

H. COLLINS.

RAIL.

APPLICATION FILED APR. 3, 1912.

1,039,029.

Patented Sept. 17, 1912.

Fig 1

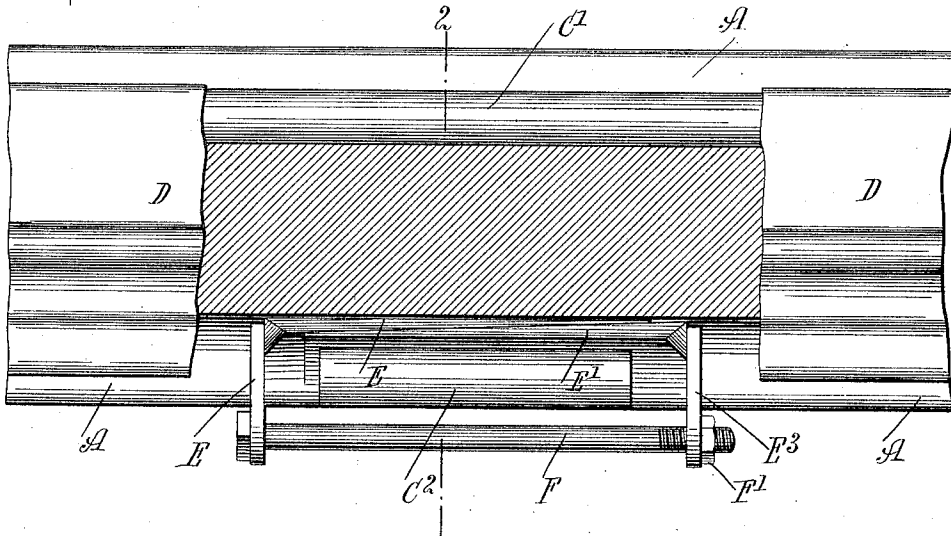


Fig 2

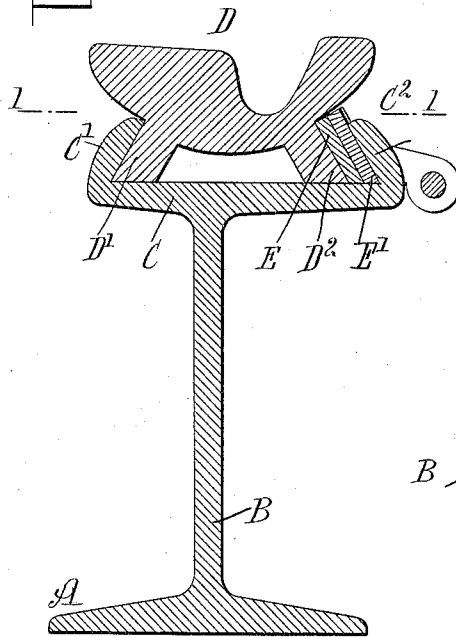
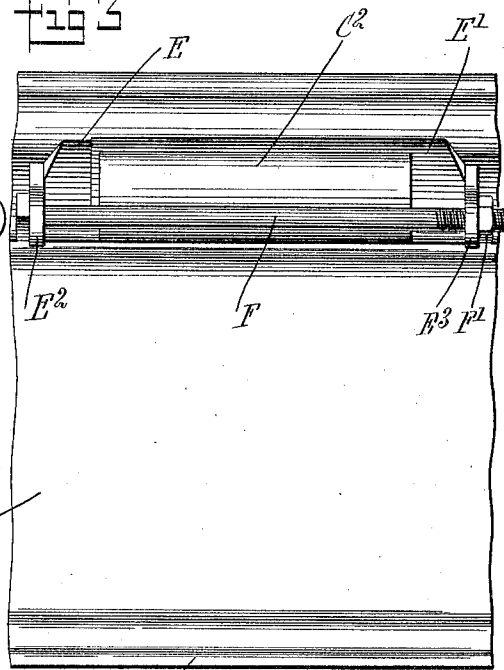


Fig 3



WITNESSES

C. J. Hachenberg.
R. E. Hachenberg.

INVENTOR

H. Collins
BY M. W. Collins
ATTORNEYS

UNITED STATES PATENT OFFICE.

HARRY COLLINS, OF NEW YORK, N. Y.

RAIL.

1,039,029.

Specification of Letters Patent.

Patented Sept. 17, 1912.

Application filed April 3, 1912. Serial No. 688,248.

To all whom it may concern:

Be it known that I, HARRY COLLINS, a citizen of the United States, and a resident of the city of New York, borough of Manhattan, in the county and State of New York, have invented a new and Improved Rail, of which the following is a full, clear, and exact description.

