(No Model.)

E. G. CHAMBERLAIN.

COMPOUND RAIL.

No. 382,409. Patented May 8, 1888.

Fig. 1.

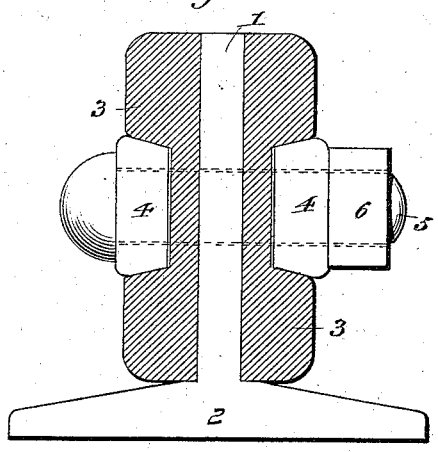
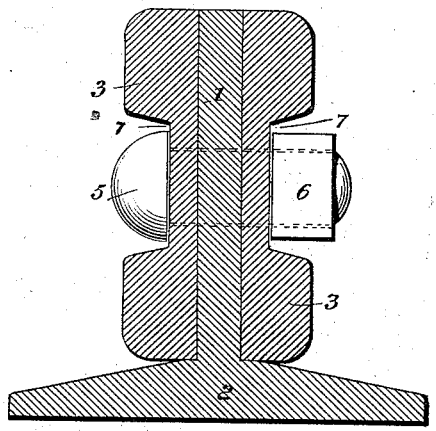


Fig. 2.



WITNESSES:

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UNITED STATES PATENT OFFICE.

EDWARD G. CHAMBERLAIN, OF SAN JOSÉ, COSTA RICA, CENTRAL AMERICA.

COMPOUND RAIL.

SPECIFICATION forming part of Letters Patent No. 382,409, dated May 8, 1888.

Application filed November 26, 1887. Serial No. 256,193. (No model.)

To all whom it may concern:

Be it known that I, EDWARD G. CHAMBERLAIN, of San José, in the Republic of Costa Rica, Central America, have invented a new and Improved Compound Rail, of which the following is a full, clear, and exact description.

This invention relates to compound railway-rails, and has for its object to provide a compound rail which will be durable and can easily be repaired.

The invention consists in a compound rail constructed in three parts, as hereinafter described and claimed.

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

Figure 1 is an end view of the rail, showing fish-plates bolted thereto. Fig. 2 is a cross-section of the rail with parts bolted together.

In the construction of the rail, preferably of steel, a central strip, 1, having a flanged base, 2, is clamped between bars 3 by means of a number of bolts, 5, and nuts 6. The bars 3 rest upon the base 2, extend to the top of strip 1, and form therewith an even surface for the top of the rail. They are of similar shape at top and bottom, so that they may be reversed when one edge becomes worn or injured, and are provided with a groove, 7, which gives shape to the rail. As here shown, the bars 3 are formed with heads 8, so that when reversed a broad substantial tread is provided in connection with the upper edge of central bar, 1. To form a continuous rail and prevent "pounding" of the car-wheels, the parts may overlap and break joints at the ends of the rails. As shown in Fig. 1, the central strip, 1, projects beyond the bars 2. At the adjacent end of the abutting rail the bars 2 thereof would project beyond their central strip, 1, and in the joint formed by the two rails would overlap the strip 1 of first-mentioned rail, and the overlapping parts at the joints would be clamped between the fish-plates 4 by bolts 5 and nuts 6.

If desired, the bars 3 may be arranged on strip 1 to break joints midway between the ends of the rail, and form, with strip 1, a continuous rail. The rail above described can be readily repaired if one of the parts breaks by substituting a new part in lieu thereof.

The rail is light for transportation, as it can be handled in sections, is durable, as it is compactly made, and will last longer than other rails, as it is reversible.

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

1. A compound railway-rail consisting of a central bar having a flanged base and side reversible bars bolted thereto, and having their lower edges resting entirely on top of the flanges of the central bar, the central and side bars having their upper edges even to form the tread of the compound rail, substantially as shown and described.

2. A compound railway-rail consisting of central bar, 1, with flanged base 2, and reversible bars 3, with heads 8, the bars 3 and 1 forming a tread for the rail and bolted together, substantially as described.

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