R. A. McCLURE AND W. W. BOULTON.

RAILROAD RAIL.

APPLICATION FILED JUNE 19, 1918.

1,329,305.

Patented Jan. 27, 1920.

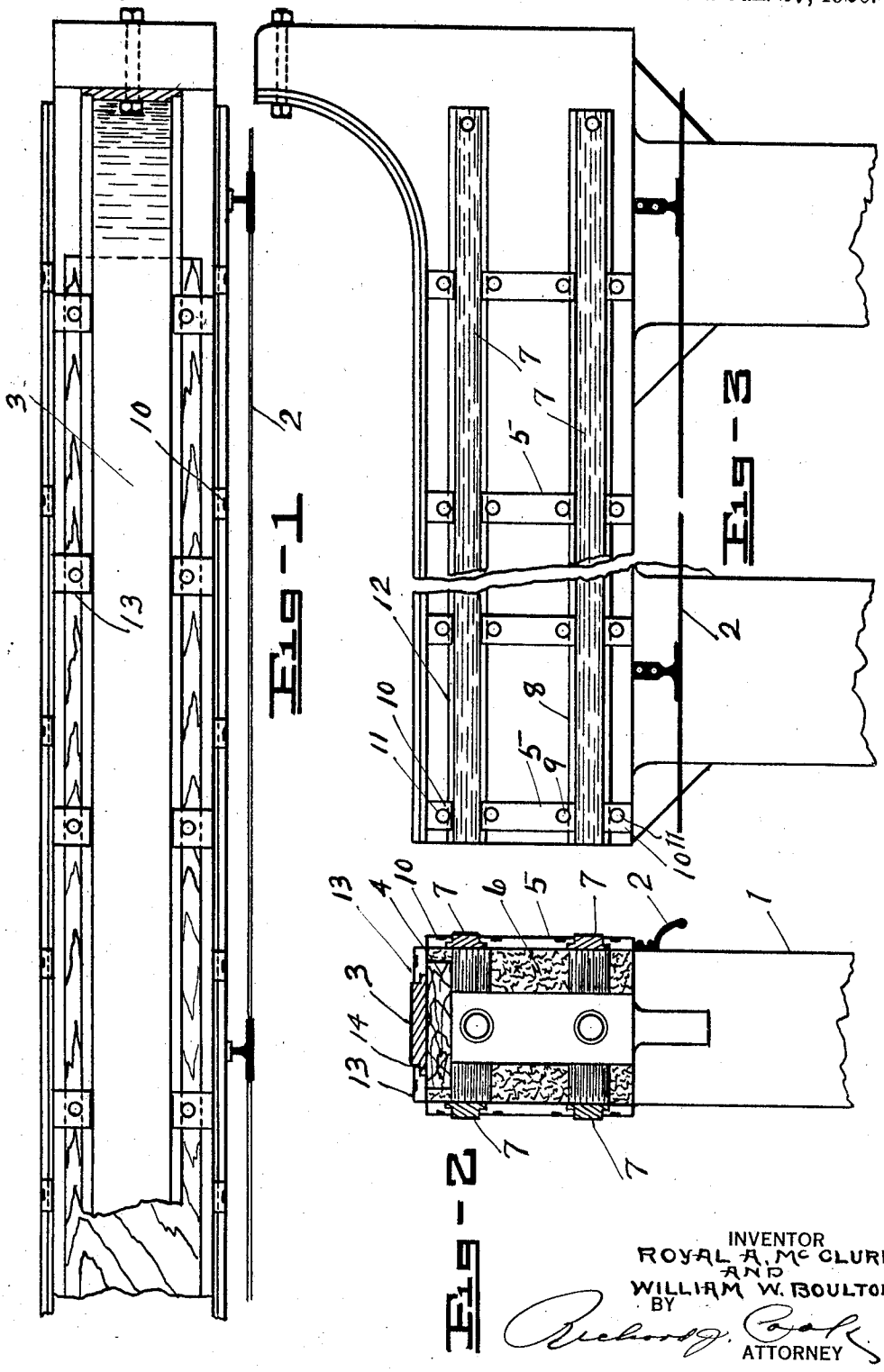


Fig-1

Fig-3

Fig-2

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RAILROAD-RAIL.

1,329,305. Specification of Letters Patent. Patented Jan. 27, 1920.

Application filed June 19, 1918. Serial No. 241,075.

To all whom it may concern:

Be it known that we, ROYAL A. McCLURE and WILLIAM W. BOULTON, citizens of the United States, residing at Seattle, in the county of King and State of Washington, have invented a new and useful Improvement in Railroad-Rails, of which the following is a specification.

This invention relates to improvements in railroad rails for single rail trucks, and the object of this invention is to produce a rail constructed of concrete, and a further object resides in the relative cheapness in construction as compared to steel rails.

Still further objects will appear from the following specification, illustrated in the accompanying drawings and finally pointed out in the appended claims.

In the drawings, Figure 1 is a plan view of the rail, Fig. 2 is an end view thereof and Fig. 3 is a side elevation of the same.

Referring more particularly to the drawings, in which like numerals indicate like parts, the numeral 1 represents the supports for the rail and 2 represents the trolley wire connection along the sides thereof; 3 is a steel tread of the rail which is mounted preferably upon a wooden base 4 or a base of any other material of yielding properties to compensate for the heavy weight impact to which the rail is subjected; 6 is a concrete base that forms the body of the rail and disposed on the adjacent sides of the concrete base are parallel upper and lower side rails 7 that are rigidly secured to the concrete base by a series of spacing plates 5 interposed between the rails 7 and engaging the flanges 8 thereof. These plates are in turn secured to the concrete base 6 by screw bolts 9 countersunk therein or such bolts can extend through the concrete base and engage the plates 5 on the opposite side of the base.

Similar plates 10 disposed on the outer adjacent sides of the rail 7 and engaging the flanges 12 thereof are secured to the concrete base 6 by bolts 11 in the same manner.

13 are rail spikes or plates secured by bolts to the super-structural body and such plates or spikes engage the flanges 14 on the adjacent sides of the tread 3 and sustain such tread against displacement in any direction.

The plates 5 further serve the function of preventing disintegration of the concrete base.

Obviously, various changes can be made in the mechanical details of construction within the scope of the following claims.

What we claim as new, and desire to protect by Letters Patent, is:

1. A railroad rail for single rail trucks comprising a steel tread, a concrete base adapted to form the body portion of said rail, flexible means interposed between said tread and said concrete base to impart resiliency to said rail.

2. A railroad rail for single rail trucks comprising a steel tread, a concrete base adapted to form the body portion of said rail, a fiber member interposed between said tread and said concrete base, upper and lower side rails disposed on the adjacent sides of said rail, and means for preventing displacement thereof.

3. A railroad rail for single rail trucks comprising a steel tread, a concrete base adapted to form the body portion of said rail, a fiber member interposed between said tread and said concrete base, upper and lower side rails disposed on the adjacent sides of said rail, a plurality of spacing members interposed between said side rails, means for securing said spacing members to the body portion of said rail, and means secured to the body portion of said rail for preventing displacement of said tread.

Signed by us at Seattle, Washington, this 13th day of June, 1918.

ROYAL A. McCLURE.
WILLIAM W. BOULTON.

Witnesses:
R. J. COOK,
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