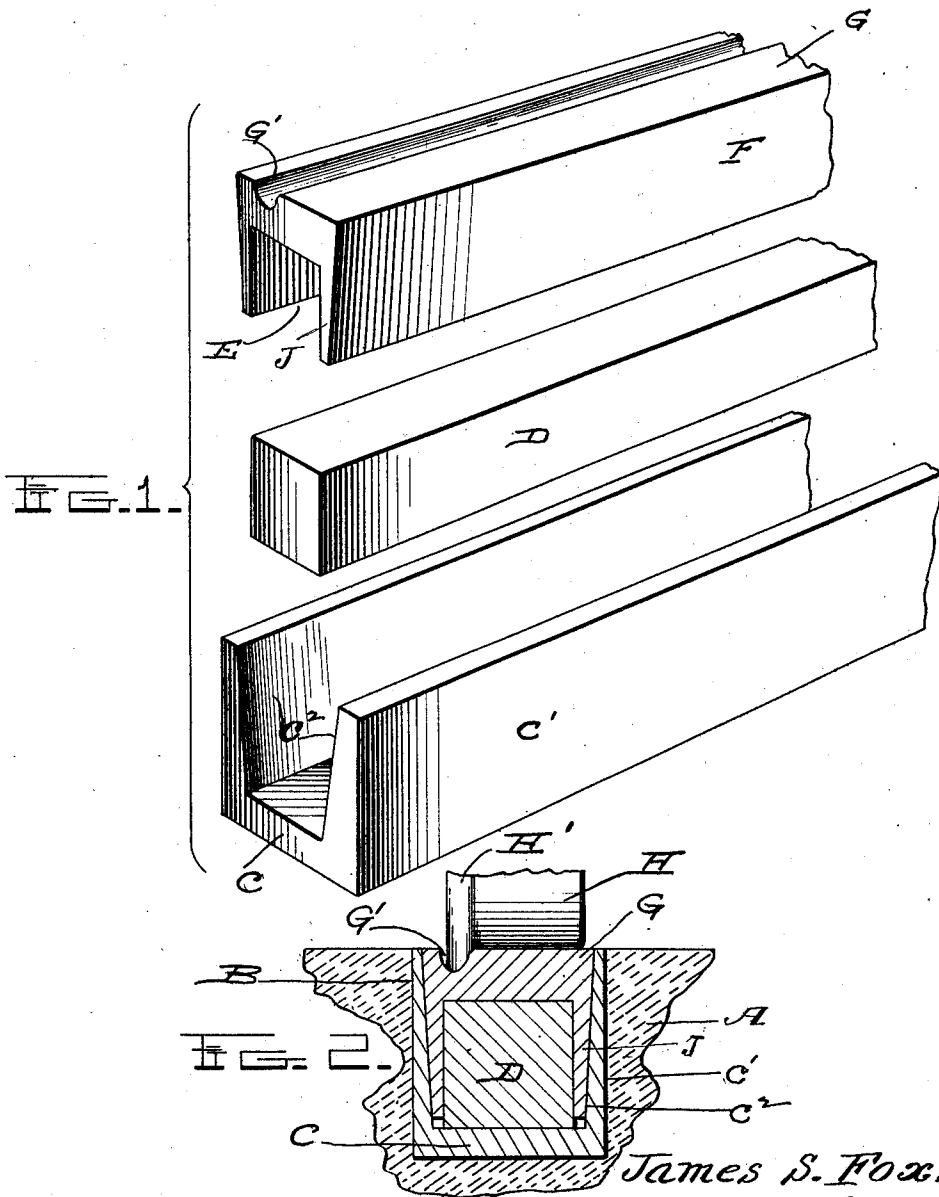


J. S. FOX.
RAILWAY RAIL.
APPLICATION FILED SEPT. 8, 1913.

1,091,323.

Patented Mar. 24, 1914.



Witnesses,

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UNITED STATES PATENT OFFICE.

JAMES S. FOX, OF JACKSON, MICHIGAN.

RAILWAY-RAIL.

1,091,323.

Specification of Letters Patent.

Patented Mar. 24, 1914.

Application filed September 8, 1913. Serial No. 788,669.

To all whom it may concern:

Be it known that I, JAMES S. FOX, a subject of the King of England, residing at Jackson, in the county of Jackson and State of Michigan, have invented certain new and useful Improvements in Railway-Rails, of which the following is a specification.

My invention relates to improvements in railroad rails and refers particularly to rails for use upon train or street car service.

One object of my invention is the provision of a rail which will form a cushion and dispense entirely with the usual jar and noise of rails in general use.

Another object of my invention is the provision of a rail which can be easily laid and removed and which after being laid will require very little attention or repair.

Another object of my invention is the provision of a railroad rail which will insure a smooth and even running of the cars; which will be particularly useful for city service; which will be inexpensive and thoroughly efficient and practical in every particular.

To attain these objects, my invention consists of a rail embodying novel features of construction and combination of parts substantially as disclosed herein.

Figure 1 is a perspective view of the three parts or members which comprise the rail and Fig. 2 is a transverse sectional view of the rail, shown in position for use.

In the drawings:—the letter A designates the road bed or surface provided with the rectangular channels B, in which snugly fit the rectangular supports of my rail. These supports have the closed bottom C, the vertical side walls C', and the inner inclined walls C², the whole resting snugly in the channels B and forming a tapering box or support.

Resting upon the closed bottom of the supports are the cushion blocks or strips D, which are of rectangular form and prefer-

ably of wood or like suitable material and fit the recess E of the rail proper F.

The rail F is formed with the flat tread surface G to receive the wheel H, and with the groove G', to receive the flange H' of the wheel, as clearly shown in Fig. 2. The rail is thus composed of the tread surface and a pair of depending walls J, the outer face of which is inclined to fit snugly against the inclined walls of the support, and the inner walls are vertical to form a rectangular recess to receive the cushion. It will thus be seen that the rail is supported rigidly, but is allowed a proper cushion support; also that a proper play or movement of the rails is allowed, also that the rails are always retained in place and that fastenings are entirely dispensed with, and that generally the rails will have a long life; will not disfigure the street; will not require attention or repair; will insure a noiseless road, and will be practical and efficient. The rail supports fit the channels of the road surface and are secured in any desired manner and the cushion blocks and rails are received and retained without requiring fastenings, as will be understood.

I claim:

In combination with the road bed having the depressed rectangular channels, the open supports fitting said channels and having their inner walls inclined, the rectangular cushion blocks resting in said supports, and the rail having the tread surface and the depending walls fitting upon the cushion blocks and having their outer faces inclined to fit against the similarly inclined inner faces of the walls of the open supports.

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

JAMES S. FOX.

Witnesses:

M. GROVE HATCH,
NATHAN E. BAILEY.