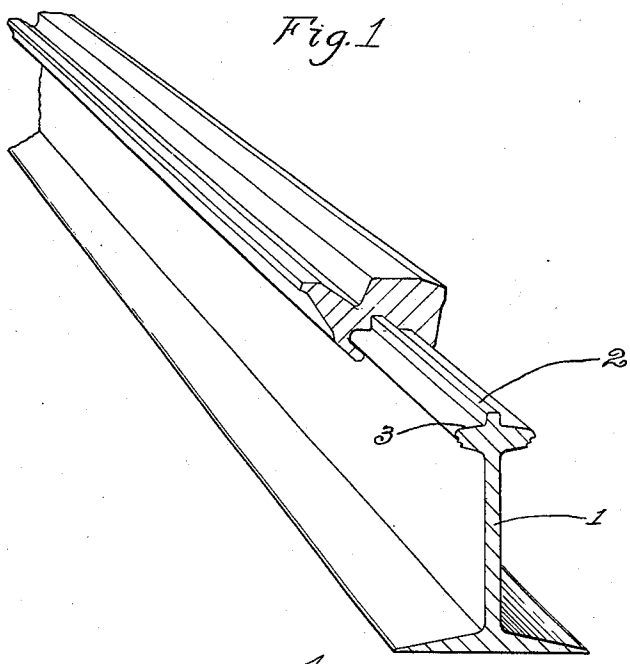
J. NOLL.

RAIL.

APPLICATION FILED NOV. 6, 1911.

1,068,813. Patented July 29, 1913.

Fig. 1



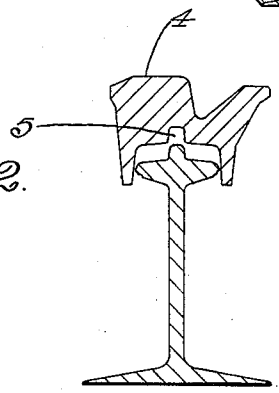


Fig. 2.

WITNESSES

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RAIL.

1,068,813. Specification of Letters Patent. Patented July 29, 1913.

Application filed November 6, 1911. Serial No. 658,907.

To all whom it may concern:

Be it known that I, JOHN NOLL, a citizen of the United States, and a resident of the borough of Brooklyn of the city of New York, in the county of Queens and State of New York, have invented certain new and useful Improvements in Rails, of which the following is a specification.

The invention relates to the construction of compound tram rails or rails formed of a wearing portion and a base or girder portion.

In rails formed of two parts namely, the wearing portion and the base or girder portion it is customary to lay in proper position the base or girder portion and then to subsequently attach the upper wearing portion thereto by placing the latter upon the base portion and then bending downwardly extending lips upon the upper portion into engagement with the under side of the upper ball or flange portion of the base or girder portion. In the securing of the top or wearing portions in place upon the base portions, difficulty is often experienced in securing the same in the proper position upon the base due to a lateral slipping and also due to an uneven bending of the flange portions while the bending operation is being carried out. In order to overcome this difficulty applicant has provided between the under side of the upper or wearing portion and the base portion means whereby this slipping or displacement of the upper portion relative to the base portion will be prevented.

As showing a specific embodiment of the invention reference is made to the drawings in which—

Figure 1 shows in perspective, a base or girder portion with the upper portion secured in place thereupon. Fig. 2 shows in section a base or girder portion or member with the upper or wearing portion or member above the same just prior to the upper portion being seated upon the base portion and prior to the flanges on said upper portion being bent into base engaging position and into such position that they will hold the upper portion securely on the base.

The base or girder portion is designated by the reference character 1 and is preferably provided with a vertically extending web, flanged portions extending along the top thereof and on opposite sides of the same and a longitudinally extending rib 2 that projects upwardly from the top face 3 of the ball or upper flange portions. The base section is also preferably provided with supporting flanges which project horizontally from opposite sides of the lower portion of the web. The upper wearing portion 4 of the tram rail is preferably provided with a longitudinally extending groove 5 into which the rib 2 tightly fits. This groove or recess 5 is slightly deeper than the height of the rib 2 in order that the two parts of the rail may be firmly seated.

