

R. A. McCLURE AND W. W. BOULTON.
SINGLE RAILROAD RAIL.

APPLICATION FILED JUNE 19, 1918.

Patented Jan. 27, 1920.

1,329,304.

2 SHEETS—SHEET 1.

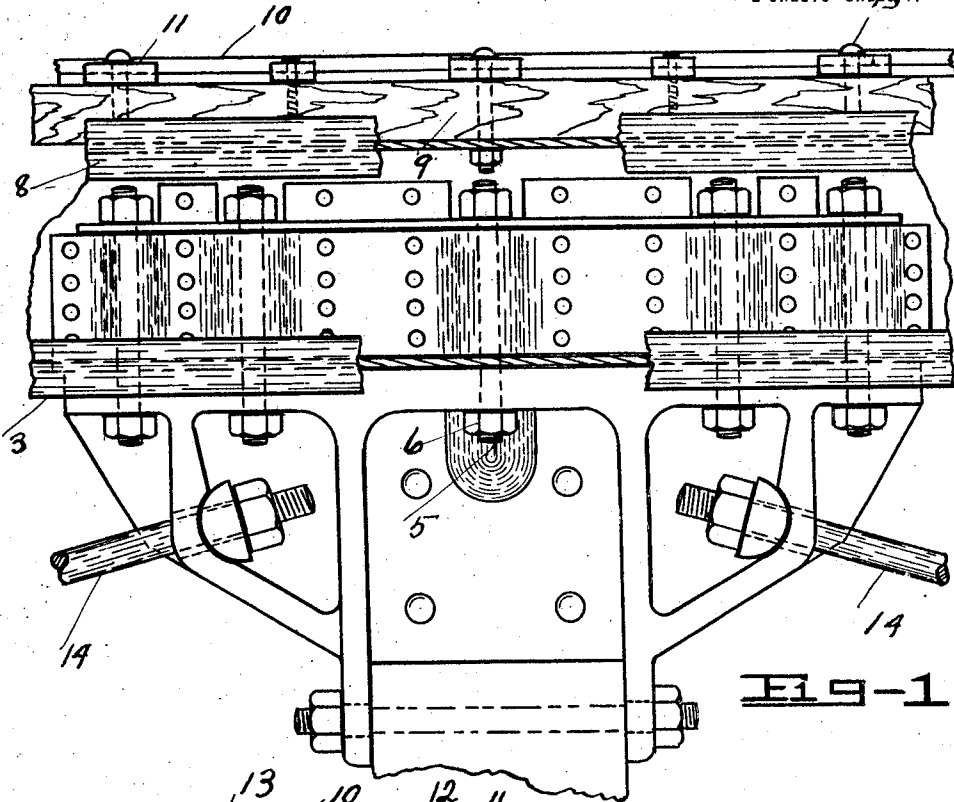


Fig-1

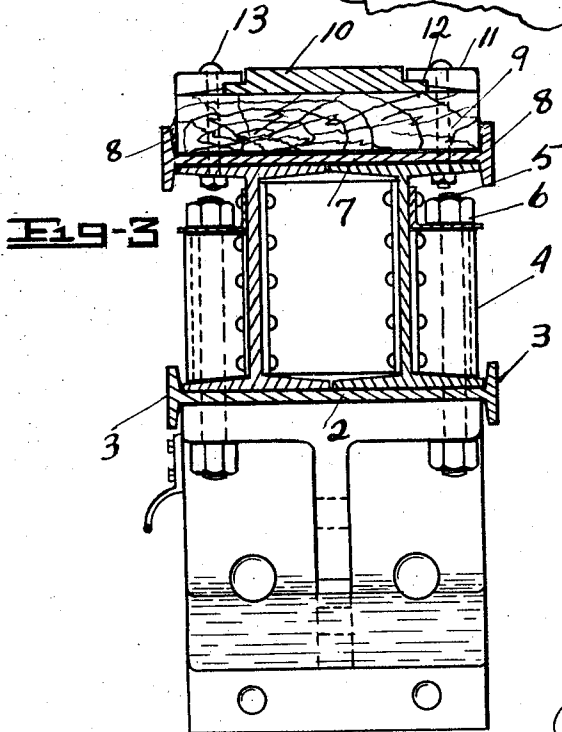


