E. MATUSZEWSKI.

RAIL.

APPLICATION FILED JUNE 25, 1921.

1,431,018. Patented Oct. 3, 1922.

2 SHEETS—SHEET 1.

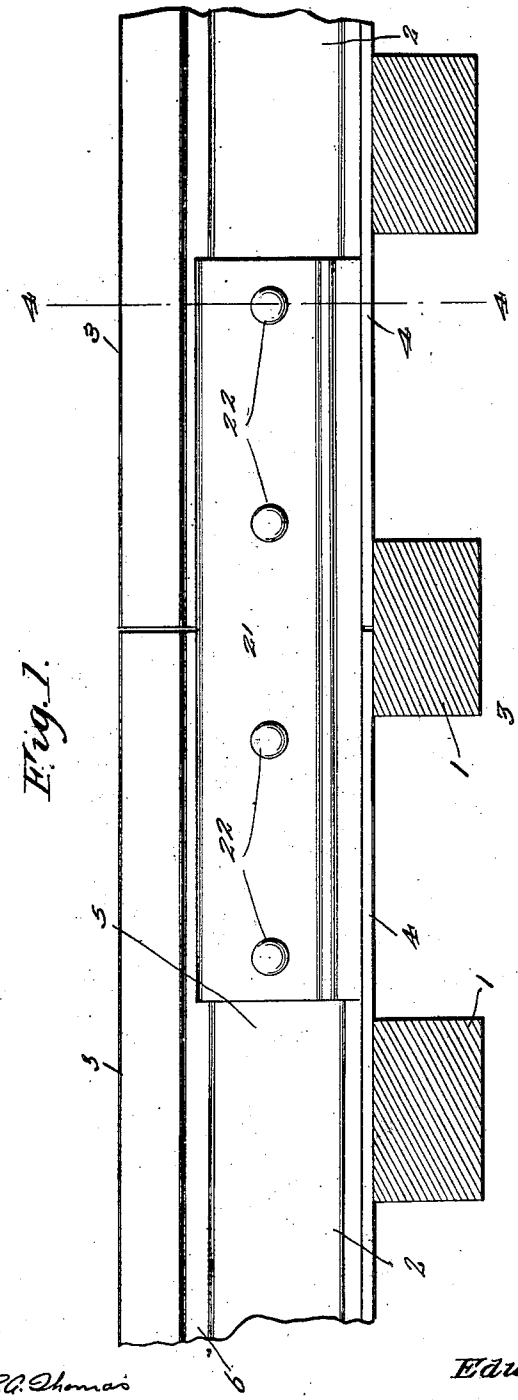


Fig. 1.

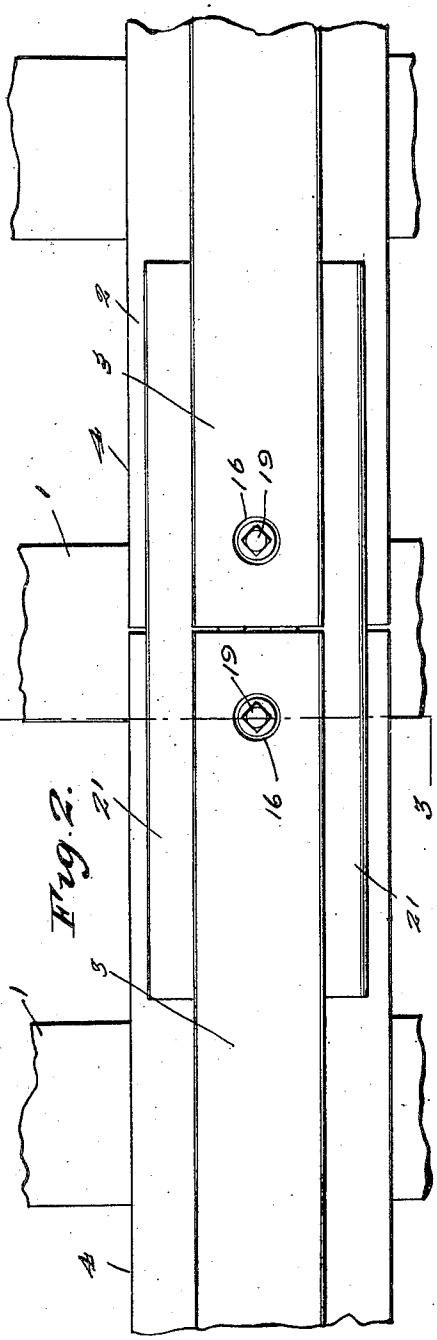


Fig. 2.

R. G. Thomas

WITNESSES

Edward Matuszewski INVENTOR

BY Victor J. Evans

ATTORNEY

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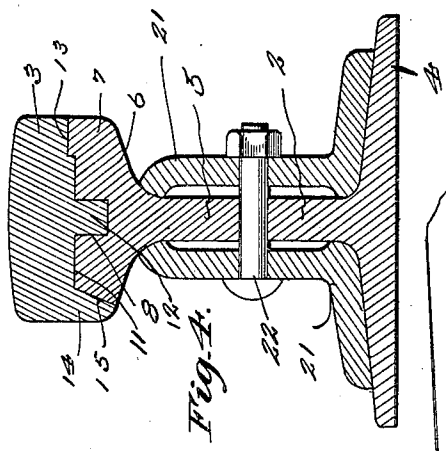


Fig. 4.

