

J. A. Dickson.
Railroad Rail.

N^o 49,864.

Patented Sept. 12, 1865.

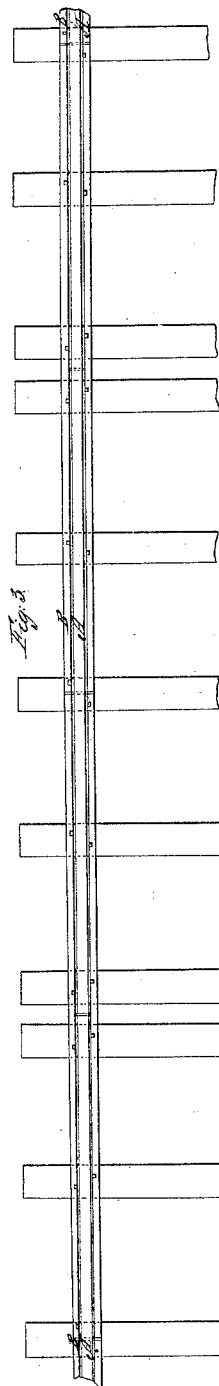


Fig. 3.

Fig. 1.

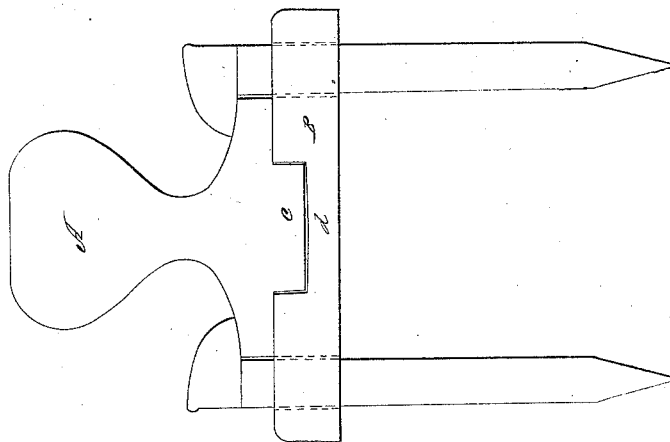
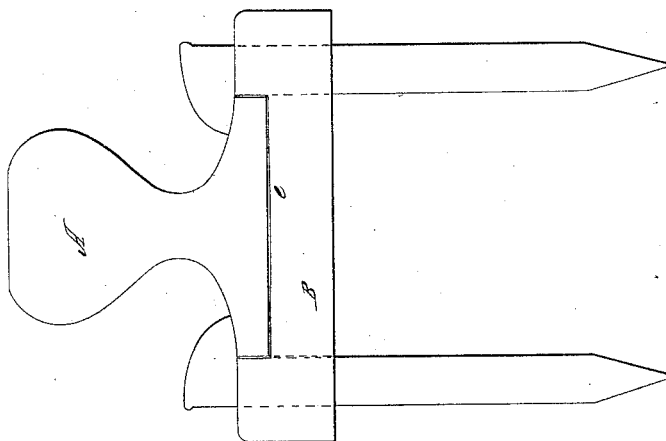


Fig. 2.



Witnesses:
Amos A. Cook
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UNITED STATES PATENT OFFICE.

JOHN A. DICKSON, OF SCRANTON, PENNSYLVANIA.

IMPROVEMENT IN RAILROAD-RAILS.

Specification forming part of Letters Patent No. **49,864**, dated September 12, 1865.

To all whom it may concern:

Be it known that I, JOHN A. DICKSON, of the borough of Scranton, in the county of Luzerne and State of Pennsylvania, have invented a certain new and useful Improvement in the Construction of Compound Rails for Railroads and for other purposes; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and the letters of reference marked thereon.

The nature of my invention consists in constructing a compound rail for railroads and for other purposes, of two parts, one thereof being uppermost and of a form very similar to that of the ordinary T-rail, the other thereof being underneath and taking the place of a railroad-chair, but being continuous and receiving the entire base of the T-rail into a groove formed in the upper side thereof, or receiving a tongue on the bottom of the T-rail portion into a narrower groove, the two portions being fastened together and to the proper supports by spikes or any other suitable device, the joints of each set of bars or rails being placed at some point between the ends of the other set, so as to break joints and make a continuous rail or bar.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

Figures 1 and 2 represent cross-sections of my compound rail, Fig. 1 being arranged with a tongue on the bottom of the T-rail portion; and Fig. 2 representing an arrangement for the whole base of the T-rail portion to be received into a wider groove in the bottom or flat portion of the rail. Fig. 3 gives a horizontal view looking from above downward onto the top of the rail.

Similar letters indicate similar portions of the rail.

Compound rails have long been in use, but great difficulties have always been experienced in rolling the rails in the first instance in fitting them together, either through their entire length or at the joints, in retaining them together so as to form a uniform and continuous

rail, and in the liability to wear out and get out of repair.

I do not claim as my invention the constructing of rails in two or more portions combined and secured together in such a manner as to form a continuous rail or bar; but I claim for my invention a peculiar arrangement of the different portions of such a compound rail or bar, which obviates most, if not all, the difficulties experienced in the manufacture and use of compound rails. The parts of which it is composed are all of easy and simple construction and can be manufactured about as easily and cheaply as any ordinary pattern of T-rail now in use. They will fit together without any extra work or trouble, and when fitted and secured to their places they will be less liable to get out of place or to be worn out or destroyed by use than any of the simple rails now in use.

In Fig. 1 A represents the T-rail portion of the compound bar rolled with a tongue, C, projecting from the bottom. This tongue is received into a narrower groove, *d*, formed in the top of the flat-rail portion B, and will probably be the form more generally used.

In Fig. 2 the flat-rail portion of the compound bar B is formed with a wider groove, E, which receives the entire base of the T-rail portion A. Any width of groove may be used from the narrowest that will retain the T-rail in position to one receiving its entire base, as in Fig. 2.

What I claim as my invention, and desire to secure by Letters Patent, is—

The construction of a compound rail or bar consisting of an upper portion in the form of a T-rail, with or without a tongue projecting from the bottom, and an under portion, being flat or slightly concave on the bottom and with a narrower or wider groove on the upper side to receive the tongue on the bottom of the upper portion on the entire base thereof, as above described.

JOHN A. DICKSON.

Witnesses:

S. SHERRERD,
CHARLES E. OLMSTED.