(No Model.)

D. T. BENNETT.

RAILWAY RAIL.

No. 383,431. Patented May 29, 1888.

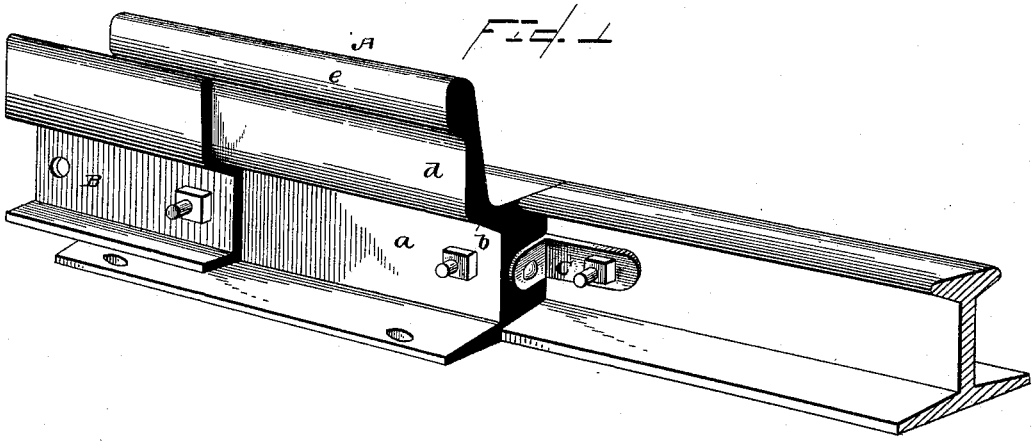

Fig. 1.

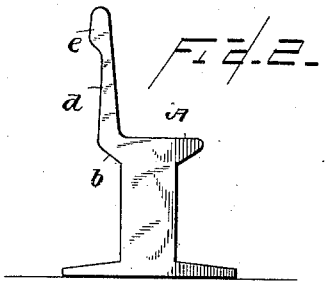

Fig. 2.

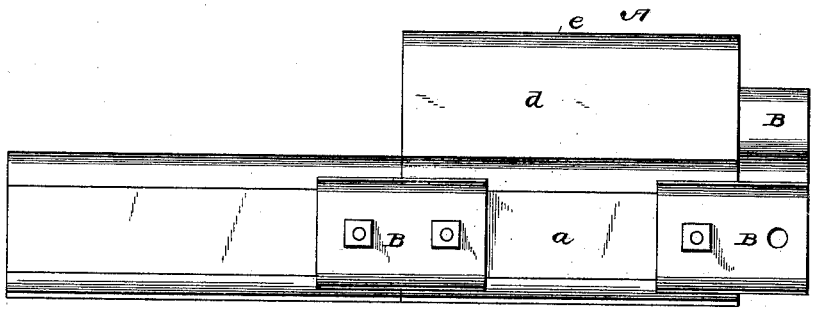

Fig. 3.

WITNESSES.

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DAVID T. BENNETT, OF TRENTON, NEW JERSEY.

RAILWAY-RAIL.

SPECIFICATION forming part of Letters Patent No. 383,431, dated May 29, 1888.

Application filed February 16, 1888. Serial No. 264,224. (No model.)

To all whom it may concern:

Be it known that I, DAVID T. BENNETT, a citizen of the United States, residing at Trenton, in the county of Mercer and State of New Jersey, have invented certain new and useful Improvements in Railway-Rails; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in railway-rails; and it has for its object to provide a guard for rails at sharp curves and other dangerous places, whereby the wheels of a passing car or locomotive may be prevented from leaving the track.

The invention will be fully understood from the following description and claims, when taken in connection with the accompanying drawings, in which—

Figure 1 is a perspective view of my improvements, showing the same applied to a portion of a railway-rail. Fig. 2 is an end view of my improved rail and guard, and Fig. 3 is a side elevation of my improvements.

Referring by letter to the said drawings, A indicates my improved guard and rail combined. This device is in outline of the form of an ordinary railway-rail, having the web *a* of an increased thickness, for a purpose which will be presently explained.

The head of the rail is extended outwardly, as at *b*, and thence upwardly a sufficient height, as at *d*, where it terminates in an enlargement, *e*, which forms an outer longitudinal shoulder. The web of the rail is perforated in the usual manner for the purpose of admitting connecting-bolts, and the usual fish-plates may be employed for connecting it with an ordinary rail. The fish-plates on the outer side should be of a shape conforming to that of the said rail, so as to snugly engage it, as shown at B. By having the web of the rail of an increased thickness a little greater than that of the ordinary rail, an angle-iron or bracket, C, may be employed at each end.

In applying this bracket the long branch is secured in the usual manner to the side of the rail, when the shorter branch may be secured by a bolt or otherwise into the end of the web of the guard-rail. When two or more of the rails are used together, they may be connected by the ordinary fish-plates and bolts, and my improved guard-rail may be used in connection with rails of any construction. The flange on the inner side of the head may be similar to that of the ordinary rail, and the guard may be of any suitable height.

It is obvious that the guard can be formed in the manufacture of the rails and the addition made at a small expense.

Having described my invention, what I claim is—

1. The railway-rail having its web of an increased thickness, and having the base-attaching flanges and the guard formed on one side of the web and extending vertically and laterally from the outer side of the head, and the fish-plate adapted to snugly engage the outer side of the said rail and guard and serve as a bearing for its top lateral projection, substantially as specified.

2. The combination, with a combined rail and guard constructed as described, of the fish-plate adapted to conform to the side of the said rail and guard, and the angular bracket for connecting the end of the guard-rail with an ordinary rail, substantially as specified.

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

DAVID T. BENNETT.

Witnesses:

WILLIAM S. MILLS,

JOSEPH G. BENNETT.