No. 828,459. PATENTED AUG. 14, 1906.

A. M. CLARK.

RAILWAY RAIL.

APPLICATION FILED MAR. 12, 1906.

Fig. 1.

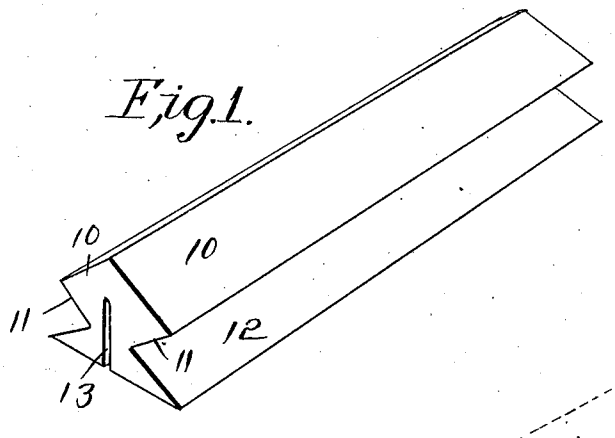


Fig. 2.

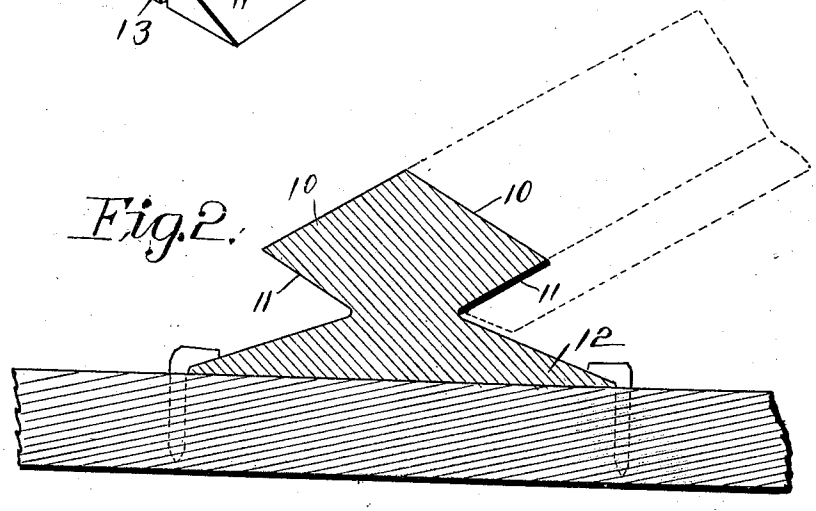
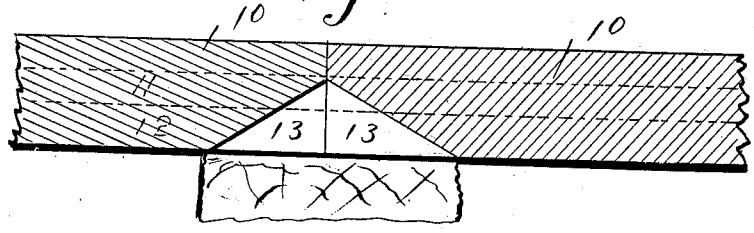


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

ALBERT M. CLARK, OF MARSHALLTOWN, IOWA.

RAILWAY-RAIL.

No. 828,459. Specification of Letters Patent. Patented Aug. 14, 1906.

Application filed March 12, 1906. Serial No. 305,602.

To all whom it may concern:

Be it known that I, ALBERT M. CLARK, a citizen of the United States, residing at Marshalltown, in the county of Marshall and State of Iowa, have invented a certain new and useful Railway-Rail, of which the following is a specification.

My invention is especially designed for use in connection with a railway-truck designed to run upon and be supported upon a single rail.

My object is to provide a rail for this purpose of such form that a truck may run upon it and the wheel-flanges lock themselves upon the rail in such manner as to positively prevent tilting of the truck.

My invention consists in the form of rail whereby the objects contemplated are attained, as hereinafter more fully set forth, pointed out in my claims, and illustrated more fully in the accompanying drawings, in which—

Figure 1 shows a perspective view of a section of a rail embodying my invention. Fig. 2 shows an enlarged transverse sectional view of a rail embodying my invention and spiked to a railway-tie, the dotted lines showing a portion of a car-wheel of a form to be used in connection with the rail in position on the rail; and Fig. 3 shows a longitudinal sectional view of two abutting rail ends resting upon a tie to illustrate the notches in the ends of the rail for receiving a rail splice-plate.

Referring to the accompanying drawings, the head of the rail is shown as having two tread portions 10 inclined from the longitudinal center of the rail downwardly and outwardly. The under portion of the head of the rail has two flat faces 11 extending from the outer edge of the part 10 downwardly and inwardly, the faces 10 and 11 on each side of the rail being arranged at acute angles relative to each other. Below the head of the rail is the base 12. In the end of the rail I have formed a notch 13, extending from the end at a point near the top of the rail-head downwardly and toward the center of the rail to provide for the reception of a splice-plate, which obviously may be wholly concealed by the abutting ends of the rails and which will prevent lateral movement of two rails relative to each other when placed in abutting positions. In use this form of rail is intended to support a railway-truck having wheels mounted thereon with their tread portions resting upon the flat surfaces 10 and their flanges arranged parallel with the flat faces 11. It is obvious that by constructing the rail with the faces 10 and 11 arranged at the angles shown the wheel-flanges adjacent to the faces 11 will serve to prevent the wheels from tilting relative to the rail, while if a rail were provided with flanges 10 and 11 at right angles or at obtuse angles then a wheel thereon might tilt relative to the rail without having its flange lock against the faces on the under side of the head of the rail.

To accomplish the result contemplated by my invention, it is essential that the rail be provided with downwardly and outwardly inclined faces at the top of its head and downwardly and inwardly inclined faces on the under side of its head, said faces arranged to be engaged, respectively, by wheel-tread portions and wheel-flanges and said faces arranged at less than right angles relative to each other.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States therefor, is—

1. In an improved railway-rail formed with a head portion having at its top faces inclined downwardly and outwardly from the rail center and also having faces inclined downwardly and inwardly, said latter faces arranged at acute angles relative to the former.

2. A railway-rail formed with wheel-tread portions at its top inclined from the longitudinal center of the rail downwardly and outwardly and also formed with connecting wheel-flange faces inclined downwardly and inwardly and arranged at less than right angles relative to the wheel-tread faces.

3. A railway-rail formed with wheel-tread portions at its top inclined from the longitudinal center of the rail downwardly and outwardly and also formed with connecting wheel-flange faces inclined downwardly and inwardly and arranged at less than a right angle relative to the wheel-tread faces, said rail also formed with a notch at its end extending from the longitudinal center of the end near its top downwardly and toward the transverse center of the rail.

ALBERT M. CLARK.

Witnesses:
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