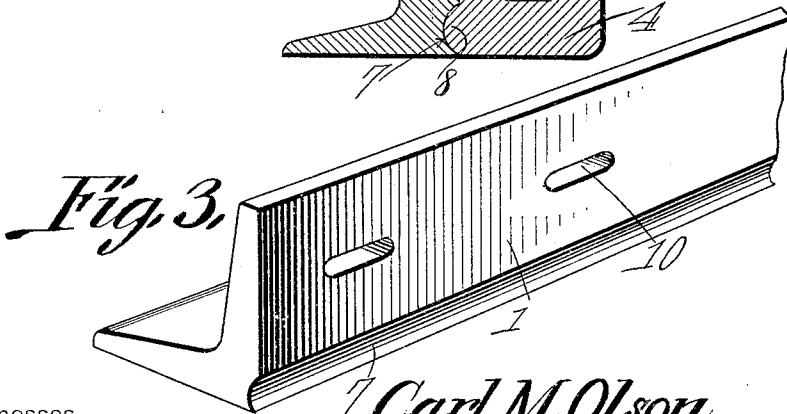
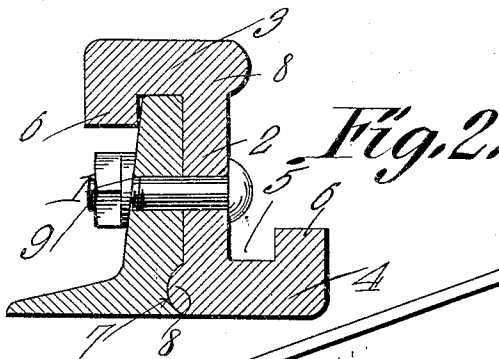
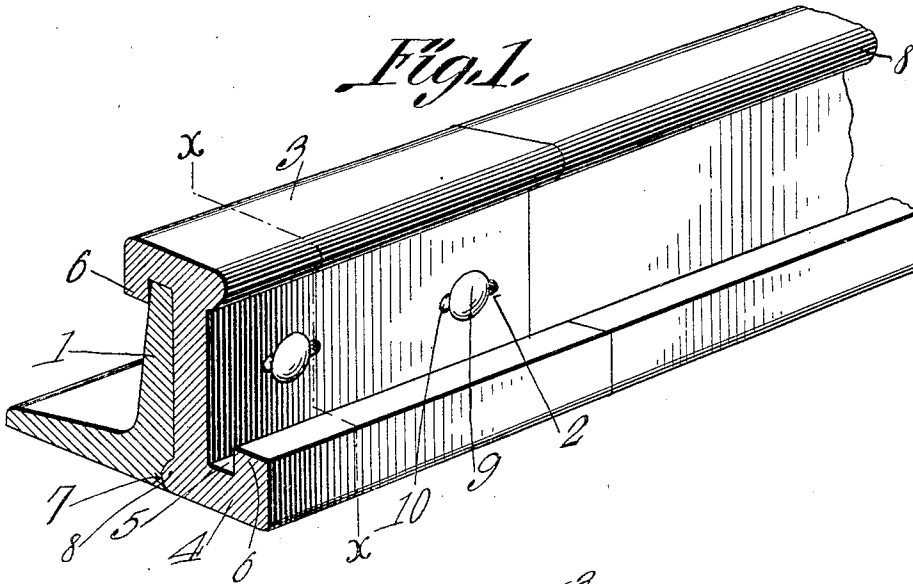


C. M. OLSON.
RAILROAD RAIL.

APPLICATION FILED MAR. 28, 1912.

1,056,116.

Patented Mar. 18, 1913.



Witnesses

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RAILROAD-RAIL.

1,056,116.

Specification of Letters Patent.

Patented Mar. 18, 1913.

Application filed March 28, 1912. Serial No. 686,747.

To all whom it may concern:

Be it known that I, CARL M. OLSON, a citizen of the United States, residing at Grove, in the county of Burleigh and State of North Dakota, have invented a new and useful Railroad-Rail, of which the following is a specification.

The invention aims to provide a railroad rail comprising a Z member and an L or angle member having a novel arrangement of interlocking parts, one flange of the Z member coöperating with one flange of the angle member to afford a supporting base.

In the accompanying drawing, illustrating the preferred embodiment of my invention wherein it will be understood that various changes and modifications as to the detailed construction and arrangement of the parts may be made within the scope of what is claimed without departing from the spirit of the invention, Figure 1 is a sectional perspective view; Fig. 2 is a transverse vertical sectional view on the line $x-x$ of Fig. 1; Fig. 3 is a fragmentary perspective view, showing the anchoring angle member.

In carrying out my invention, I employ, in connection with an angle-iron member 1, a railroad rail which is of approximate Z-shaped outline in general contour whereby two wearing surfaces or treads are provided, the rail 2 being reversible. As disclosed especially by Figs. 1 and 2, the two treads 3 and 4 of the rail 2, are provided with longitudinal grooves 5, the resultant of the depending edges 6 of the treads and the opposite surfaces of the perpendicular body of

the Z. This structural outline provides for reversing the rail 2 upon the angle-iron member 1. It is also seen that while one tread-forming portion 3 of the rail 2 is superposed with respect to the upper edge of the angle-iron member 1, the lower face of the other tread-forming portion 4 is alined with the lower face of the angle member 1 so as to rest upon the ties and thus serve as a foot or base, as does the like member of the ordinary T-rail. Also it will be noted, the angle-iron member 1 has a shallow groove 7 extending longitudinally at its base, to accommodate or receive the lateral edge 8 of the tread-forming portion of the rail.

The base members 1 and the rail members 2 are connected preferably by means of nut-equipped bolts 9 inserted through elongated holes 10 in said members, and the angle-iron base members are spiked down to the ties as will be readily understood.

What is claimed is:—

A railroad rail comprising a Z member having oppositely extended flanges, provided with parallel approaching ledges, the Z member having lateral tongues alined with the flanges; and an angle member having a groove at its angle, receiving one tongue, the angle member having one of its flanges engaged by one of the ledges.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

CARL M. OLSON.

Witnesses:

A. O. SCHIMANSKY,
B. J. DUNCAN.

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