

(No Model.)

W. H. MATTSON.
RAILWAY RAIL.

No. 466,612.

Patented Jan. 5, 1892.

FIG. 1.

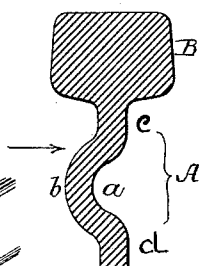


FIG. 3.

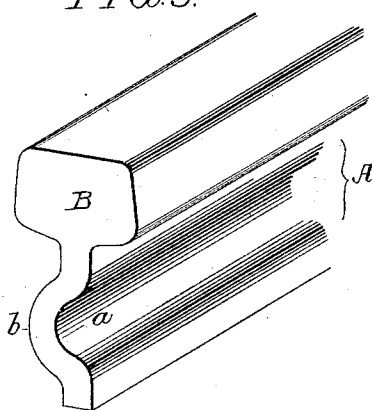


FIG. 5.

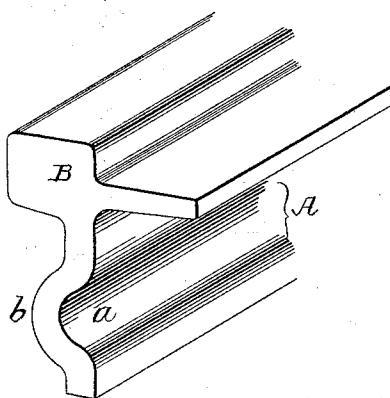


FIG. 2.

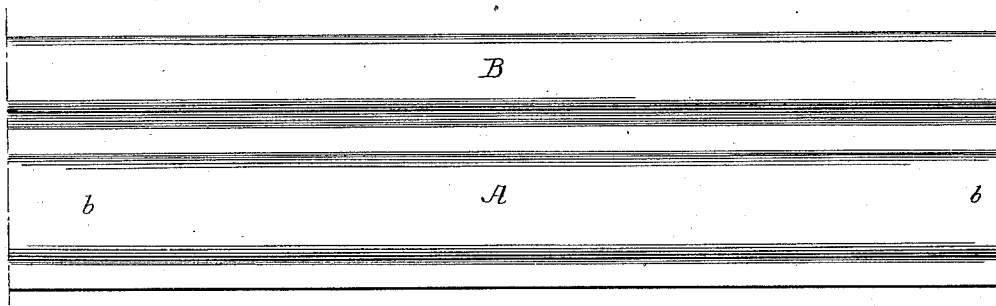
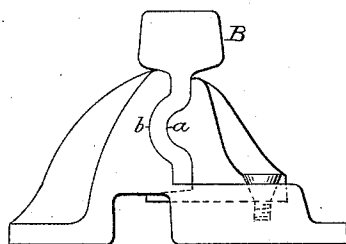


FIG. 4.



Witnesses:
R. Schlicher.
Hamilton D. Turner.

Inventor:
William H. Mattson
by his Attorneys
Howson & Howson

UNITED STATES PATENT OFFICE.

WILLIAM H. MATTSON, OF PHILADELPHIA, PENNSYLVANIA.

RAILWAY-RAIL.

SPECIFICATION forming part of Letters Patent No. 466,612, dated January 5, 1892.

Application filed June 15, 1891. Serial No. 396,249. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. MATTSON, a citizen of the United States, and a resident of Philadelphia, Pennsylvania, have invented certain Improvements in Railway-Rails, of which the following is a specification.

The object of my invention is to construct an improved railway-rail that will be light and substantial and that can be readily and securely fastened to the chairs.

In the accompanying drawings, Figure 1 is a sectional view of my improved rail. Fig. 2 is a side view looking in the direction of the arrow, Fig. 1. Fig. 3 is a perspective view. Fig. 4 is a sectional view of the rail, showing its application to a chair. Fig. 5 is a perspective view of my rail, illustrating a different form of tread.

My improved rail is what is termed a "girder-rail," having a body portion A and a head portion B. This head portion B can be of any form desired—as, for instance, it may be made as shown in Fig. 1 or as shown in Fig. 5. The body portion A is preferably as thin as possible, depending upon the use to which the rail is put, and has two vertical portions *c* and *d* in line with each other, and between these two portions *c* and *d* is a longitudinal groove *a*, extending the full length of the rail, and on the opposite side of the portion A, directly opposite the groove *a*, is a rib *b*, also extending the full length of the rail.

Thus the chair can be clamped to the rail at any point, and the chair when clamped will have a firm bearing in the groove at one side and a firm bearing directly above and below the groove on the opposite side, forming what may be termed a "three-point" fastening. While this fastening holds the rail rigidly in respect to longitudinal or lateral motion, it also locks the rail as regards any vertical motion. This peculiar form of the body of the rail adds greatly to its strength and rigidity without increasing its weight or cost, as the rib and groove are formed during the rolling of the rail.

I dispense entirely with the ordinary base-flange.

I claim as my invention—

A railway-rail having a head portion and a body portion depending from said head portion, said body having vertical portions *c* and *d* in line with each other, and longitudinally grooved on one side and longitudinally ribbed on the opposite side, the said rib and groove extending the full length of the rail, substantially as described.

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

WILLIAM H. MATTSON.

Witnesses:

EUGENE ELTERICH,
HENRY HOWSON.