No. 883,178. PATENTED MAR. 31, 1908.

J. L. DICKSON.

ROAD BED.

APPLICATION FILED JUNE 28, 1907.

Fig. 1.

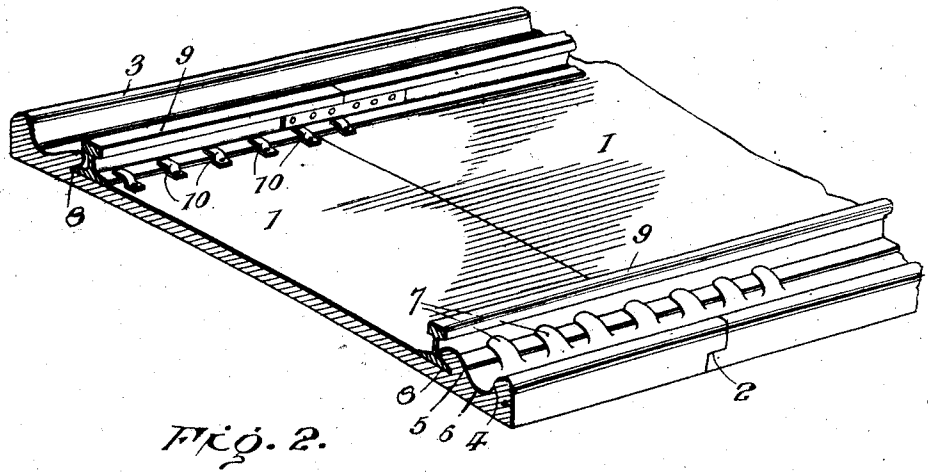


Fig. 2.

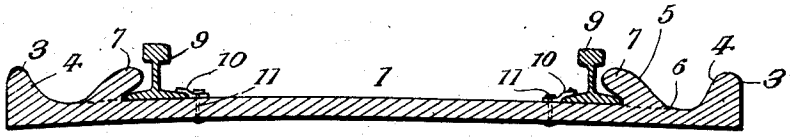
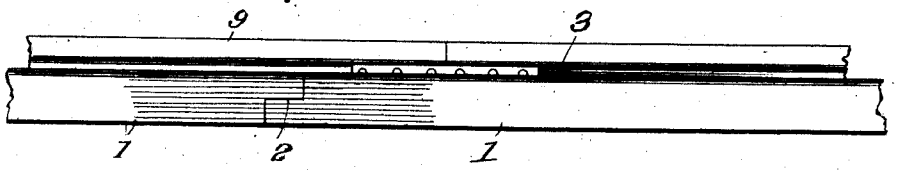


Fig. 3.



Inventor

J. L. Dickson,

Witnesses

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UNITED STATES PATENT OFFICE.

JOSIAH L. DICKSON, OF WINFIELD, KANSAS.

ROAD-BED.

No. 883,178. Specification of Letters Patent. Patented March 31, 1908.

Application filed June 28, 1907. Serial No. 381,288.

To all whom it may concern:

Be it known that I, JOSIAH L. DICKSON, citizen of the United States, residing at Winfield, in the county of Cowley and State of Kansas, have invented certain new and useful Improvements in Road-Beds, of which the following is a specification.

This invention contemplates certain new and useful improvements in roadbeds particularly designed for railway tracks, and the invention has for its object a simple, durable and efficient construction of metallic roadbed which will do away with the necessity of the ordinary wooden or any metallic ties, and which will securely hold the rails in place as against spreading or any sidewise movement whatsoever, and, in addition to this feature will possess means for preventing the complete derailment of a train in the event that any one or more car wheels leave the rails, all as will be hereinafter fully described and the novel features thereof then pointed out in the appended claims.

For a full understanding of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a perspective view of a portion of a roadway constructed in accordance with the principles of my invention. Fig. 2 is a transverse sectional view thereof. Fig. 3 is a longitudinal sectional view of a portion of the roadway.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

My improved roadway is constructed solidly of steel or other metal and is preferably composed of a series of transversely extending metallic sections 1 laid with their edges abutting, as illustrated in Fig. 1, the said abutting edges being formed preferably with a scarf joint 2, as best seen in Fig. 3. Preferably also the sections are slightly arched in cross section, as best seen in Fig. 2.

Each section 1 is provided at opposite sides with preferably rounded longitudinal ribs 3 raised above the main surface of the roadbed. These ribs 3 at each side of the roadbed slope downwardly at a relatively sharp angle, as indicated at 4, and thence slope upwardly and inwardly in a more gradual curve, as indicated at 5, longitudinally extending channels 6 being thereby formed and extending continuously along each side of the roadbed. Each section is also formed at its sides with a series of inwardly extending lugs 7 that are preferably rounded, as shown, and the under surface of which, with the adjacent sides of the roadbed proper, form a series of sockets 8 to receive one base flange of a track rail, as clearly illustrated in Fig. 2. These lugs are preferably cast or otherwise formed integrally with the sections of the roadbed. The track rails 9 are laid on the roadbed with one base flange extending underneath the longitudinally extending series of lugs 7 and to secure the rails in place plates 10 are fastened by bolts 11 to the roadbed and extend over the opposite base flanges of the respective rails, as clearly illustrated in the drawing.

As the roadbed is slightly arched transversely, as above indicated, any tendency to move inwardly will be prevented, in connection with the fastening plates 10, and any outward spread of the rails will manifestly be avoided by the integral lugs 7 of the roadbed.

If desired, the roadbed may have a pad of rubber, asphalt or other noise deadening and yielding bed underneath it.

From the foregoing description in connection with the accompanying drawing, it will be seen that I have provided a simple, durable and efficient construction of metallic roadbed which will embody to a high degree the elements of safety and security. In the event that a train should pass off of the track rails 9, it is obvious that the wheels would be caught in the channels 6 and be prevented from moving sidewise and entirely off of the roadbed by means of the longitudinally extending ribs 3. In this manner serious accidents will be avoided as the train may be brought to a standstill before entirely jumping the roadbed, as the wheels will move along in the channels 6 for a considerable distance before there is any danger of the wheels overriding the ribs 3.

Having thus described the invention, what is claimed as new is:

1. The herein described roadbed for railway rails, consisting of a series of metal sections laid edge to edge, the said sections being provided with means for securing rails thereto.

2. The herein described roadbed for railway rails, consisting of a series of metal sec-

tions laid edge to edge, the abutting edges being formed with a scarf joint, the said sections being provided with a series of inwardly extending lugs at opposite sides, adapted to take over one base flange of a track rail, and fastening devices extending over the other base flange of a rail and secured to said bed.

3. The herein described roadbed for railway rails, consisting of a series of metal sections laid edge to edge, the abutting edges being formed with a scarf joint, the said sections being provided with a series of inwardly extending lugs at opposite sides, adapted to take over one base flange of a track rail, and fastening devices extending over the other base flange of a rail and secured to said bed, the several sections of the roadbed being transversely arched.

4. The herein described roadbed for railway rails, consisting of a series of metal sections laid edge to edge, the said sections being provided with a series of lugs at opposite sides adapted to take over one base flange of a track rail, and fastening devices designed to extend over the opposite flange of a rail and be secured to said sections.

5. The herein described roadbed for railway rails, consisting of a series of metal sections laid edge to edge, whereby to form a solid metal structure, said sections being provided with means for securing track rails thereto, and formed outside of said means with longitudinally extending channels, as and for the purpose set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOSIAH L. DICKSON. [L. S.]

Witnesses:
R. A. FRASER,
ED COATS.