

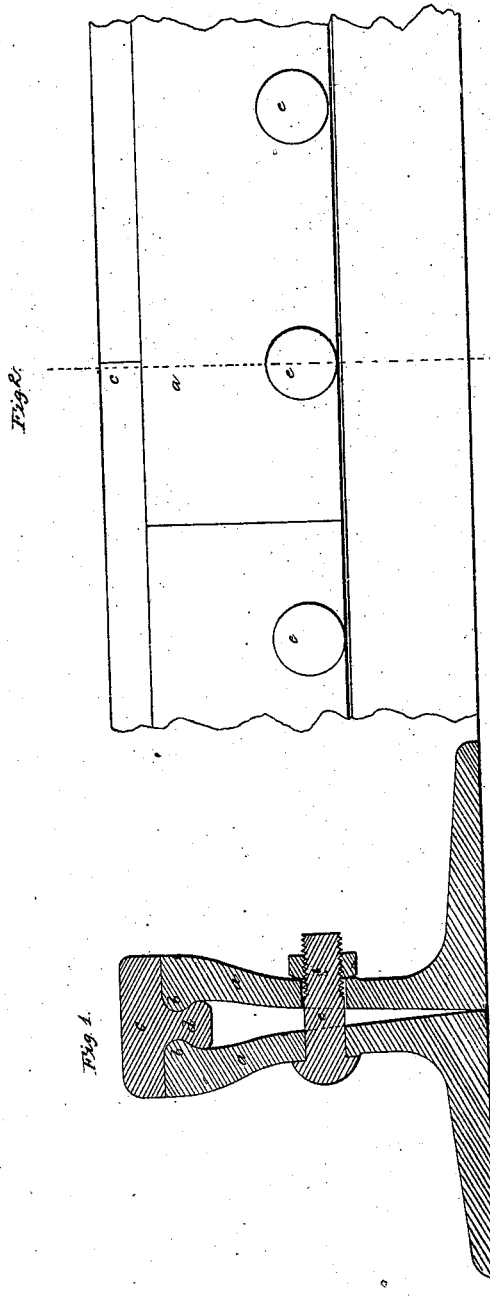
The specifications in this patent  
is not in print.

*B. H. Latrobe.*

*Railroad Rail.*

*N<sup>o</sup> 5,749.*

*Patented Sept 5, 1848.*



# UNITED STATES PATENT OFFICE.

BENJN. H. LATROBE, OF BALTIMORE, MARYLAND.

## COMPOUND RAIL.

Specification of Letters Patent No. 5,749, dated September 5, 1848.

*To all whom it may concern:*

Be it known that I, B. H. LATROBE, of Baltimore city, State of Maryland, have invented certain new and useful Improvements in Rails for Railroads, and that the following is a full, clear, and exact description of the principle or character which distinguishes them from all other things before known and of the usual manner of making, modifying, and using the same, reference being had to the accompanying drawing, which forms a part of the same, in which—

Figure 1, is a cross section of the rail; Fig. 2, a longitudinal elevation of the rail.

15 In compound rails hitherto constructed and essayed the parts consist of two distinct rails, neither of which are necessarily dependent on the other, and they may be properly called a combination of rails rather than a compound rail, in which each part is dependent on the others. Of this latter character my invention is, and in their combined parts there is a mutual dependence one on the other, and the elements, when combined, 20 form a whole, incapable of being used separately and serving to support each other and resist the strain they are subjected to by the passage of heavy trains over them.

My rail is composed of three parts, by which I secure an approximation to a uniformity of strength in the combined bar by breaking the joints at two points instead of one, which is all that can be effected by the former modes; and it can be applied in 35 many cases where the other could not, and in all varieties of superstructures where the T, H or  $\Omega$  rail can be used.

In those compound rails that have heretofore been made, the lower rail is neces-

sarily constructed of cast iron, but mine can 40 readily be formed in all its parts of rolled iron, which material I intend in general to form it of, although the lower bars may be cast if found desirable.

The construction is as follows: There are 45 two L shaped pieces which form the base of the rail. These are marked *a* in the drawing, the horizontal flanges being placed in opposite directions so as to bring the upright parts together; these upright parts 50 spread a little at top, and have an enlargement, or lip *b*, on their inner edges; the top bar *c* is made flat, with a dovetail rib *d* on its under side and along the center thereof; this rib descends between the lips of the 55 lower pieces *a* which embrace the rib while the flat part of the under side of the top bar rests on the top of the said L pieces; a bolt *e* binds the lower pieces together and causes them to firmly embrace the rib *d* on 60 the top bar and draw it down securely to its place. The lower bars *a, a*, can be fastened in any ordinary way to the superstructure of the road according to its nature.

By the above plan a durable and convenient rail is constructed, well suited to 65 any service that the heaviest trade requires.

Having thus fully described my improved compound rail, what I claim as my invention and desire to secure by Letters Patent is— 70

The combination of the cap rail and base rails substantially in the manner and for the purposes set forth.

BENJ. H. LATROBE.

Witnesses:

H. R. HUSLIKURS,  
C. H. LATROBE.