

(No Model.)

H. J. FACKENTHALL & L. WALLACE.

RAILWAY RAIL PAD.

No. 382,803.

Patented May 15, 1888.

Fig. 1

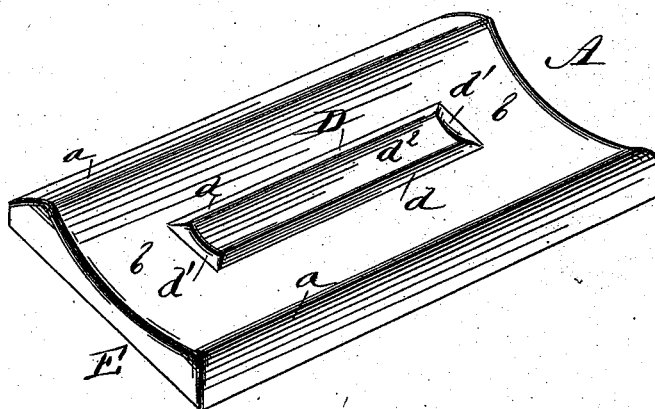
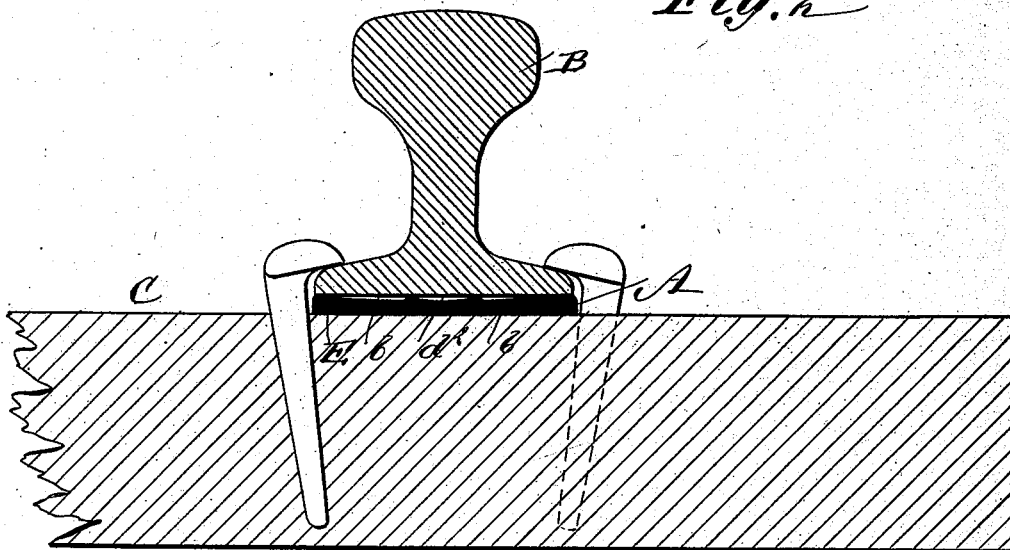


Fig. 2



WITNESSES:

C. Severux
G. Sedgwick

INVENTOR:

H. J. Fackenthall.
L. Wallace
BY *Minors & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

HART J. FACKENTHALL AND LEWIS WALLACE, OF PHILADELPHIA,
PENNSYLVANIA.

RAILWAY-RAIL PAD.

SPECIFICATION forming part of Letters Patent No. 382,803, dated May 15, 1888.

Application filed December 15, 1887. Serial No. 257,945. (No model.)

To all whom it may concern:

Be it known that we, HART J. FACKENTHALL and LEWIS WALLACE, both of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and Improved Railway-Rail Pad, of which the following is a full, clear, and exact description.

Our invention relates to an improvement in railway-rail pads, and has for its object to provide a means whereby the noise incident to the passage of a train over the rails will be avoided, and wherein the life of a rail will be lengthened, likewise that of the rolling-stock, and wherein the wear and tear upon bridges and trestle-work will be reduced to a minimum.

The invention consists in the novel construction of an elastic pad for railway rails, and in the combination of the pad with the rails, as will be hereinafter fully set forth, and pointed out in the claims.

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

Figure 1 is a perspective view of the pad, and Fig. 2 is a transverse section through a rail and a pad applied thereto.

It is the prime object of this invention to provide a means whereby the rails of a railway will rest upon an elastic bed, and the hammering of the rolling-stock upon the rails, and the consequent injury to the road-bed and said rolling-stock, be thereby avoided. To this end we construct an elastic block, A, preferably from rubber, of a width equal to the width of the rail B at the base and a length essentially equivalent to the width of the tie C.

The preferable general contour of the block is rectangular, as illustrated; but we do not limit ourselves to that shape. The upper longitudinal edges, *a*, of the block in its normal condition are beveled, and that portion of the block intervening the aforesaid beveled edges is concaved in cross-section upon the upper face, which concavity extends from end to end,

as shown at *b* in Fig. 1. Centrally and longitudinally the concaved face *b* of the block a rectangular rib, D, is produced integral with the body, the sides *d* and ends *d'* of which rib are preferably inclined from the body upward, the surface of the rib being concave, as illustrated at *d''*. The highest points of the rib D are in alignment with the outer longitudinal edges of the block, and the said rib is preferably made of shorter length than the body, as shown in Fig. 1. We do not, however, confine ourselves to the aforesaid dimensions, as the rib may extend from end to end, being made short only for economy of material. The base E of the block is perfectly flat.

In operation a pad or block is placed transversely the ties C and the rail longitudinally thereon. When the said rail is spiked down to the tie, the upper longitudinal edges of the block are widened and the surface of the rib flattened, as shown in Fig. 2. Thus the block not only forms a cushion or pad for the rails, adding elasticity thereto, deadening the sound of the passing rolling-stock, but also serves to keep the rail in constant close engagement with the spikes. When the spikes become loose and are again driven, the surface of the block becomes more straightened, and by successive readjustment of the spikes perfectly flat. It is evident that the block also augments the clinging of the rail to the tie, as by means of the suction attendant upon the use of the rubber block the said block clings fast to the tie and likewise to the rail.

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

1. The combination, with a railroad-rail and its tie, of an intervening elastic pad provided with a flat under face, a concave upper face, and a central longitudinal rib, as and for the purpose herein set forth.

2. The combination, with a railroad-rail and its tie, of an intervening elastic pad provided with a flat under face, a concave upper face, beveled longitudinal edges, and a central longitudinal rib having a concave face, the side edges whereof are of a height equal to the

side edges of the body, substantially as shown and described.

3. As an improved article of manufacture,
an elastic pad for railway-rails, consisting of a
5 block provided with a flat under surface, beveled upper longitudinal edges, a concave upper face, and a central longitudinal rib having a concave upper face the side edges where-

of are equal in height to the side edges of the block proper, substantially as and for the purpose herein set forth. 10

HART J. FACKENTHALL.
LEWIS WALLACE.

Witnesses:

MARY E. FACKENTHALL,
ESTELLA E. FOW.