Fig-3

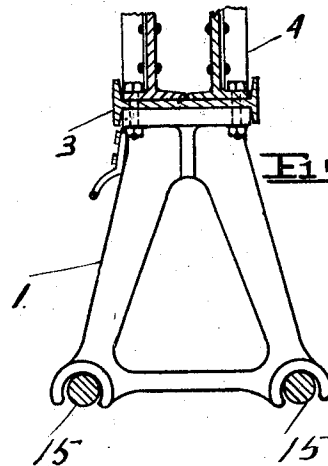


Fig-2

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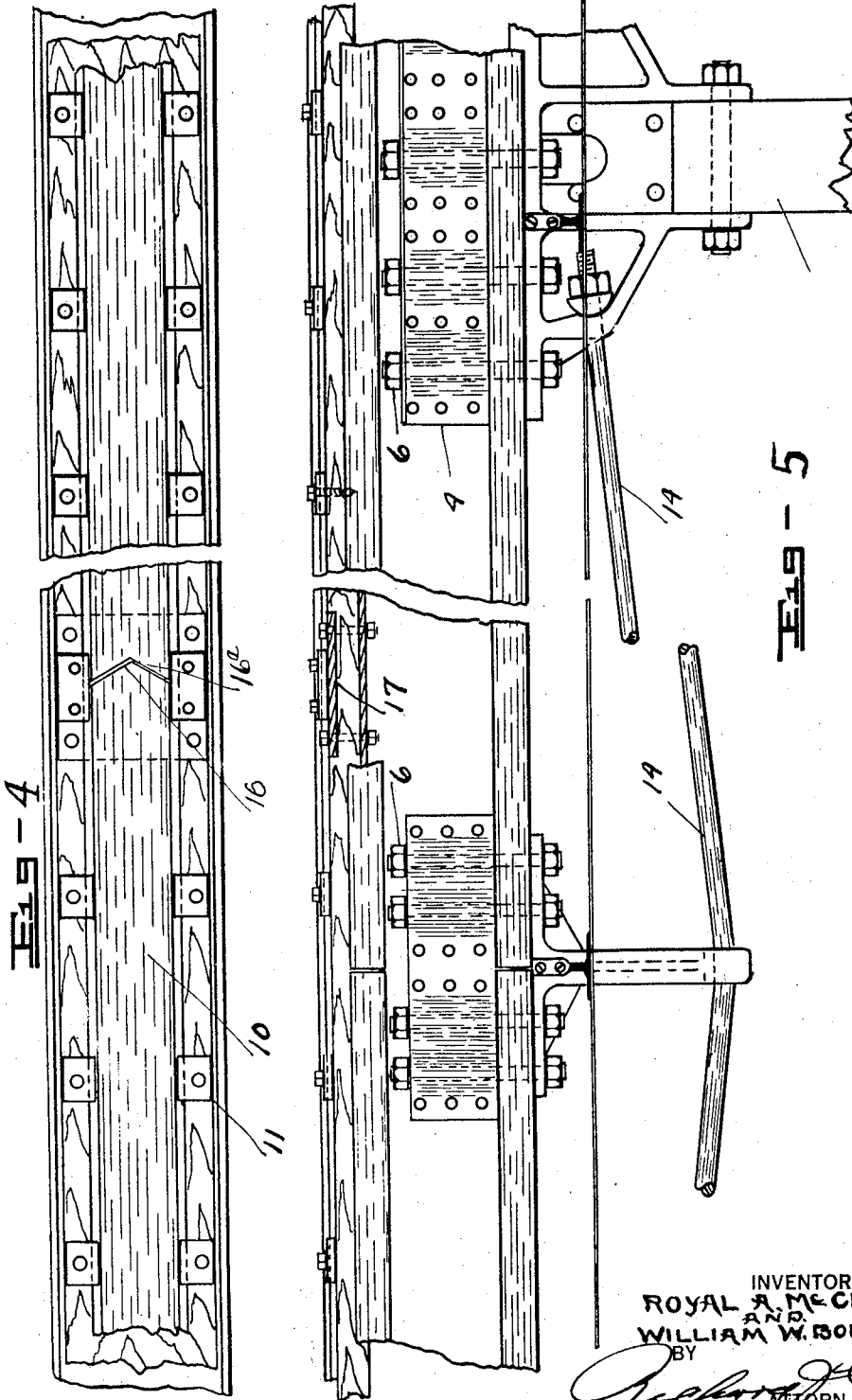
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UNITED STATES PATENT OFFICE.