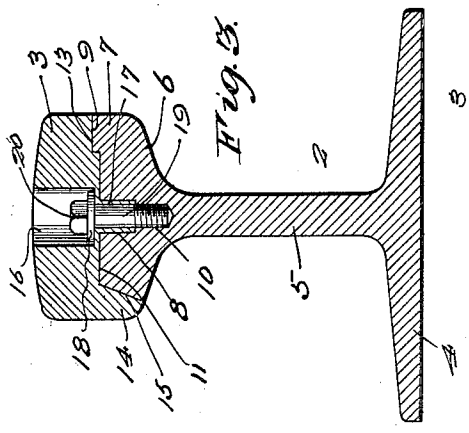


Fig. 5.



Fig. 6.

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WITNESSES

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UNITED STATES PATENT OFFICE.

EDWARD MATUSZEWSKI, OF SOUTHBRIDGE, MASSACHUSETTS.

RAIL.

Application filed June 25, 1921. Serial No. 480,396.

To all whom it may concern:

Be it known that I, EDWARD MATUSZEWSKI, a citizen of the Republic of Poland, residing at Southbridge, in the county of Worcester and State of Massachusetts, have invented new and useful Improvements in Rails, of which the following is a specification.

My present invention has reference to improvements in the construction of rails for the wheels of rolling stock.

My object is to produce a rail which comprises separable head and base portions and means for securing the head on the base.

A further object is to produce a compound rail in which the body portion thereof is constructed substantially similar to that of the ordinary rails except that the head thereof is channeled to receive therein and have connected thereto a supplemental head which is of a harder and therefore stronger construction than the body, the parts of the rail being removable and interchangeable.

Other objects and advantages will present themselves as the nature of the invention is better understood, reference being had to the drawings which accompany and which form part of this specification.

In the drawings:—

Figure 1 is a side elevation of joined rails constructed in accordance with this invention.

Figure 2 is a top plan view thereof.

Figure 3 is an enlarged sectional view on the line 3—3 of Figure 2.

Figure 4 is a similar sectional view on the line 4—4 of Figure 1.

Figure 5 is a fragmentary perspective view of the base portion of the rail.

Figure 6 is a similar view of the head portion of the rail.

The rails, constituting this invention, rest on the ordinary ties 1, being spiked thereto in the usual manner. The rails are made up of main sections, each constituting what I will term a bottom section indicated by the numeral 2, and a top or crest section indicated by the numeral 3. Each base section is substantially similar to that of the ordinary rail, constituting the base 4 from which arises a web 5 that terminates in a lateral enlargement which is in the nature of a head 6. The head is extended laterally a greater distance beyond one than the other side of the web, the widened portion being, for distinction, indicated by the numeral 7. The head at the portion thereof disposed directly above the web 5, is channeled longitudinally, as at 8, the said channel being of a width slightly less than the thickness of the web. In this connection, it may be stated that if desired, the web 5 may be of a greater thickness than that of the web of an ordinary rail. The upper face of the head 6 is flat, and the widened portion 7 thereof has its outer edge formed with an upstanding lip 9 which is substantially rectangular in cross section. The lower wall of the channel 8, adjacent to the ends of the bottom or body section 2, and at other desired points, is provided with threaded openings 10.

The top or crest sections 3 have their outer surfaces slightly rounded in the usual manner, the under face of the said sections being flat, as at 11, and rest on the flattened upper faces of the head portions of the body members 2. Each crest section is provided on its said under face with a longitudinally extending tongue 12 that is received in the channels 8 of the respective bottom or body sections 2. The under face of the head or crest section 2, adjacent to one of the edges thereof is channeled longitudinally, as at 13, the said channels receiving the lip 9 of the base or body. The opposite edge of the crest is provided with a depending flange 14 whose inner wall is arranged at an outward inclination and which rests against a similarly inclined wall 15 on one side of the head 6 of the body sections 2. The crest sections, at intervals which are arranged in alignment with the threaded openings 10 in the channel 8 of the body sections 2 are provided with rounded depressions 16 whose lower walls are provided with threaded openings 17, the latter being of an area corresponding to that of the threaded openings 10, the depressions being of areas in excess of those of the openings. The depressions provide pockets for the rounded heads 18 of screw members 19, which are screwed into the openings 10, the heads 18 resting on the lower walls of the depressions or pockets 16. The heads of the screws are provided with square or rectangular extensions 20 that serve as wrench holds whereby the screws may be threaded into the openings 10.

The rails are of the usual length and are connected at their ends by fish plates 21 secured by the usual means 22. It is obvious that if desired the crests may be arranged

in bridging relation with respect to the confronting ends of the body sections and thus produce a substantially continuous rail.

Having described the invention, I claim :—

1. A compound rail comprising a body section and a crest section, said body including a base having a central web terminating in a head, said head being channeled longitudinally and having an upstanding lip at one side of the channel and the lower wall of the channel being provided with threaded openings, the crest designed to rest on the head of the body, said crest having its under face channeled to receive the lip and being provided with a tongue to be received in the channel of the body section, said crest having sockets and openings through the lower wall of the channel designed to register with the threaded openings in the head of the body section, and headed bolts having their shanks received through said openings and threadedly engaging the openings in the head of the body section.

2. A compound rail made up of a body section and a crest section, said body section including a base having a web provided with a head, said head being channeled longitudinally and having an upstanding lip at one side of the channel, said head having one of its sides inclined, the crest designed to rest on the head, said crest having its under face channeled to receive the lip and formed with a tongue to be received in the channel and a depending flange whose inner wall is inclined and designed to contact with the inclined side of the head of the body section, and removable means passing through the crest and entering the head for securing the crest on the body section.

In testimony whereof I affix my signature.

EDWARD MATUSZEWSKI.