To all whom it may concern:

Be it known that I, Henry J. Robichaux, of Phoenix, in the county of Maricopa and State of Arizona, have invented certain new and useful improvements in Approaches for Track-Scales; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The primary object of this invention is to provide simple and highly efficient means for avoiding the jar or shock usually experienced as a railway car passes onto or from track scales, and a further object is to provide means which may be applied to existing tracks and scales and which will not require any special bearings or other fittings, and hence will be inexpensive as well as productive of great saving in wear and tear.

In the accompanying drawings, Figure 1 is a view in perspective, with parts broken away. Fig. 2 is a transverse section at the end of the approach track rail. Fig. 3 is a view of the ease rail.

In carrying out my invention, the wheels of a car commence to rise as they near the end of the approach track rails and gradually continue to rise until they pass the ends of the approach rails when they begin to lower until they are wholly taken up by the scale track.

The means I believe to be best adaptable to carrying out my invention, and which I have shown to embodying my ideas, consists in an ease rail 1 which is bolted to the approach rail 2, the treads of the two rails being uniform at the inner end of the ease rail and from this point the tread 3 of the latter gradually rises to the point 4 which is adjacent to the end of the approach rail, and from this point to the end the tread of the ease rail is more sharply inclined, its extreme end terminating beneath the tread of the scale track rail. The ease rail is bolted or otherwise affixed to the approach rail, but is not in any way fastened to the scale rail, hence leaving the scale free to rise and fall without hindrance from the ease rail. I also preferably form that portion of the ease rail which parallels the approach rail with an offset 5 which fits between the tread and base of the approach rail, thereby strengthening the ease rail.

The advantages of my invention will be readily appreciated. It will be noted that no special fittings are necessary, and that by the means described when the car wheels leave the approach rails the scale rail will be depressed to the maximum extent.

I claim as my invention:

1. In combination with a scale track and an approach track, the scale track being disconnected from and movable relatively to the approach track, an ease rail fixedly secured adjacent to the approach track and extending lengthwise of but not connected to the scale track a short distance, the tread of the ease rail being gradually raised relatively to the approach track and then gradually lowered in reference to the scale track rail, the end of the ease rail extending below the tread of the scale track rail.

2. In combination with a scale track and an approach track, the scale track being disconnected from and movable relatively to the approach track, an ease rail fixedly secured adjacent to the approach track and extending lengthwise of but not connected to the scale track a short distance, the tread of the ease rail at one end being flush with that of the approach track and gradually raised to a point adjacent to the end of the approach track and then gradually lowered to a point below the tread of the scale track rail.

3. In combination with a scale track and an approach track, an ease rail fixedly secured adjacent to the approach track and extending lengthwise of the scale track a short distance, the tread of the ease rail at one end being flush with that of the approach rail and gradually raised to a point adjacent to the end of the approach track and then gradually lowered to a point below the tread of the scale track rail, the end of the ease rail not being connected to the scale track rail.

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

HENRY J. ROBICHAX.

Witnesses:

L. H. Bmhart,
J. J. Sweeney.

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