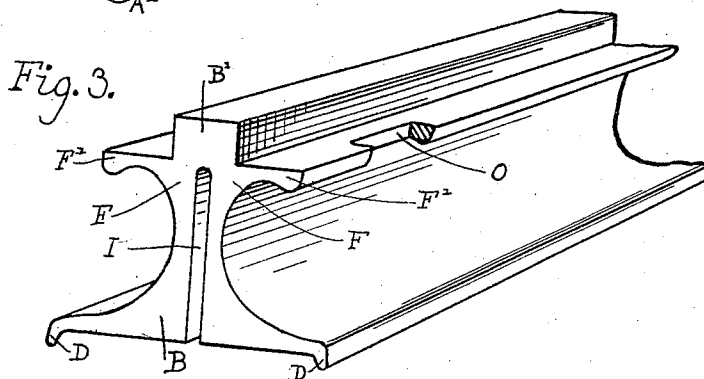
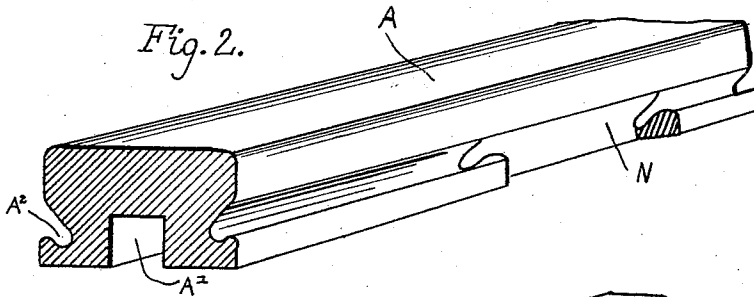
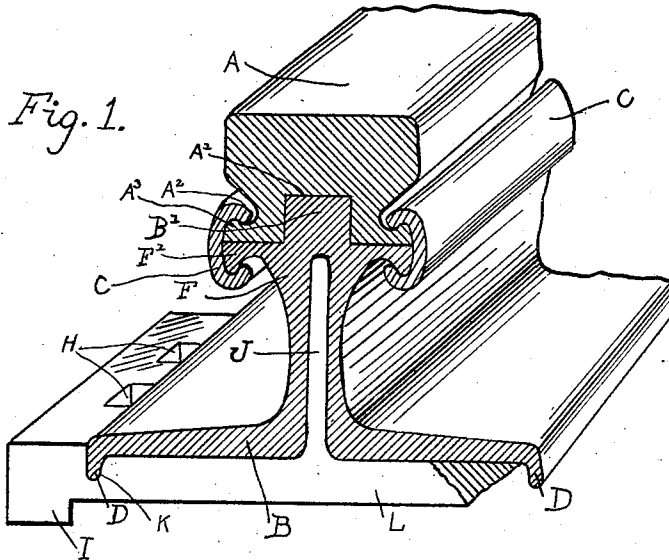


C. H. BEASECKER.
COMPOUND RAIL.
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1,061,037.

Patented May 6, 1913.



WITNESSES
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COMPOUND RAIL.

1,061,037.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CLARENCE H. BEASECKER, a citizen of the United States, residing at Sparta, in the county of Kent and State of Michigan, have invented certain new and useful improvements in Compound Rails; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in compound railway rails and the object in view is to produce a simple and efficient device of this nature comprising rails with detachable tread sections and adapted to be held to a web portion without the use of bolts, making it convenient to replace the tread surface when the same becomes worn.

The invention comprises various details of construction and combinations and arrangements of parts which will be hereinafter fully described, shown in the accompanying drawings and then specifically defined in the appended claims.

My invention is illustrated in the accompanying drawings, in which:—

Figure 1 is a perspective view showing one end of a compound rail made in accordance with my invention. Fig. 2 is an enlarged detail perspective view of a portion of the tread section of a rail, and Fig. 3 is a similar view of the web portion of a rail.

