(No Model.)

W. S. MEISENHEIMER.

RAILWAY TRACK.

No. 344,539. Patented June 29, 1886.

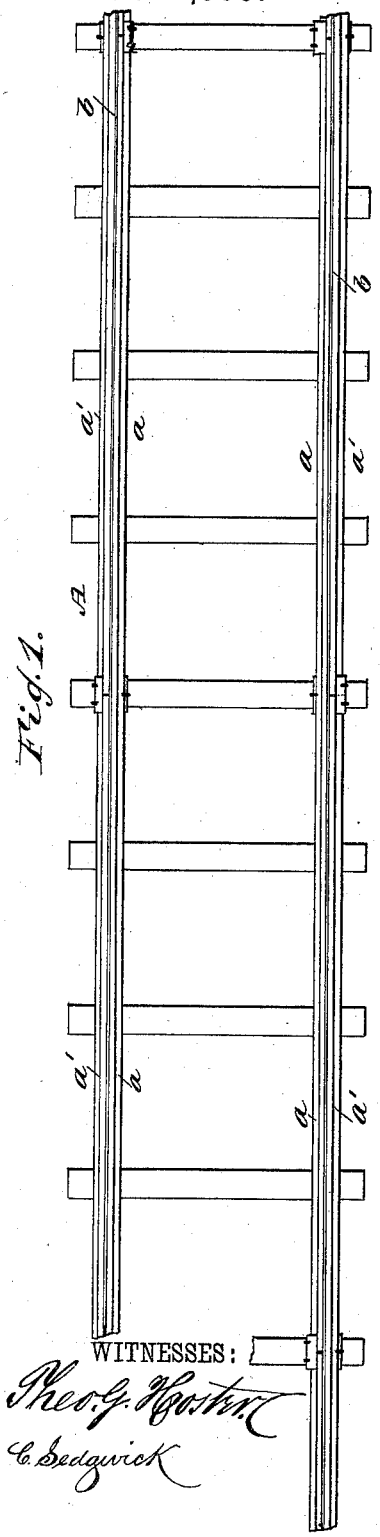

Fig. 1.

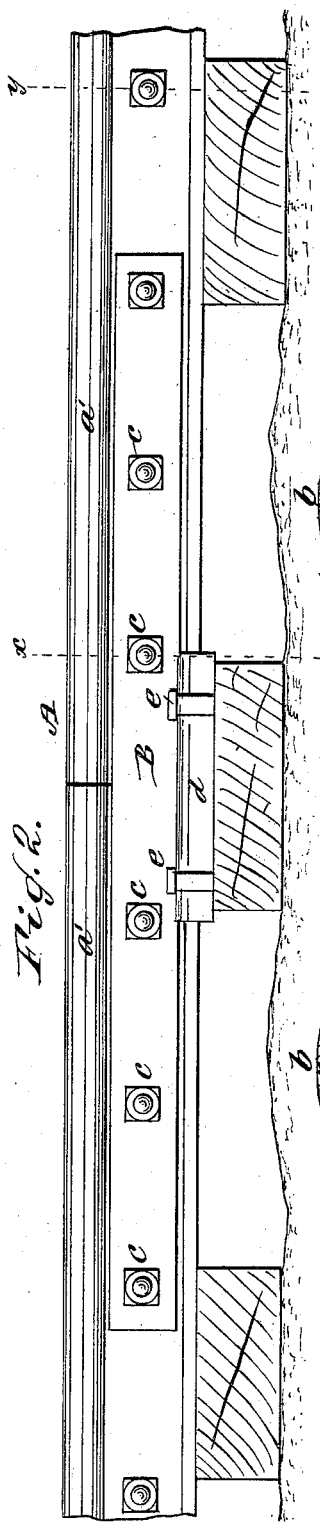

Fig. 2.

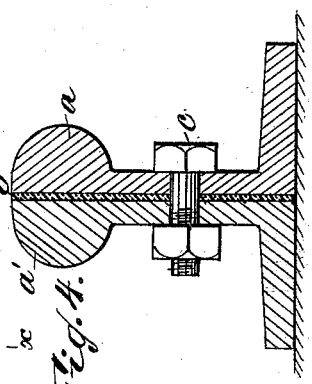

Fig. 4.

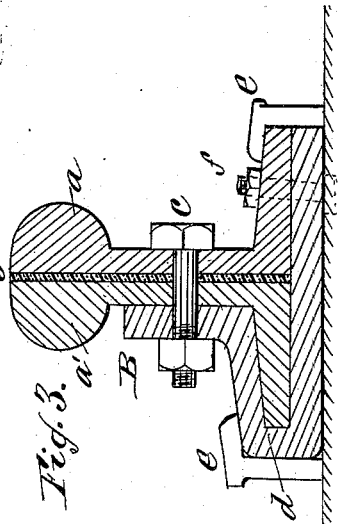

Fig. 3.

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RAILWAY-TRACK.

SPECIFICATION forming part of Letters Patent No. 344,539, dated June 29, 1886.

Application filed January 15, 1886. Serial No. 189,753. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM S. MEISENHEIMER, of Dongola, in the county of Union and State of Illinois, have invented a new and useful Improvement in Railway-Tracks, of which the following is a specification, reference being had to the annexed drawings, form a part thereof, in which—

Figure 1 is a plan view of a railway-track constructed according to my improvement. Fig. 2 is a side elevation of one of the rails of the track. Fig. 3 is a transverse section taken on line *x x* in Fig. 2. Fig. 4 is a transverse section taken on line *y y* in Fig. 2.

Similar letters of reference indicate corresponding parts in the different figures of the drawings.

The invention pertains to improvements in railway-tracks; and it consists of the combinations of parts, including their construction, substantially as hereinafter set forth, and pointed out in the claims.

The track-rail A is formed of two similar longitudinal sections, *a a'*, which are oppositely arranged with respect to each other, and joined together to form a complete rail, the joints of the inner sections, *a*, alternating with the joints of the outer sections, *a'*, so that there is no break at any point in the length of the track.

Between the inner and outer rail-sections, *a a'*, is placed a strip, *b*, of elastic material—such as rubber, leather, cloth, felt or wood—which extends downward to the ties and upward to the upper surface of the head of the rail, and is secured in its place by the pressure of the rails. Each joint of the inner and outer sections of the rail is stiffened and strengthened by a plate, B, which is applied to the web of the rail and extends each way from the joint of the rail-sections, and is secured by bolts *c*, which pass through the plate and through the web of the rail. The plate B is provided with an arm, *d*, which extends outward over the foot of the rail, then downward, thence underneath the joint of the rail-section, and under the foot of the rail-section opposite the joint. The arm *d* is secured by spikes *e*, driven into the tie below the joint. Where it is impracticable to secure the arm by means of spikes, the foot of the rail and the arm *d* will be clamped together by bolts *f*. The elastic strip *b*, placed between the inner and outer rail-sections, allows the rail to expand within certain limits without straining the bolts or connecting-plates. It also prevents jarring of the track, and the alternating or the breaking of the joints of the inner and outer rail-sections produces a practically continuous rail.

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

1. The half-rail sections having their adjacent sides each in the same vertical plane throughout, in combination with a layer of elastic material interposed between and bolted to said rail-sections, substantially as and for the purpose set forth.

2. The combination of the longitudinal rail-sections *a a'*, arranged to break joints with each other, an elastic strip, *b*, placed between the rail-sections, the plate B, provided with the arm *d*, and the fastening-bolts *c f*, substantially as herein shown and described.

WILLIAM S. MEISENHEIMER.

Witnesses:
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