Sept. 29, 1936. L. BRUNETTI 2,055,571

RAILWAY RAIL

Filed July 3, 1935

Fig. 1.

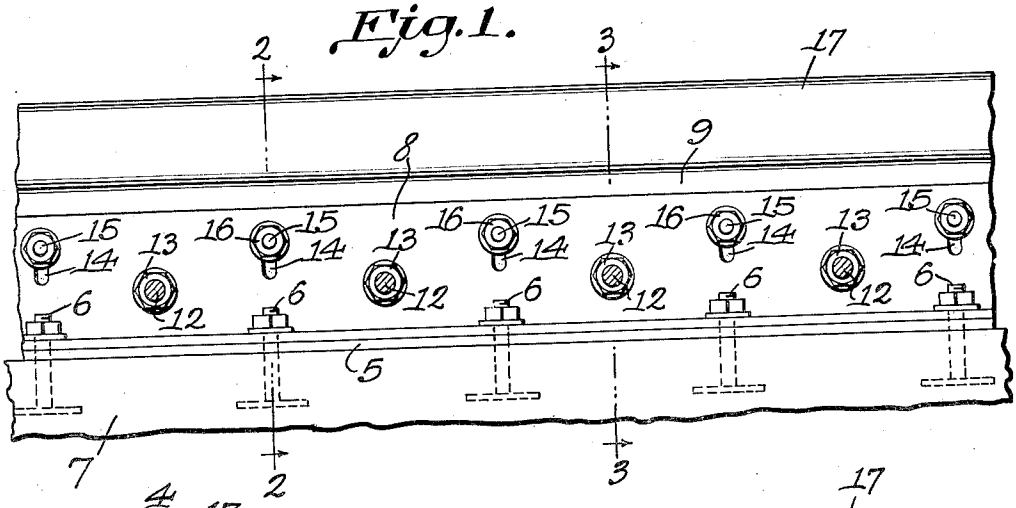


Fig. 2.

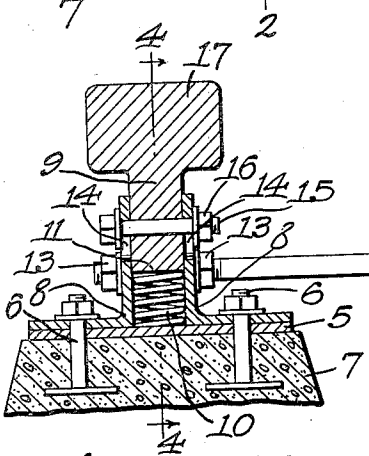


Fig. 5.

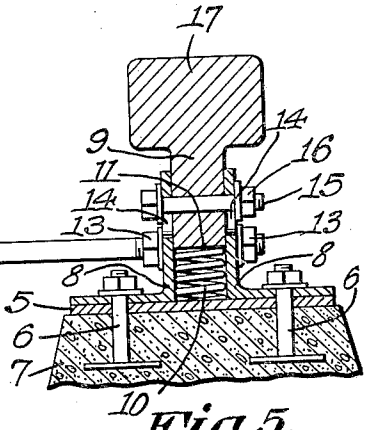


Fig. 3.

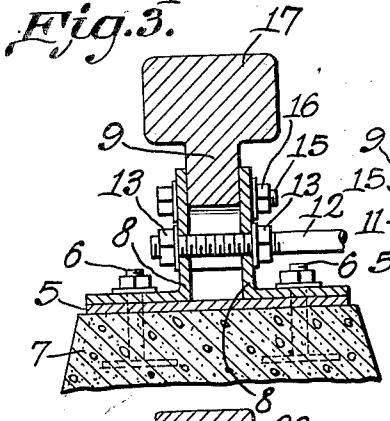


Fig. 4.

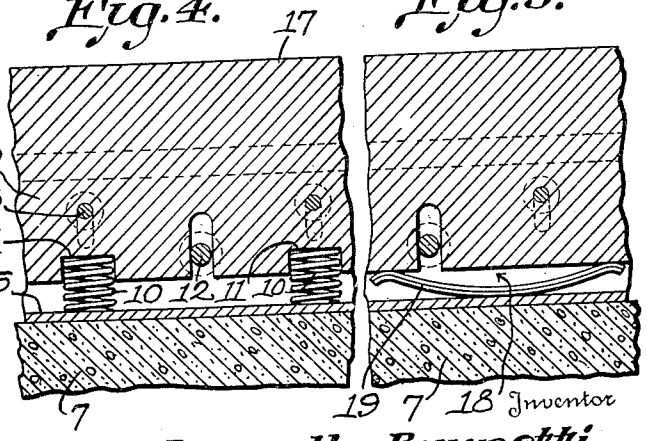
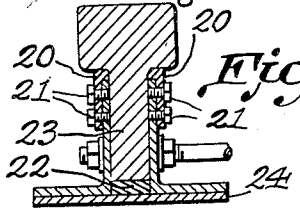


Fig. 6.