Reference now being had to the details of the drawings by letter, A designates the tread section of the rail which is provided with a longitudinal channel A' formed in the under surface thereof centrally, and the opposite sides of the tread section are provided with grooves A², the walls of which are inclined as shown clearly in the sectional view of the drawings.

B designates the web of the rail which is provided with a contracted projecting portion B' at its upper end which engages the channel or recess formed in the under surface of the top and said flange has laterally extending wings F which have laterally extending portions F', the edges of which extend downwardly a slight distance forming

undercut portions corresponding to the projections A³ formed at the outer edges of the grooves A². Plates, designated by letter C, have oppositely disposed longitudinal flanges adapted to engage over the downwardly extending portions of the wings F' and the parts A³, as shown, and adapted to clamp the tread section to the web portion in the manner shown. In order to allow the locking plates to be adjusted in place, the opposite sides of the tread are recessed away as at N, while the flange or wing of the web portion is also cut away as at O, so that the locking plate may be inserted in said recesses and, when in proper alinement to receive the projections of the tread section of the rail and webs. Said locking plate may be moved longitudinally to secure and clamp the tread section as shown. The flanges at the bottom of the web are downwardly bent as at D and are adapted to engage grooves K formed in the base plate L which is adapted to be held to the ties of a railway by means of the usual spikes passed through the apertures H. The lower ends of the plate L have feet I which coöperate with the spikes to hold the base plate securely in place. Rising centrally from the base plate L is a rib J which is adapted to engage the recess I formed centrally in the web portion.

By the provision of a rail made in accordance with my invention, it will be noted that a simple and efficient means is afforded whereby, in the event of the tread section of the rail becoming worn, it may be replaced by another of similar construction and held in place by the locking plate as shown, thus dispensing with the replacing of the whole rail as is necessary at present with rails which are made of a single piece of metal and which defects, necessitating the replacement of the rail, may only affect the tread section. The flanges at the opposite edges of the web engaging the grooves in the base plate will prevent a lateral movement of said web while the locking plate engaging the parts as shown will form a secure means for holding the tread portion without the employment of bolts or other fastening means.

What I claim to be new is:—

1. A compound rail comprising a web portion having a central projecting portion at the top thereof, a tread portion of the rail having a channel in its under side

adapted to receive the projection of said web, the opposite sides of the tread section having downwardly inclined grooves formed therein, and said web having laterally projecting portions with downwardly extending edges, locking blocks having their opposite longitudinal edges bent to form inclined flanges for engagement with the inclined edges of said grooves and the under edges of the downwardly projecting portion of said web, as set forth.

2. A compound rail comprising a web portion having a central projecting portion at the top thereof, a tread portion of the rail having a channel in its under side adapted to receive the projection of said web, the opposite sides of the tread section having downwardly inclined grooves formed therein, said web having laterally projecting portions with downwardly extending edges, locking blocks having their opposite longitudinal edges bent to form inclined flanges for engagement with the inclined edges of said grooves and the under edges of the downwardly projecting portion of said web, the edges of the flanges of the web being bent at an angle, and a base plate having grooves for engagement with said angled portions of the flanges, as set forth.

3. A compound rail comprising a web portion having a central projecting portion at the top thereof, a tread portion of the rail having a channel in its under side adapted to receive the projection of said web, the opposite sides of the tread section having downwardly inclined grooves formed therein, said web having laterally projecting portions with downwardly extending edges, locking blocks having their opposite longitudinal edges bent to form inclined flanges for engagement with the inclined edges of said grooves and the under edges of the downwardly projecting portion of said web, the edges of the flanges of the web being bent at an angle, a base plate having grooves for engagement with said angled portions of the flanges, said base plate having a rib rising therefrom, the web of the rail being longitudinally recessed for the reception of said rib, as set forth.

In testimony whereof I hereunto affixed my signature in the presence of two witnesses.

CLARENCE H. BEASECKER.

Witnesses:

J. B. SYMES,

D. J. WALLACE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."