Nov. 15, 1927. 1,649,192

H. L. ROGERS

RAIL FILLER

Filed March 1, 1926

Fig. 1.

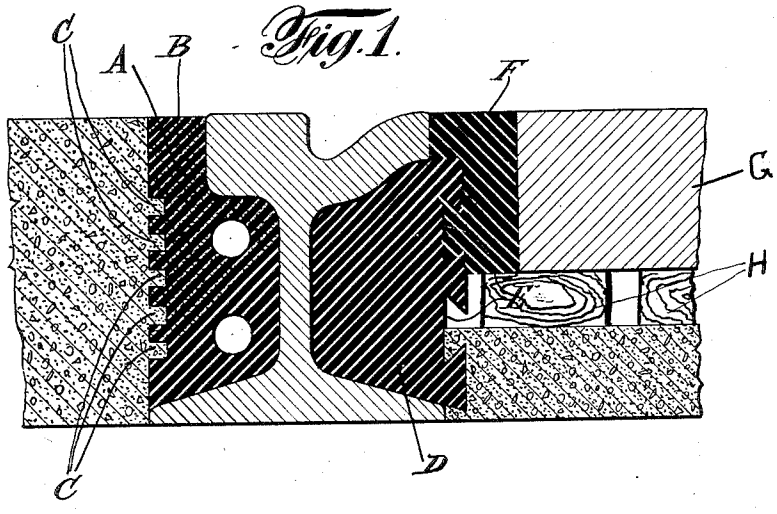
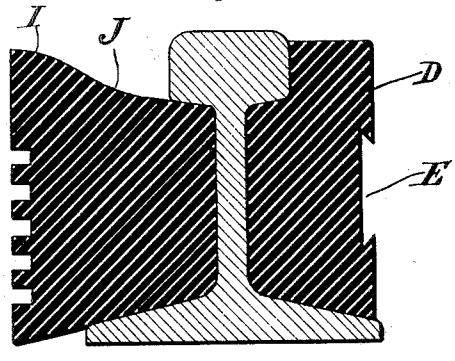


Fig. 2.



Inventor

Homer L. Rogers

By his Attorney

Geo. W. Mills Jr.

Published by AsbestosClaims.Law
asbestosclaims.law/library/23522/1

Patented Nov. 15, 1927. 1,649,192

UNITED STATES PATENT OFFICE.

HOMER L. ROGERS, OF HARTWELL, OHIO, ASSIGNOR TO THE PHILIP CAREY MANUFACTURING COMPANY, A CORPORATION OF OHIO.

RAIL FILLER.

Application filed March 1, 1926. Serial No. 91,421.

My invention relates to preformed rail fillers. In my invention I provide a preformed rail filler which permits the head of the rail to be insulated by the filler from the adjacent concrete or other structure. I also provide a key or uneven surface on that portion of the rail filler adjacent to surrounding construction so that it will be keyed to the surrounding construction. I also provide in my filler means for eliminating the use of a special grooved flange type of rail by providing a flange way as a portion of my rail filler. I have found that in former types of rail filler where the filler extends only below the ball of the rail and did not extend upward to the surface of the adjacent construction that the adjacent construction if of concrete or similar rigid material would come into contact with the rail and the vibration and shock from the rail would be transmitted at this point to the adjacent construction with consequent damage thereto and cost for repair. This I overcome by forming my rail filler so that it extends not only under the ball of the rail and against the web thereof but upward so that a portion of it forms the surface of the construction on opposite sides of the rail. If desired the rail filler could terminate below the ball of the rail and a separate filler could be placed in contact therewith which would extend upward to the surface of the adjacent construction. I prefer to form my rail filler using an intimate or homogeneous mixture of bituminous material and suitable fillers such as vegetable fibers or mineral fibers or granules, etc. The separate filler I prefer to be of a preformed bituminous material.

In Figure 1, I show to the left of the rail one form of my invention and to the right of the rail a modification thereof. In Figure 2, I show modifications of my filler. In the drawings in which like characters refer to like parts A is a rail filler preferably formed from a bituminous compound material which preferably is sufficiently solid to maintain its form while retaining sufficient plasticity to serve to absorb vibration, shock, etc. This rail filler is preformed in a factory so as to conform to the shape of the rail between the underside of the ball, the upper surface of the base and the surface of the web of the rail. I provide this rail filler with an upwardly extending portion B which is arranged so as to insulate the side of the ball of the rail from adjacent construction and so that its upper end will be substantially even with the adjacent construction of concrete or other material. I preferably provide in the surface of my filler, which is opposite the surface adjacent the web of the rail, grooves or key ways C so arranged as to key the adjacent construction to the filler. D is a similar form of rail filler conformed to the formation of the rail between the under side of the ball and the base and in intimate contact with the web having key ways E similar in formation to the key ways described above. In this type of rail filler I provide a separate section F which is keyed to the filler and extends upward to the surface of the adjacent construction G so as to separate the rail from the adjacent construction and prevent transmission of shocks to the adjacent construction and consequently damage thereto. If desired this portion of the filler could be integral with the filler or this portion could be formed of asphalt or other suitable bituminous material poured between the rail, the rail filler and the adjacent construction. G is the surface slab which may be of any desired material mounted upon timbers H which in turn are mounted upon a concrete or other suitable foundation.

In Figure 2, J is a rail filler conforming to the rail below the ball thereof and above the base and in intimate contact with the web so formed that it has a portion I projecting to the surface of the adjacent construction. This portion I extends outward away from the ball of the rail so as to form a groove between it and the rail or a flange way to receive the flange of a wheel. To the right of Fig. 2 is shown a rail filler having a portion extending almost to the top of the ball of the rail so as to be approximately even with the surface of the adjacent pavement as shown in Fig. 1. In this form E is a locking means or groove to engage with adjacent construction.

I claim—

1. A preformed rail filler composed of a vibration absorbing material provided with an extension adapted to lie between the ball of the rail and adjacent construction, and means for locking the rail filler to adjacent construction.

2. A rail filler composed of a preformed block of bituminous material formed so that

Published by AsbestosClaims.Law
asbestosclaims.law/library/23522/2

a portion of it will contact with the rail web, the under side of the ball of the rail and provided with means to lock the filler to the construction adjacent the filler on its surface opposite the rail surface.

3. A rail filler composed of a preformed block of bituminous material having a suitable filler formed so that a portion of it will contact with the rail web, the under side of the ball of the rail and provided with means to lock the filler to the construction adjacent the filler on its surface opposite the rail surface.

4. A rail filler composed of a vibration absorbing material formed so that a portion of it will contact with the rail web, the underside of the ball of the rail and with the top of the base of the rail, and provided with means to hold the filler in fixed relation to the construction adjacent to the filler on its surface opposite the rail web.

5. A rail filler composed of a preformed block of bituminous material formed so that a portion of it will be in contact with the underside of the ball of the rail, and provided with an extension adapted to form a groove way between the side of the ball of the rail and the extension, and provided with means to hold the said filler in engagement with the adjacent construction.

In testimony whereof, I have signed my name to this specification.

HOMER L. ROGERS.

Published by AsbestosClaims.Law
asbestosclaims.law/library/23522/3