For the reason that it is easier in the rolling of the base member to form a rib thereupon rather than with a recess therein said rib has been shown upon said member and it will be observed that the top of the flanges on opposite sides of the rib does not extend above a horizontal plane passing through the base of the rib and also that said flanges on opposite sides of the web and rib are slightly tapering in approaching the edge portions thereof. This rib accomplishes the feature of positioning the upper member on the base member or of holding said upper member from lateral displacement relative to the base member during the operation of securing the members together and due to the construction above described leads to a rail which is simple, commercial and comparatively easy to make by rolling.

From an inspection of the drawings it will be observed that the top member is provided at its upper portion with a longitudinally extending groove for receiving the flange of a car wheel and with a tread portion. It will also be noted that depending lips which are bent to holding position extend along the lower side portions of the top member, that the groove 5 for receiving the rib 2 is located at the under side of the top member directly below the tread portion, and that one of the holding lips is located directly below the grooved portion for receiving the car wheel flange.

It is obvious therefore, that various changes and modifications may be made without departing from the spirit of the invention.

I claim as my invention:

1. A compound rail comprising a top wearing member and a base or girder member which are held together by depending lips on the former that engage flanges at the

top of the latter, the base section having a vertically and longitudinally extending rib at the top thereof and flanged portions at opposite sides thereof, the top of which flanged portions do not extend above a horizontal plane passing through the base of the rib.

2. In a rail of the class described, the combination of a top member and base or girder member having a ball or flange portion at the top thereof and on the upper surface of said flange portion upwardly projecting means which enter a recessed means in the upper portion whereby lateral displacement between the upper portion and the base portion will be withstood during the securing together of said top portion and base or girder portion, the top member having depending holding lips which engage the edges of the flanged portions at the top of the base section, said flanged portions tapering in passing from the projecting means toward the edge of the flanges.

3. In a tram rail formed of two parts, the combination of a flanged base or girder portion having at the upper portion thereof a longitudinal vertically extending rib and a top wearing portion having lips for retaining and holding the top in place on the base portion when bent in engagement therewith, said top portion being provided at its under side with a longitudinally extending recess into which the vertically extending rib tightly fits, said recessed portions being slightly deeper than the rib portion.

4. In a rail formed of two parts, the combination of a flanged base or girder portion having at the upper portion thereof a longitudinal upwardly extending rib and a top wearing portion having ribs for retaining and holding the top in place on the base portion when bent in engagement therewith, said top portion being provided at its under side with a longitudinally extending recess into which the upwardly extending rib enters, the depth of the recess being greater than the height of the rib.

5. A compound rail comprising a top wearing member provided with depending holding lips and a base member having a vertically and longitudinally extending web portion, supporting flanges extending along the lower part of the web portion and on opposite sides therefrom in a horizontal direction, flanged portions extending along and on opposite sides of the top portion of the web, and a longitudinally extending rib projecting above the top of the last mentioned flange portions and also extending longitudinally of the base section, said last mentioned flanges tapering in passing from the rib portion toward the edges of the flanges, the top member being provided with a grooved or recessed portion into which the rib fits and which is slightly deeper than the rib.

6. A compound rail comprising an elongated top member and an elongated base member, the base member being provided with a vertical web, supporting flanges on opposite sides of the lower edge of the web, flanges on opposite sides of the upper portion of the web, and a centrally arranged longitudinally extending rib projected above the top surfaces of the upper flanges, the top member being provided at its upper portion with a longitudinally extending wheel flange receiving portion and a tread portion, and at its lower side portions with depending holding lips which receive therebetween the upper flanges of the lower or base member and the edges of which flanges said ribs engage when in holding position, the under side of said top member being provided with a groove to receive the rib, which groove is located directly below the tread portion.

7. An elongated top member of a compound tram rail, said member having at the top thereof a wheel flange receiving portion and a tread portion and at its lower side portions depending lips, said member also being provided on the under side with a groove which is located wholly beneath the tread portion and which groove is constructed so as to receive a longitudinally extending rib on a base member when the top member is in place thereupon.

8. An elongated top member of a compound rail, said member having at the top thereof a wheel flange receiving portion and a tread portion, and at its lower side portions depending lips which are bent inwardly when the member is held in place thereby, said member also being provided with a longitudinally extending groove on the under side, which groove is wholly located directly beneath the tread portion above referred to, one of the holding lips being located directly beneath the wheel flange groove receiving portion.

This specification signed and witnessed this 19th day of October, A. D., 1911.

JOHN NOLL.

Signed in the presence of—
G. McGRANN,
EDWIN A. PACKARD.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."