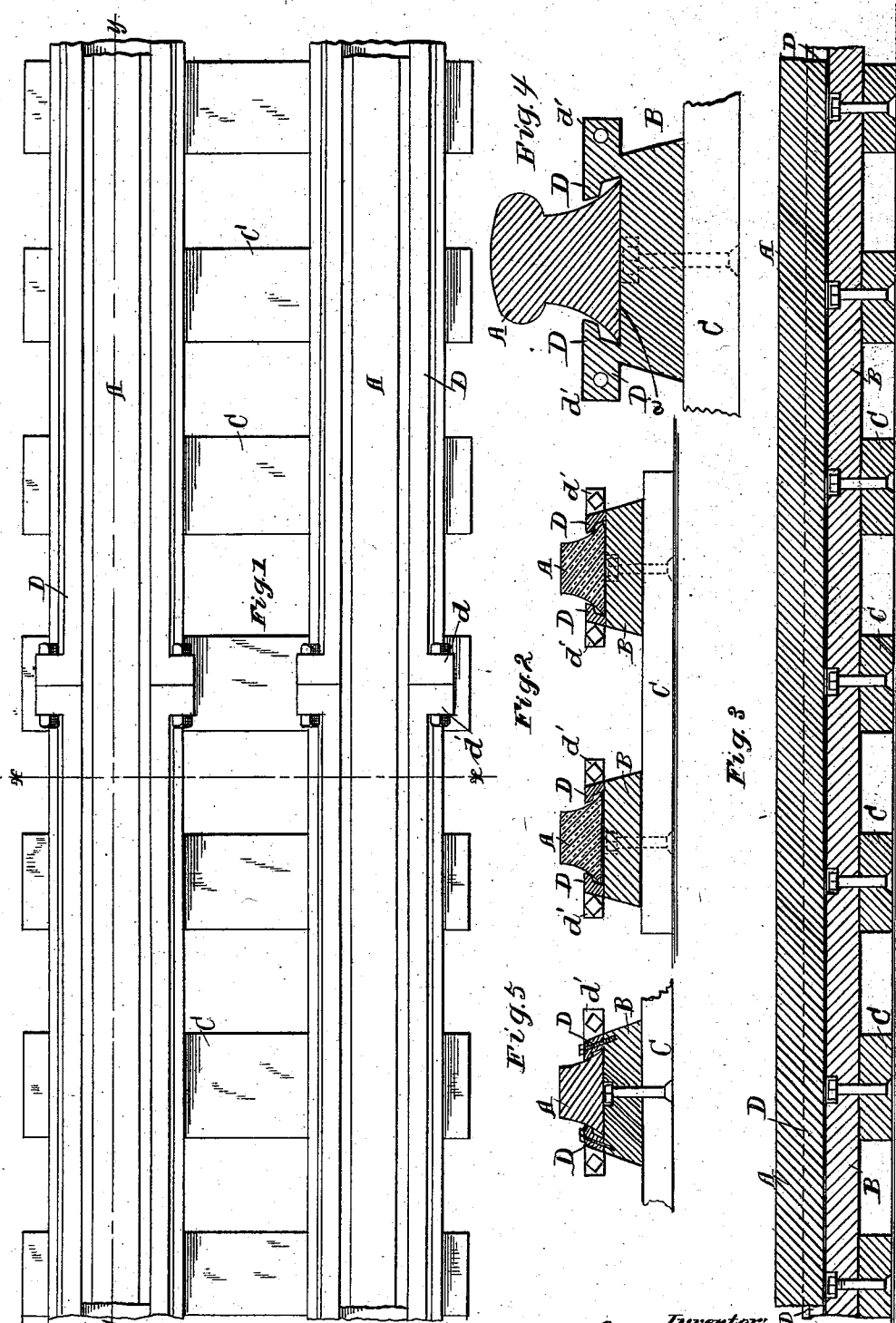


(No Model.)

J. M. HARDY.
RAILROAD TRACK.

No. 381,130.

Patented Apr. 17, 1888.



Witnesses:
J. C. Turner.
R. E. Burlage.

