E. A. BABST.

SECTIONAL RAILWAY RAIL.

APPLICATION FILED JUNE 8, 1911.

1,005,124.

Patented Oct. 10, 1911.

Fig. 1.

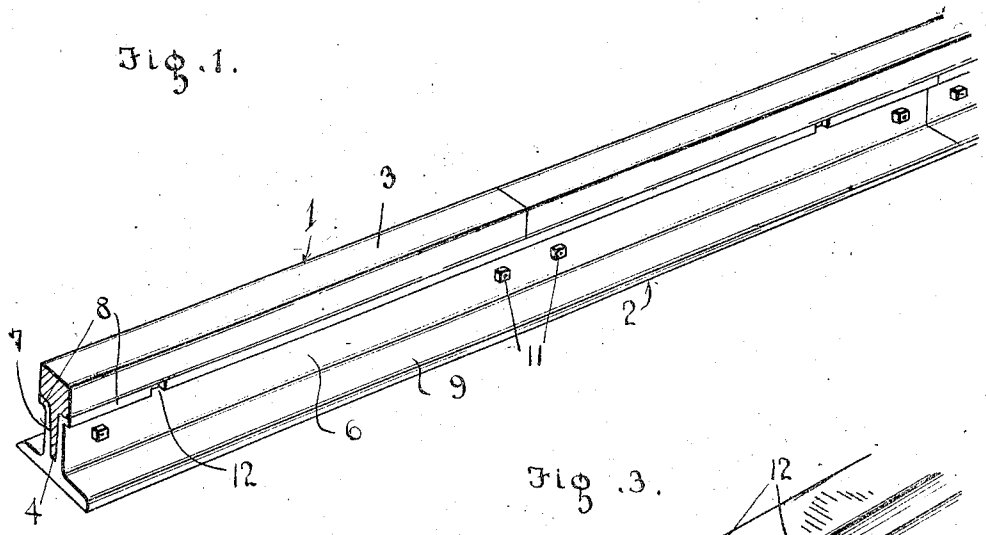


Fig. 2.

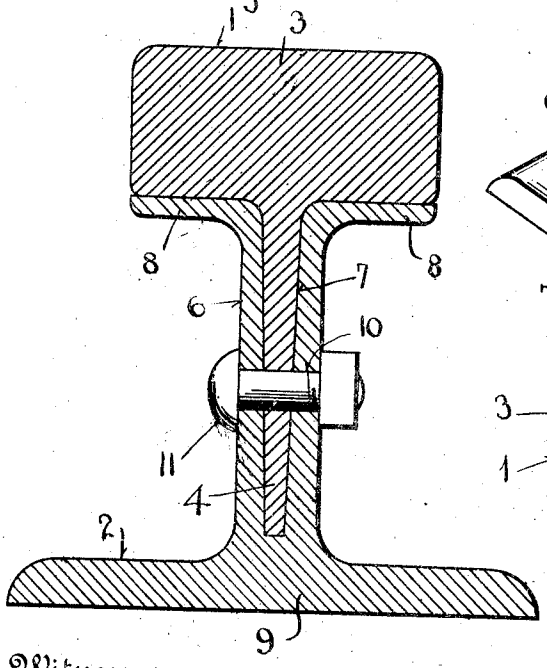
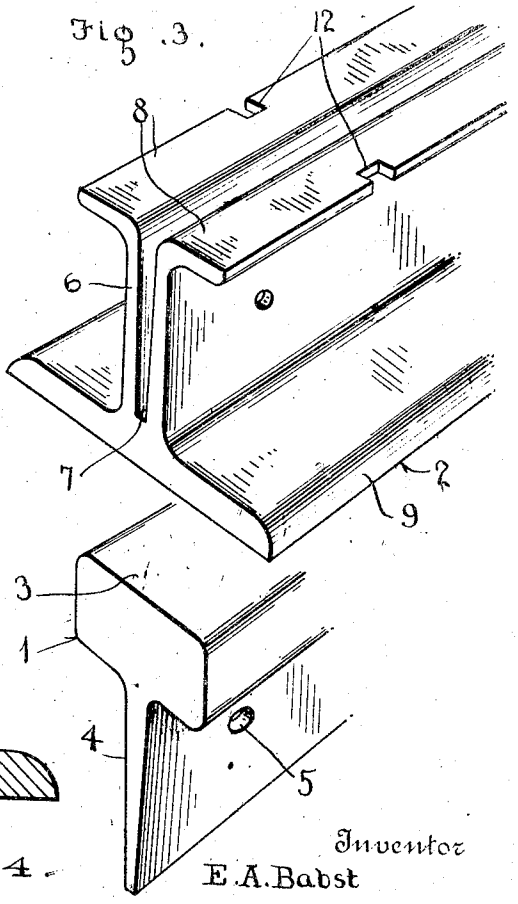


Fig. 3.