The invention relates to railroad rails, and more particularly to such as are used in streets and flanked by the pavement with only the heads visible.

The object of the invention is to provide a new and improved rail arranged to permit convenient removal of a worn out rail head and replacing the same by a new one without disturbing the position of the remainder of the rail on the ties and without requiring tearing up all of the pavement flanking the rail, thus saving considerable expense in rails and time and labor in replacing worn out heads by new ones.

For the purpose mentioned use is made of a rail head seat, a removable rail head seated on the said seat, and wedges for wedging the rail head in place on the said seat.

A practical embodiment of the invention is represented in the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a plan view of the rail, part being in section on the line 1—1 of Fig. 2; Fig. 2 is a transverse section of the same on the line 2—2 of Fig. 1; and Fig. 3 is a side elevation of the same.

From the base A of the rail rises integrally the web B terminating at its upper end in an integral rail head seat C supporting the removable rail head D having a cross section corresponding to the rail heads now generally used on street railways, as will be readily understood by reference to Fig. 2. One side of the seat C is provided with an integral continuous flange C' inclined inwardly and upwardly for engagement by the outer side D' of the rail head D, and the opposite or inner side of the seat C is provided with a series of spaced flanges C² likewise extending inward and upward, as plainly shown in Fig. 2. A pair of wedges E, E' is interposed between a flange C² and the corresponding side D² of the rail head D for wedging the rail head securely in place on the seat C. The wedges E and E'

slide one over the other in a longitudinal direction and from opposite ends of the corresponding flange C², and the base ends of the said wedges E and E' are provided with transversely-extending apertured lugs E², E³ engaged by a longitudinally-extending bolt F for drawing the wedges E and E' over each other to securely wedge the rail head D in place on the seat C and to hold the wedges E and E' locked in the adjusted position.

It is understood that the side D' of the rail head D is forced against the flange C' on drawing up the wedges E and E', and the side D² of the rail head D is approximately parallel with the lugs C² to form a seat for the inner wedge E, and consequently the rail head D is firmly wedged in place on drawing the wedges E and E' home to the full extent by the use of the bolt F by screwing up the nut F' on the end of the bolt.

When a rail head D is worn out and is to be replaced by a new one then it is only necessary for the operator to unscrew the nut F' and remove the bolt F and the wedges E and E' to permit of lifting the rail head D off the seat C. When this has been done a new rail head is slipped in place and the wedges E and E' are replaced and drawn up by the use of the bolt F, as previously explained, to securely wedge the rail head in position on the seat C.

The rail shown and described is very simple and durable in construction, can be cheaply manufactured and permits convenient removal of a worn out rail head and replacing of the same by a new one, so that the expense in rails to a railroad in reduced to a minimum and considerable time and labor is saved in replacing an old worn out rail by a new one as it is only necessary to disturb the pavement on the inside of the track at the flanges C² and the wedges E and E'.

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

1. A rail provided with a rail head seat, a removable rail head seated on the said seat, wedges for wedging the rail head in place on the seat, and means for drawing up the wedges and holding the same locked in position.

2. A rail provided with a rail head seat having a continuous flange at one side and a series of spaced flanges at the other side,

a removable rail head seated on the said seat and abutting with one side against the said continuous flange, and wedges sliding one on the other and interposed between the other side of the rail head and each of the said spaced flanges.

3. A rail provided with a rail head seat having a continuous flange at one side and spaced flanges at the other side, a removable rail head seated on the said seat and abutting with one side against the said continuous flange, a pair of wedges sliding one on the other and interposed between the other side of the rail head and a corresponding spaced flange, and means for drawing up the wedges and holding the same locked in position.

4. A rail provided with a rail head seat having a continuous flange at one side and spaced flanges at the other side, a removable rail head seated on the said seat and abutting with one side against the said continuous flange, a pair of wedges sliding one on the other and interposed between the other side of the rail head and a corre-

sponding spaced flange, the outer base ends of the wedges being provided with transverse apertured lugs, and a bolt engaging the said lugs for drawing up the wedges and for locking the same in place.

5. A rail, comprising a base, a web rising integrally from the base and terminating in an integral rail head seat provided at one side with a continuous flange and at the other side with spaced flanges, a rail head seated on the said seat and abutting with one side against the said continuous flange, wedges interposed between the other side of the rail head and the said spaced flanges for wedging the rail head in position on the said seat, the said wedges being provided at their base ends with transverse apertured lugs, and a bolt engaging the said lugs.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HARRY COLLINS.

Witnesses:

LOUIS G. SELIGMAN,
LOUIS J. BOWER.

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