Inventor:
John M. Hardy.
by Charles King & Wm B. King, atty.

UNITED STATES PATENT OFFICE.

JOHN M. HARDY, OF SHELBYVILLE, MISSOURI.

RAILROAD-TRACK.

SPECIFICATION forming part of Letters Patent No. 381,130, dated April 17, 1888.

Application filed October 19, 1887. Serial No. 253,024. (No model.)

To all whom it may concern:

Be it known that I, JOHN M. HARDY, a citizen of the United States of America, residing at Shelbyville, in the county of Shelby and State of Missouri, have invented certain new and useful Improvements in Railroad-Tracks, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to improved materials for the construction of railroad-track; and it consists in the parts herein described and the novel and peculiar features incident thereto, which are below set forth.

Figure 1 is a top plan view of a section of track constructed with my improvements. Fig. 2 is a cross-section on the line $x x$, Fig. 1. Fig. 3 is a longitudinal section on the line $y y$, Fig. 1. Fig. 4 is a section, on a larger scale, of a modification. Fig. 5 is a cross-section showing the side bars secured to the bed-pieces by screw-bolts.

In the drawings, A A represent the rails proper, on which the wheels of the cars are to run. Upon an examination of the drawings it will be seen that these are not of the ordinary form. They are flat upon the top, the laterally-projecting parts on the ordinary rail, constituting the tread, being dispensed with. The bottom or flange portion is considerably wider than the top, and the bottom surface at a is flat. The side surfaces incline outward from the top to the bottom and are preferably concave, as shown in section in Fig. 2.

The bed materials for receiving and holding in place the rails are constructed and arranged as follows: B B represent metal bed-pieces or chairs which lie below the rails A A and are fastened to the ties C C. The spikes or other fastening devices can be passed directly through the central part of these beds or chair-pieces B, as shown in Fig. 3. Upon these are arranged the parts which hold the rails in place laterally, and which correspond more or less to the fish-plates used in ordinary railroad-track. They are represented by D D, each consisting of a bar of metal rolled into the shape shown in section, Fig. 2. Upon the

inner side they are of a conformation corresponding to that of the sides a' of the rails, so that they can be fitted snugly thereto. They rest upon and are firmly bolted to the bed-pieces B. At the ends they are provided with outwardly-projecting lugs or ears $d' d^2$, which are formed with perforations, so that screws or bolts can be passed through them for the purpose of fastening one lug securely to the adjacent one. These bars D run continuously along the track.

It will be seen that the rails are not directly bolted to any of the parts, as is the case with the ordinary railroad-rails, but they are held snugly in place by the bed B and the side bars, D D. They can expand or contract, as their conditions may require, without straining or affecting any of the other parts of the track. I prefer to so arrange the rails and the bed-pieces that they shall break joints.

Although I have shown and above described that form of the device in which the rail is flat upon the top and in which the bed-pieces B are made separately from the fastening pieces or bars D, it will be seen that there can be variations in these respects, and in Fig. 4 a modification is shown wherein the parts B and D are made integral and in which a rail is used having a top or tread portion of substantially the ordinary character.

What I claim is—

1. In a railroad-track, the herein-described rail A, having the flat top a and the expanded bottom a' ; the bed B, running continuously under the rail, the side bars, D D, running continuously by the side of the rail and having the fastening-lugs $d' d^2$, substantially as and for the purposes set forth.

2. In a railroad-track, the continuous bed B and the side bars, D D, running continuously and having the ears $d' d^2$, in combination with the rails, substantially as set forth.

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

JOHN M. HARDY.

Witnesses:

J. T. PERRY,
J. C. HALE.

It is hereby certified that the name of the patentee in Letters Patent No. 381,130, granted April 17, 1888, for an improvement in "Railroad Tracks," was erroneously written and printed "John M. Hardy," whereas said name should have been written and printed *John W. Hardy*; and that said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed, countersigned, and sealed this 15th day of May, A. D. 1888.

[SEAL.]

H. L. MULDROW,

First Assistant Secretary of the Interior.

Countersigned:

BENTON J. HALL,

Commissioner of Patents.