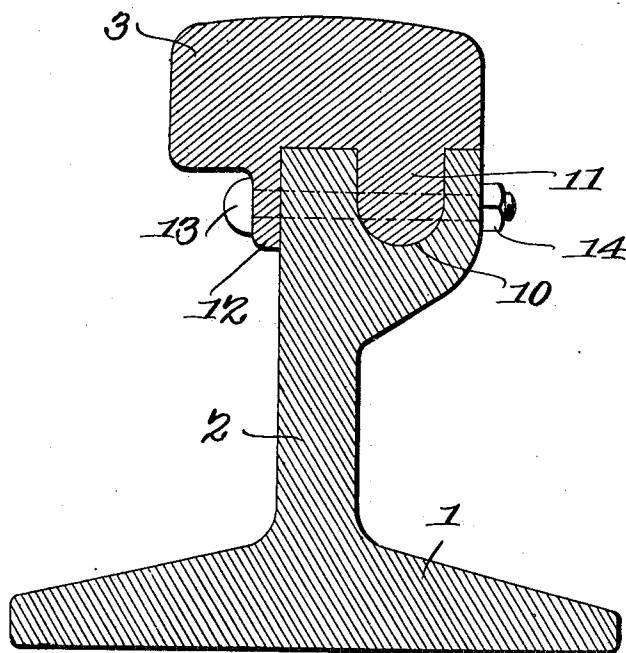


No. 825,975.

PATENTED JULY 17, 1906.

J. MOYLE.
RAILWAY RAIL.
APPLICATION FILED FEB. 7, 1906.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN MOYLE, OF SAXTON, PENNSYLVANIA.

RAILWAY-RAIL.

No. 825,975.

Specification of Letters Patent.

Patented July 17, 1906.

Application filed February 7, 1906. Serial No. 299,976.

To all whom it may concern:

Be it known that I, JOHN MOYLE, a citizen of the United States, residing at Saxton, in the county of Bedford and State of Pennsylvania, have invented a new and useful Railway - Rail, of which the following is a specification.

This invention relates to railway-rails.

The object of the invention is to provide a rail having a novel form of detachable tread which shall be combined with the web proper in such manner as to permit of its being readily removed.

With the above and other objects in view, as will appear as the nature of the invention is better understood, the same consists in the novel construction and combination of parts of a railway-rail, as will be hereinafter fully described and claimed.

In the drawing, the figure is a transverse sectional view through a rail constructed in accordance with the present invention.

Referring to the drawing, 1 designates the base of a railway-rail, 2 the web thereof, and 3 the tread. The web 2 has its upper portion laterally enlarged, as shown, and in this enlarged portion is arranged a longitudinal channel 10 to receive a depending fin or rib 11, integral with the tread, the fin being held within the channel by bolts 13 and nuts 14, only one of each of which is shown. In order to relieve the rib from lateral strain due to impact from the flanges of the engine and car-wheels, the tread is provided with a downwardly-projecting lateral side flange 12, that is adapted to bear closely against the side of the upper portion of the web opposite the laterally-extending enlargement containing the channel 10, as clearly shown in the drawing, and thus secure the object sought.

The channel 10 in the web has a rounded bottom, and the fin 11 is shaped to conform to the channel.

Of course it is understood that the idea of a removable and reversible tread for a railway-rail is not broadly new, as such is well known; but that which differentiates the present invention from the art is that the web is provided with a channel and the tread with a fin and flange to engage the channel, and that the fastening means or bolts 13 extend through the flange 12, upper end of web 2, and fin 11, whereas in such articles heretofore constructed the fin is carried by the web and the channel is in the tread, and this latter form is objectionable, inasmuch as the channel materially weakens the tread and measurably shortens its term of utility.

I claim—

1. The combination with a railway-rail having a longitudinal channel in its web and a tread having a fin engaging the channel and a flange fitting against the side of the web, of fastening means extending through the flange and web and fin.

2. The combination with a railway-rail having at the upper end of its web a laterally-extending enlargement formed with a channel, of a tread having a fin engaging the channel, and a depending flange fitting against the web on the side thereof opposite the laterally-extending enlargement, and fastening means for the tread.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

JOHN MOYLE.

Witnesses:

B. F. GIBBONEY,
D. S. ENTRIKEN.