

(No Model.)

A. SCHWARZSCHILD.
RAILWAY RAIL.

No. 530,131.

Patented Dec. 4, 1894.

Fig. 1.



Fig. 2.



Fig. 3.

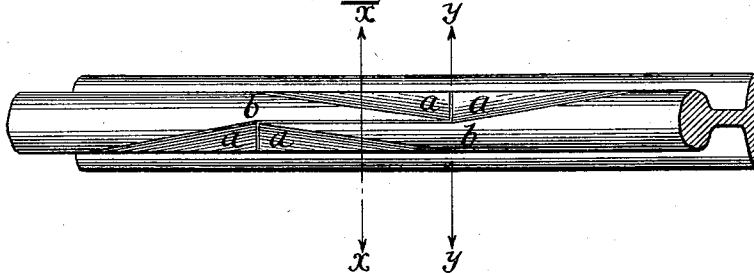
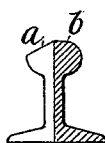


Fig. 4.



Fig. 5.



Witnesses

Geo. G. Hinkel

Allen H. Johnson

Inventor

Alexander Schwartzschild

By Foster & Freeman

Attorneys

UNITED STATES PATENT OFFICE.

ALEXANDER SCHWARZSCHILD, OF FRANKFORT-ON-THE-MAIN, GERMANY.

RAILWAY-RAIL.

SPECIFICATION forming part of Letters Patent No. 530,131, dated December 4, 1894.

Application filed April 18, 1894. Serial No. 507,995. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER SCHWARZSCHILD, a subject of the Emperor of Germany, residing at Frankfort-on-the-Main, Germany, have invented certain new and useful Improvements in Rails, of which the following is a full, clear, and exact description.

The object of the present invention is to provide rails for railways and tramways wherein the ends of the rails at the joints between two adjacent lengths of rail are so fashioned that the jarring and vibration caused in the rolling stock by the joints as hitherto arranged are obviated.

Rails have been hitherto made, as shown by Figure 1 of the drawings, with the ends of adjacent rails cut away at reverse sides, so that a joint is formed which does not extend right across the rail at any one place, but each joint is made to extend half across the rail at two places. The wheels of the vehicles when they pass over the joints receive a jar or transmit vibrations to the vehicles and to obviate this, the surfaces of the top ends of the rails are cut away so that they gradually fall toward the joints in such a way that the joint ends of the rails are beneath the general surface of the rails as at *a*, in Figs. 2 to 5 of the drawings and cannot come in contact with the wheels as the wheels will at these sunken or cut away parts be resting upon the uncut away portions *b* of adjacent rails. In other words, according to my invention,

the ends of the rails are constructed so as to lap each other for a suitable distance at the sides and those portions which lap or lie alongside of each other are reversely beveled in a slanting direction at opposite sides, the said bevels gradually tapering off to a point as they leave or recede from the end of the rails. In like manner those portions of the rails which abut against the ends of the overlapping portions are also leveled in the same way, the latter bevels gradually tapering down to a point in the same direction as the first.

In the adjacent drawings Fig. 2 is an upper view and Fig. 3 a perspective view of two adjacent rails made according to my invention. Figs. 4 and 5 are cross cut according to lines *x-x* and *y-y* of Fig. 2 respectively.

I claim—

The rails constructed with the lapping end portions having the upper surfaces thereof beveled off in a tapering manner on opposite sides, the said rails being also beveled in like manner at those portions which abut against the ends of the lapping portions, substantially as described.

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

ALEXANDER SCHWARZSCHILD.

Witnesses:

FRANZ HASSLACHER,
ADOLF MUNK.