

(No Model.)

L. K. DEVLIN.
RAILROAD RAIL.

No. 531,290.

Patented Dec. 18, 1894.

Fig: 1.

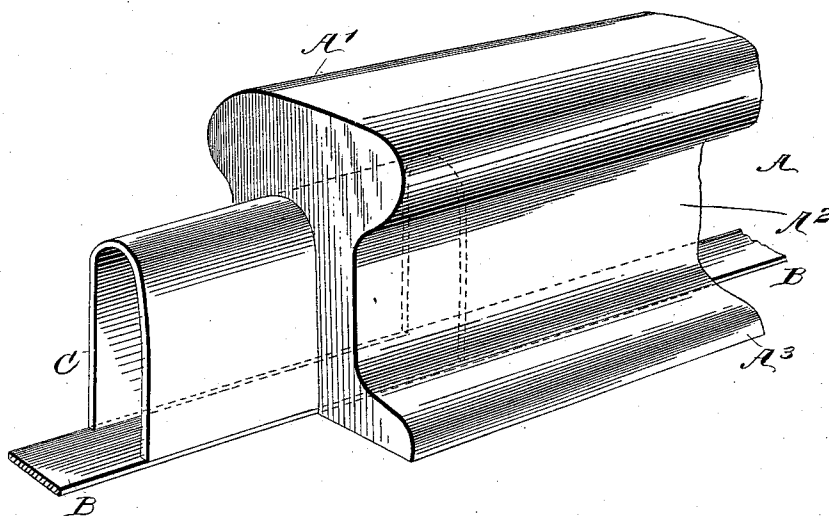


Fig: 2.

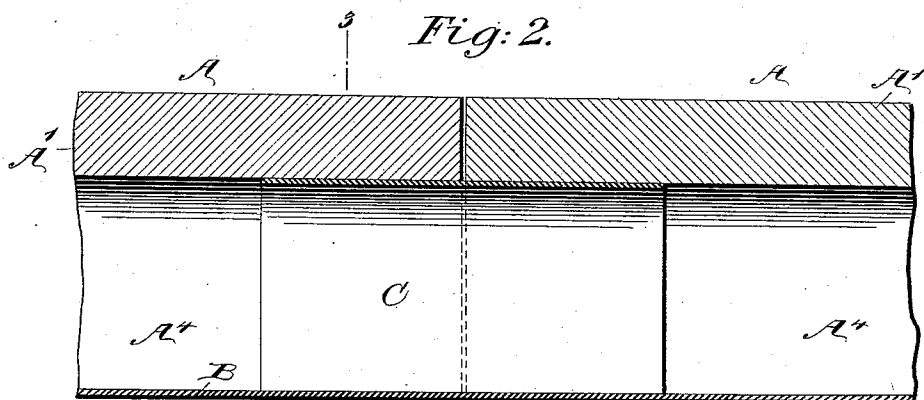
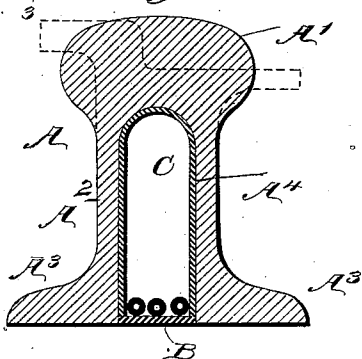


Fig: 3.



WITNESSES:

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LAWRENCE K. DEVLIN, OF HELENA, MONTANA.

RAILROAD-RAIL.

SPECIFICATION forming part of Letters Patent No. 531,290, dated December 18, 1894.

Application filed January 10, 1894. Serial No. 496,374. (No model.)

To all whom it may concern:

Be it known that I, LAWRENCE K. DEVLIN, of Helena, in the county of Lewis and Clarke and State of Montana, have invented a new and Improved Railroad-Rail, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved railroad rail, arranged in such a manner as to combine strength with stability and to form a passageway or duct for wires of electric or other lines.

The invention consists of certain parts and details, and combinations of the same, as will be hereinafter described and then pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of the improvement. Fig. 2 is a longitudinal section of the same, showing two rails joined; and Fig. 3 is a cross section of the improvement, on the line 3—3 of Fig. 2.

The improved railroad rail A, is provided with a head A', shaped according to the use for which the rail is intended, the said head being supported on a web A², provided at its lower end with the usual flanges A³, adapted to rest on the ties or other supports. The web A² is made sufficiently large to permit of forming in the said web, a recess A⁴, the opening of which is in the bottom of the flanges A³, as plainly illustrated in the drawings. By this arrangement a double web is formed, so that the rail is very strong in construction. At the same time, the recess A⁴ formed in the

under side of the rail serves as a duct or passageway for electric and other wires or other devices. The bottom of this recess A⁴ is adapted to be closed by a plate B, preferably made of wood and fitted snugly into the lower end of the said recess.

At the joint of two rails, I employ a hood C shaped corresponding to the recess, the said hood extending a short distance in the recesses of the two adjacent rails, so that water, snow or ice is prevented from passing through the joint of the two rails into the duct or passageway, which, by the hood is made continuous throughout the length of the track rails. It is understood that this hood C extends, say several inches, into each of the adjacent rails, and the said hood is preferably made of sheet metal having an inverted U-shaped form with the ends resting on the top surface of the bottom plate B.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

The combination, with railroad rails each having a longitudinal recess extending through the under side thereof, of a bottom plate forming a closure of such recesses, and extending unbroken from one rail to the other at the joints thereof, and abutting at its side edges against the side walls of the recesses, and a hood extending a short distance into the recess of each rail at the joint, substantially as described.

LAWRENCE K. DEVLIN.

Witnesses:

WILLIAM JAMES MACHAFFIE,
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