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Patented Sept. 29, 1936

2,055,571

UNITED STATES PATENT OFFICE

2,055,571

RAILWAY RAIL

Leonello Brunetti, San Francisco, Calif.

Application July 3, 1935, Serial No. 29,724

1 Claim. (Cl. 238—284)

This invention relates to railway rail construction, the primary object of the invention being to provide a railway rail which will be substantially noiseless, and one which may be readily repaired at a minimum cost.

An important object of the invention is to provide a railway rail embodying a rail section and a base section, the rail section being yieldably and removably mounted on the base section to the end that the rail section may be readily replaced when the rail section becomes damaged or otherwise rendered inoperative.

With the foregoing and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed, without departing from the spirit of the invention.

Referring to the drawing:

Fig. 1 is a side elevational view of a railway rail constructed in accordance with the invention.

Fig. 2 is a sectional view taken on line 2—2 of Fig. 1.

Fig. 3 is a sectional view taken on line 3—3 of Fig. 1.

Fig. 4 is a sectional view taken on line 4—4 of Fig. 2.

Fig. 5 is a longitudinal sectional view through a rail and illustrating a modified form of the invention.

Fig. 6 is a sectional view through a further modified form of the invention.

Referring to the drawing in detail, the rail comprises a base plate 5 that is formed with bolt openings for the reception of the bolts 6 that are secured in the concrete foundation of the track, indicated by the reference character 7.

The base of the rail also includes spaced angle bars 8 that have openings registering with openings of the base plate 5 to accommodate the bolts 6 which secure the angle bars to the base plate.

These angle bars 8 extend the entire length of the rail section, of which they form a part, and are so spaced that the webs 9 are fitted closely against the adjacent faces of the angle bars but at the same time vertical movement of the rail section, will be permitted. Coiled springs 10 are mounted between the angle bars 8 and are arranged in predetermined spaced relation with respect to each other, the coiled springs having their upper ends fitted in recesses 11 that extend upwardly from the lower edge of the web of the rail. Tie-rods 12 have their ends disposed in aligning openings formed in the angle bars, and are provided with nuts 13 at the ends of the tie-rods 12, which secure the tie-rods to the base portions of adjacent longitudinal rails thereby holding the rails in proper spaced relation with each other to prevent spreading of the rails.

In order that the rail sections may move vertically within the base sections, the angle bars 8 are formed with elongated openings 14 in which the bolts 15 are positioned, the bolts 15 being positioned in openings formed in the web 9 of the rail sections, as clearly shown by the drawing. Thus it will be seen that as the rail sections move vertically a sliding movement between the bolts 15 and base of the rail, will be permitted. Nuts 16 are secured to the ends of the bolts 15 and provide means for securing the bolts 15 in position.

The tread of the rail is indicated by the reference character 17, and is of the usual and well-known construction.

In the form of the invention as shown by Fig. 5 of the drawing, the base indicated by the reference character 18 is of a construction identical with the construction of the base illustrated by Fig. 2. A spring indicated by the reference character 19, and which is of the leaf type, is positioned between the base and lower edge of the web of the rail section, yieldably supporting the rail section, and at the same time providing means for absorbing a shock caused by rolling stock passing over the rail sections, thereby reducing the noise to a minimum.

As shown by Figure 6 of the drawing, sound deadening members 20 are shown as positioned along the upper longitudinal edges of the angle bars forming the base of the rail, the members 20 being secured in place by the bolts. A sound deadening member 22 is positioned between the lower edge of the web 23 of the rail, and the base plate 24 thereof.

From the foregoing it will be seen that due to the construction shown and described the rail section of the railway rail is not only yieldably supported but is so constructed that shocks and jars directed to the rail sections incident to trains passing thereover, will be absorbed by the spring members, eliminating noise.

Having thus described the invention, what is claimed is:

A railway rail including a base plate, angle bars

secured to the base plate and disposed in parallel spaced relation with each other and having elongated vertical openings, a rail section having a web operating between the angle bars, bolts extending through the web and disposed in the elongated openings, said web having cutout portions extending upwardly from the lower edge thereof, coiled springs seated in the cutout portions and resting on the base plate normally urging the rail section upwardly, said web section of the rail having elongated cutout portions extending upwardly from the lower edge thereof, tie-rods extending through the angle bars and resting in the last mentioned cutout portions of the web, whereby the railway rails of a track will be held in spaced relation with each other.

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