(No Model.)

W. LAMBKING.

RAILROAD RAIL.

No. 317,804. Patented May 12, 1885.

Fig. 1.

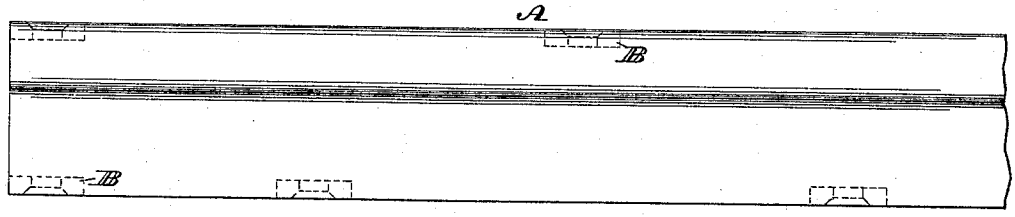


Fig. 2.

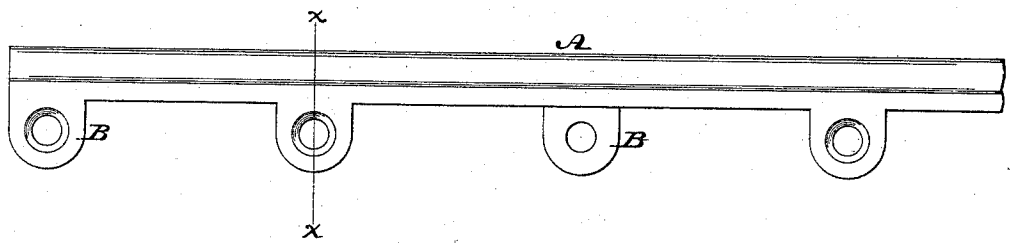
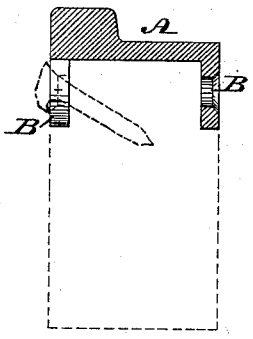


Fig. 3.



WITNESSES:

A. P. Grant.

W. F. Kircher.

INVENTOR:

Wm Lambking

BY John A. Wiedersheim

ATTORNEY.

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

WILLIAM LAMBKING, OF PHILADELPHIA, PENNSYLVANIA.

RAILROAD-RAIL.

SPECIFICATION forming part of Letters Patent No. 317,804, dated May 12, 1885.

Application filed March 17, 1885. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM LAMBKING, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Railroad-Rails, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 represents a top or plan view of a railroad-rail embodying my invention. Fig. 2 represents a side elevation thereof. Fig. 3 represents a transverse section thereof in line *x x*, Fig. 1.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists of a railroad-rail which is formed with lugs, whereby it may be spiked or otherwise secured to the sides of the stringer, thus avoiding piercing of the face of the rail and economy in spikes, which, when employed in rails of usual construction, have their heads worn out by the wheels of cars and vehicles running thereon.

Referring to the drawings, A represents a railroad-rail, which is formed on its sides with downwardly-projecting perforated lugs or eyes B, the same being adapted to embrace the sides of the stringer and be spiked to the same, as shown in Fig. 3, it being seen that when the lugs or eyes are thus spiked to the stringer they hold the rail securely in position, and by their use piercing of the face of the rail for the passage of the spikes is obviated, so that the rail retains its full strength, and the spikes employed are removed from said face, whereby their heads are not liable to be worn off by the passage of cars and vehicles on the rail, the economy in this respect being considerable, and the release of the rail due to worn-out bolts prevented.

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

A railroad-rail formed with perforated lugs or ears, substantially as described.

WILLIAM LAMBKING.

Witnesses:

JOHN A. WIEDERSHEIM,

A. P. GRANT.