No. 812,988. PATENTED FEB. 20, 1906.

E. C. GENEUX.

RAILROAD RAIL.

APPLICATION FILED NOV. 25, 1905.

Fig. 1.

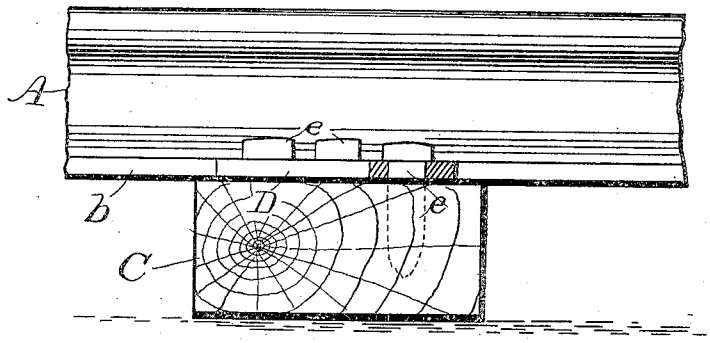
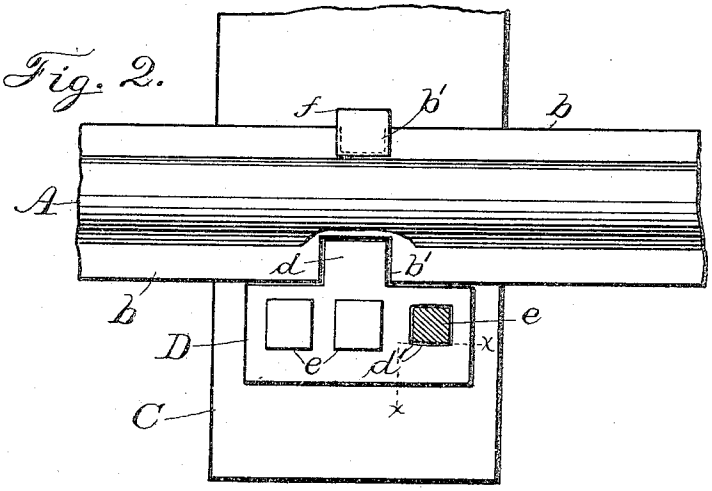


Fig. 2.



Witnesses

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EMILE CEASAR GENEUX, OF JEANERETTE, LOUISIANA.

RAILROAD-RAIL.

No. 812,988. Specification of Letters Patent. Patented Feb. 20, 1906.

Application filed November 25, 1905. Serial No. 289,074.

To all whom it may concern:

Be it known that I, EMILE CEASAR GENEUX, a citizen of the United States, residing at Jeanerette, in the parish of Iberia and State of Louisiana, have invented new and useful Improvements in Railroad-Rails, of which the following is a specification.

My invention relates to railroad-rails; and its objects are to prevent the creeping of the rails on the track whether caused by the contraction and expansion of the rails from changes in temperature or from the passage of the cars over the track. The device is especially useful where the cars pass in one direction, as in double-track railways. When a rail has moved under these influences until the ends of the rails at the joint have moved from their positions over the cross-ties to the space between the ties, serious damage occurs from the ends of the rails having no support. I remedy these evils by providing an anchorage for each rail at or near its middle part, which permits of contraction and expansion from cold and heat, but which does not permit the rail as a whole to move from its appointed place.

The accompanying drawings illustrates the invention, Figure 1 being a side elevation of a portion of a railroad-track and with my device shown partly in section on the angular line *x x* of Fig. 2. Fig. 2 is a plan of part of a rail and cross-tie and my device in operative position. One of the holding-spikes is beheaded, and a part of the rail-tread is broken away to show the construction beneath.

Letters of reference indicate the various parts of the invention, similar letters denoting corresponding parts in both views.

The letter A denotes rail of a railway-track. This rail is of the ordinary T shape in common use, having the base-flanges *b b* on either side.

C denotes a cross-tie on which the rail rests.

b' is a recess in a flange of the rail A at or near its middle part and directly over the cross-tie or whatever support the rail may have.

D is the anchor-plate, made of metal about the thickness of the flange *b* and having a projection *d*, adapted to fit into the recess *b'* in the rail-flange. This plate D is provided with one or more holes *d'*, through which spikes *e*, having strong heads, are driven into the cross-tie C.

A modification of this invention is shown at the other side of the track-rail in Fig. 2. A recess *b'* is made in the rail-flange, and a spike *f* is driven therein. It is a saving of cost to use the anchor-plate on one flange and the spike at the opposite flange, and in most cases the spikes answers as well as a plate at each side. It will be readily understood without further explanation that this device will be very effective for its purpose.

Having now described the invention, what I claim, and desire to secure, is—

A track-rail having base-flanges, a recess in a flange about the middle part of said rail, a cross-tie beneath said recess, an anchor-plate on said cross-tie at a side of said flange, a projection on said plate to engage said recess in said flange and holes in said plate through which spikes may be driven into said cross-tie, for the purpose specified.

In testimony whereof I affix my signature in presence of two subscribing witnesses.

EMILE CEASAR GENEUX.

Witnesses:

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