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INGTON.

SINGLE RAILROAD-RAIL.

1,329,304.

Specification of Letters Patent.

Patented Jan. 27, 1920.

Application filed June 19, 1918. Serial No. 241,074.

To all whom it may concern:

Be it known that we, ROYAL A. McCLURE and WILLIAM W. BOULTON, citizens of the United States, residing at Seattle, in the county of King and State of Washington, have invented a new and useful Improvement in Single Railroad-Rails, of which the following is a specification.

This invention relates to improvements in single railroad rails, and in the manner of mounting the single rail upon an elevated structure susceptible of sustaining the weight and stresses to which such a rail would be subjected.

Further objects will appear from the following specification, illustrated in the accompanying drawings, and finally pointed out in the appended claims.

In the drawings, Figure 1 is a side elevation of the rail and elevated structural support; Fig. 2 is a sectional end view of the structural support; Fig. 3 is a sectional end view of the rail as mounted upon the structural support; Fig. 4 is a plan view of the rail; and Fig. 5 is a side elevation of the same.

Referring more particularly to the drawings, in which like numerals indicate like parts, the numeral 1 represents the structural base of the invention, which can be designed of wood, concrete, steel, or any other suitable material, and upon this base is mounted the member 2, having its ends flanged, as at 3.

4 is the rail super-structure that is disposed to rest upon the member 3 and is held in rigid contact with the base structure 1 by bolts 5 having nuts 6 that connect the super-structure thereto.

Disposed upon the upper face of the super-structure is the member 7 that corresponds to the member 2, having its ends flanged, as at 8, and upon this member is mounted the resilient base 9 which is constructed preferably of wood and serves as a seat for the steel tread 10 which is held against displacement by stay members 11 that engage the side flanges 12 of the tread and these stay members are in turn held by nut bolts 13 that connect them with the upper base of the super-structure 4.

14 are brace rods that are shown connecting the structural base supports 1 in a perpendicular plane with the rail for preventing vertical movement thereof, and 15 are

similar brace rods in parallel that connect the structural base supports 1 on both sides thereof for preventing lateral movement of the super-structural body and rail. These rods contribute materially to the rigidity of the base structure as well as the means for preventing movement of the super-structural body and tread rail in any direction.

In recognition of the constant jar that follows when the wheels of the cars pass over the intersection of the two rails, provision has been made to materially relieve this jar by providing the intersection of the two rails that join together with male and female ends 16 and 16^a respectively as shown in Fig. 4, and beneath the intersection of the rails, embedded in the resilient base 9, is a metal member 17 fixedly secured to the super-structural body 4 and serves as a means for preventing vertical movement of the ends of the rail.

It is obvious that various changes can be made in the mechanical details of construction within the scope of the following claims.

What we claim is new, and desire to protect by Letters Patent, is:

1. A railroad rail in combination with a structural base, a super-structural body mounted upon said base and adapted to be rigidly attached thereto, a tread bar, a flexible member interposed between said tread bar and said super-structural body, and means attachable to said super-structural body having lateral projections on its outer ends for preventing displacement of said flexible member.

2. A railroad rail in combination with a structural base, a super-structural divisible body adapted to be rigidly attached to said base, bearing members spaced apart and rigidly disposed on the adjacent sides of said rail, a tread rail, a flexible fiber member interposed between said tread rail and said super-structural body, means attachable to said super-structural body and engageable with said flexible member for preventing displacement of said tread rail and means for connecting the ends of said tread rail for preventing lateral displacement thereof.

3. A structural rail of the class described comprising a plurality of base supports, a super-structural body adapted to be rigidly attached to said base supports, means for

connecting said supports for preventing vertical displacement of said super-structural body, means connecting said supports for preventing lateral displacement of said
5 super-structural body, side rails spaced apart on the adjacent sides of said super-structural body, a tread rail on the upper side of said super-structural body, a flexible member interposed between said tread rail
10 and said super-structural body, and means attachable to said super-structural body and

engageable with said flexible member for preventing displacement of said tread rail.

Signed by us at Seattle, Washington, this 13th day of June, 1918.

ROYAL A. McCLURE.
WILLIAM W. BOULTON.

Witnesses:

R. J. COOK,
D. C. KUHN.