Witnesses

L. B. James

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Fig. 4.

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UNITED STATES PATENT OFFICE.

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SECTIONAL RAILWAY-RAIL.

1,005,124. Specification of Letters Patent. **Patented Oct. 10, 1911.**

Application filed June 8, 1911. Serial No. 631,922.

To all whom it may concern:

Be it known that I, EFFIE A. BABST, a citizen of the United States, residing at Crestline, in the county of Crawford and State of Ohio, have invented certain new and useful Improvements in Sectional Railway-Rails; and I do declare the following to be 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 improvements in sectional railway rails.

One object of the invention is to provide a railway rail in which the use of fish plates is obviated and which is so constructed and arranged as to prevent low joints thereby providing a straight smooth tread surface for the rail at all times.

Another object is to provide a rail of this character in which the head of the rail may be readily removed and replaced by another head without disturbing the base of the rail.

With these and other objects in view, the invention consists of certain novel features of construction, and the combination and arrangement of parts as will be more fully described and claimed.

In the accompanying drawings: Figure 1 is a perspective view of a portion of a rail constructed in accordance with the invention; Fig. 2 is an enlarged vertical cross section thereof; Fig. 3 is a perspective view of a portion of the base member of one of the rail sections; Fig. 4 is a similar view of a portion of the head member of one of the rail sections.

My improved rail comprises a head member 1 and a base member 2. The head member comprises a head or tread 3 and a web 4. The web 4 of the rail is slightly tapered or wedge shaped as shown. In the web of the rail adjacent to its opposite ends are formed bolt holes 5 which are elongated to a sufficient extent to provide for the expansion and contraction of the rail members. The base member of the rail comprises a web 6 having formed therein a central longitudinally disposed groove or recess 7 which is slightly tapered and is adapted to receive the tapered web 4 of the head member. The upper edges of the web 6 on opposite sides of the recess 7 are bent outwardly in opposite directions and at right angles to form head engaging flanges 8 which fit beneath and engage the under side of the head 3 thus forming a firm support and brace for the latter. On the web portion 6 of the base member is formed the usual base or tie engaging flanges 9 of the rail.

In the flanges 6 of the base member of the rail near the opposite ends thereof and midway between the top and bottom thereof are formed bolt holes 10 through which and through the elongated bolt holes 5 in the web 4 of the head member of the rail are inserted fastening bolts 11 whereby the members of the rail are firmly secured together. It will be noted that the head members of the rail are so arranged that their meeting ends join at a point midway between the ends of the base members of the rail and that the ends of the base members join midway between the ends of the head members, said base and head members thus breaking joint with each other. By this arrangement low joints on the tread surface of the rail will be positively prevented and a rigidly constructed rail provided.

The edges of the flanges 8 of the web of the base member of the rail extend to or are flush with the outer surface of the head of the rail and in order to facilitate the removal of the head members from the base members the flanges 8 are provided at intervals with notches or recesses 12 whereby tongs, jacks or similar instruments may be engaged with the heads of the rail sections and the head members thereof thus lifted out of engagement with the base members after the fastening bolts 11 have been removed without disturbing said base members or digging up the road bed or surface of the street. In this construction and arrangement of the rail the use of fish plates is dispensed with and in case of a broken rail the parts will not separate and a running surface is always provided.

A rail constructed in accordance with my invention is especially adapted for use as a street railway rail wherein the tread of head of the rail is substantially flush with the paved surface of the street as in case the tread or head of the rail needs repairing or renewal, the same can be accomplished without removing the base or digging up the street further than to provide access to the fastening bolts and to the recesses 12 in the flanges 8 of the base members to permit said bolts to be removed and the tongs or other instrument engaged with the head members of the rail.

From the foregoing description taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention claimed.

Having thus described my invention, what I claim is:

1. A railway rail comprising a base member, a head member removably engaged with said base member, said base member having notches formed therein to permit the engagement of a lifting instrument whereby the head member of the rail may be removed from the base member.

2. A railway rail comprising base members each having a web provided with a longitudinally disposed recess V-shaped in cross section and extending from the top to the bottom of said web right angular outwardly projecting flanges formed on the upper edges of said web, head members each having a web wedge shaped in cross section adapted to engage the recess in the web of the base member, said head members of the rail having their meeting ends arranged midway between the ends of the base members whereby said members break joint with each other, said base member having notches to facilitate the removal of the head member from the base member.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

EFFIE A. BABST.

Witnesses:
A. H. McFARLAND,
STELLA McFARLAND.