(No Model.)

E. ROBINSON.

RAILWAY TRACK RAIL.

No. 429,868. Patented June 10, 1890.

Fig-1-

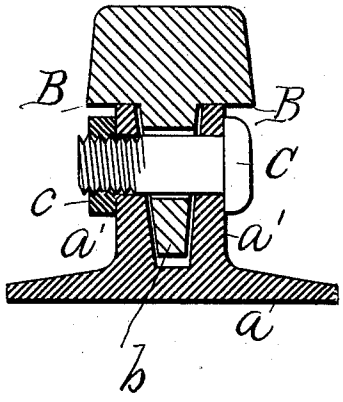


Fig-2-

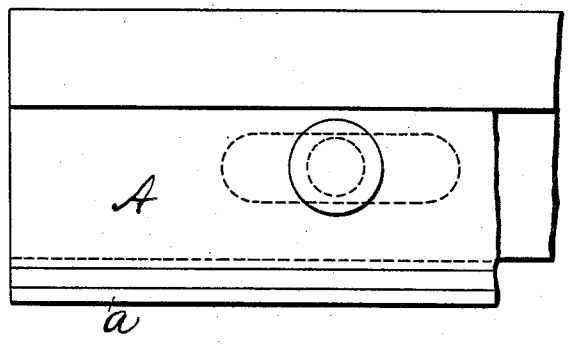


Fig-3-

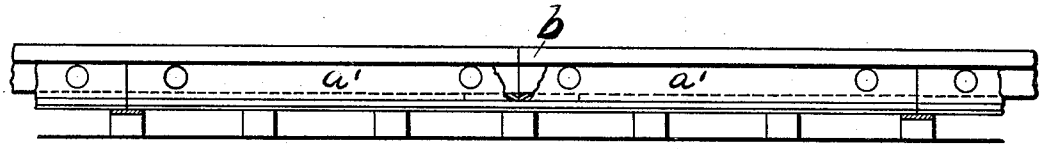
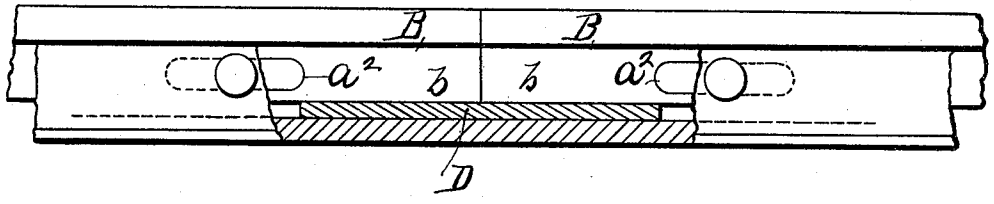


Fig-4-



WITNESSES

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UNITED STATES PATENT OFFICE.

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RAILWAY TRACK-RAIL.

SPECIFICATION forming part of Letters Patent No. 429,868, dated June 10, 1890.

Application filed March 14, 1890. Serial No. 343,920. (No model.)

To all whom it may concern:

Be it known that I, EUGENE ROBINSON, a citizen of the United States, residing at Detroit, county of Wayne, and State of Michigan, have invented a certain new and useful Improvement in Railway Track-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 pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to railway-rails, and has for its object to provide novel means for reversing the rail-treads when worn and preventing rocking or jolting at the ends of such reversible rail-treads.

To accomplish this object my invention consists in the features of construction and the combination or arrangement of parts, hereinafter described and specified in the claim, reference being made to the accompanying drawings, in which—

Figure 1 is a sectional view of my rail. Fig. 2 is a side elevation of a portion. Fig. 3 is a side elevation with parts of the saddle broken away. Fig. 4 is a side elevation with parts broken away, illustrating a detail of construction.

In carrying out the invention, A represents the saddle. This may be given a broad base *a*, and is provided with the two upright flanges *a'*. The inner faces of these flanges may be inclined toward each other from top to bottom, as shown in Fig. 1, or they may be vertical and parallel with each other.

B is the tread of the rail, which may be of any weight desired, and is provided with the flange *b*, shaped to conform to the inner faces of the flanges *a'*. This flange is slightly shorter than the flanges *a'*, so that when the rail is placed upon the saddle the tread will bear upon the upper edges of the flanges *a'*.

C is a bolt passed through the flanges *a'* and properly secured by a nut *c*. In order that expansion and contraction may be properly provided for, I make the orifices a^2 in the flanges *a'* elongated, as shown in Fig. 2. The bolt can thus slide longitudinally of the saddle.

D is a shim or bar of metal placed in the saddle beneath the flange *b* at the end of the rail and adapted to fill the space at this point, and thus by forming a chair prevent any rocking or jolting.

In practice I prefer to lay the saddles upon the ties and then lay the tread or removable portion of the rail, breaking joints with the saddle, as illustrated in Fig. 3, although of course I do not limit myself to such a construction of the track.

What I claim is—

In a railway track-rail, the combination, with a fixed base or saddle and a removable tread or rail supported thereby, of a shim or strip D, located in said saddle underneath the rail, substantially as described.

In testimony whereof I sign this specification in the presence of two witnesses.

EUGENE ROBINSON.

Witnesses:
RICHARD ROWLAND,
M. A. REEVE.