No. 627,435. Patented June 20, 1899.

D. MINTHORN.

RAILWAY RAIL.

(Application filed Sept. 28, 1898.)

(No Model.)

Fig. 1.

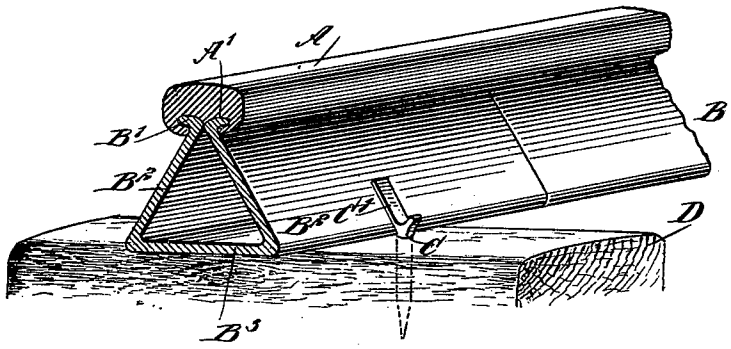


Fig. 2.

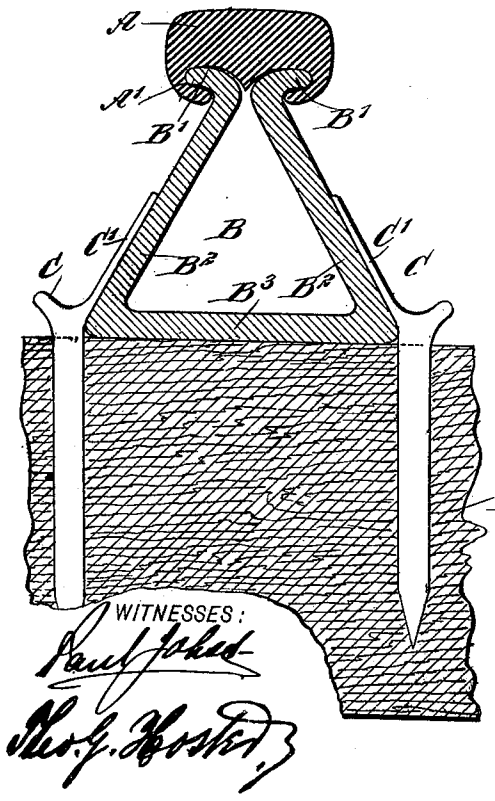
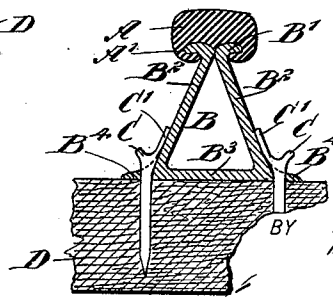


Fig. 3.



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DANIEL MINTHORN, OF WATERTOWN, NEW YORK.

RAILWAY-RAIL.

SPECIFICATION forming part of Letters Patent No. 627,435, dated June 20, 1899.

Application filed September 28, 1898. Serial No. 692,118. (No model.)

To all whom it may concern:

Be it known that I, DANIEL MINTHORN, of Watertown, in the county of Jefferson and State of New York, have invented a new and Improved Railway-Rail, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved railway-rail which is simple and durable in construction and arranged to insure easy riding of the cars.

The invention consists of certain novel features and parts and combinations of the same, as will be fully described hereinafter and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of the improvement. Fig. 2 is an enlarged transverse section of the same, and Fig. 3 is a transverse section of a modified form of the improvement.

The railroad-rail consists principally of a head A and a casing B, adapted to be fastened by spikes C to wooden ties D. The casing B is preferably made of sheet metal in triangular form, and the under side of the head A is formed with longitudinally-extending grooves A′, engaged by outwardly-bent flanges B′, formed at the apex or upper ends of the sides B^2 of the casing B, the base B^3 of which rests on the wooden tie D. By the arrangement described the head A of the rail can be slipped lengthwise upon the flanges B′ of the casing, so as to securely fasten the head in place on the casing, it being understood that the heads and casings are made of suitable length, and when fastened together the head breaks joint with adjacent casings, as is plainly indicated in Fig. 1.

The spike C for fastening the casing in place on the wooden tie D is formed at its upper end with an angular offset C′, adapted to rest against the side B^2 of the casing, so as to securely fasten the latter in place.

If desired, the base B^3 of the casing B may be extended, as at B^4, (see Fig. 3,) to give more stability to the rail, the spikes C being driven into the wooden tie through suitable apertures in the said extensions, the angular offset C′ resting against the sides of the casing.

From the foregoing it will be seen that no fish-plates or like devices are necessary, and the several parts can be readily assembled without any special fastening devices and the casing securely fastened in position on the ties in the manner above described.

The interior of the casing may be readily utilized for telegraph, telephone, or other wires, thereby avoiding stringing the same upon poles.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A railroad-rail, comprising a triangular casing having the upper end of its inclined sides bent outwardly to form flanges, and a head formed at its under side with longitudinal grooves for engagement by said flanges, substantially as shown and described.

2. A railway-rail, consisting of a triangular casing having the upper ends of its sides provided with outwardly-projecting flanges, the base of the casing being extended beyond the sides thereof, and provided with apertures, and a head provided on its under side with longitudinal grooves to receive the flanges of the casing, substantially as described.

3. The combination with a railway-rail formed of a triangular body, and a head secured to the apex of the body, of a spike formed at its upper end with an angular offset extending upwardly from the head of the spike and adapted to rest against the inclined side of the body, substantially as described.

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Witnesses:
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