compound rail comprising a web section having oppositely disposed base flanges, said web having its upper edge provided with spaced pockets, a head section, said head section being provided with spaced flanges adapted to engage the sides of the

web section, the ends of the head sections being cut away to provide projecting portions, and the under face of the head between the flanges being provided with projecting
5 tongues adapted to engage with the pockets of the web.

2. A compound rail comprising a web member provided with oppositely disposed base flanges, said web member being provided
10 with a plurality of transverse openings and having its upper horizontal edge provided with spaced pockets, a tread member, said tread member being provided with spaced
15 depending longitudinally extending flanges, the ends of the tread member being cut away

to provide projecting portions upon its sides, said projecting portions as well as the cut away portions being provided with sockets, key members for the sockets, and the under face of the tread member between the flanges
20 being provided with depending tongues adapted to engage with the pockets of the web.

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

MICHAEL P. MURRAY.

Witnesses:

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