

E. WILEY.

Improvement in Railway Rails.

No. 125,368.

Patented April 2, 1872.

Fig. 1.

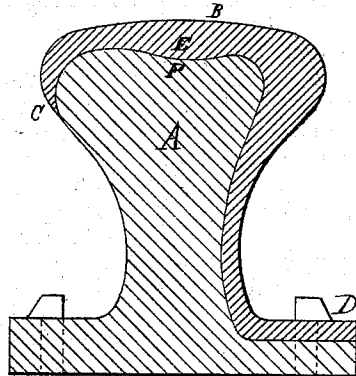
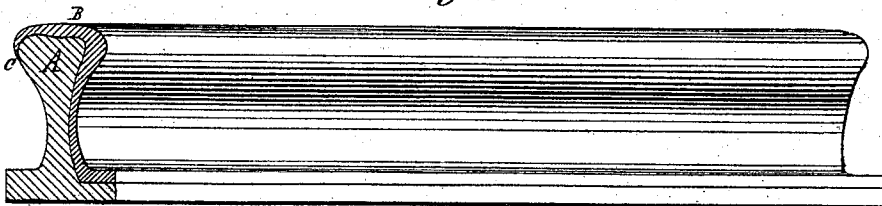


Fig. 2.



Witnesses:

T. B. Williams
Chas. G. Fisher

Inventor:

Eugene Wiley
by *Fisher & Co.*
Attys.

UNITED STATES PATENT OFFICE.

EUGENE WILEY, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF ONE-THIRD HIS RIGHT TO GEORGE P. FISHER AND CHARLES G. FISHER, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN RAILWAY RAILS.

Specification forming part of Letters Patent No. 125,368, dated April 2, 1872.

Specification describing certain Improvements in Railroad Rails, invented by EUGENE WILEY, of Philadelphia, Pennsylvania.

The following is a full, clear, and exact description of my newly-invented railroad rail, reference being had to the drawing hereunto annexed.

This invention consists in an improvement in the manufacture of rail having steel or other face for railways; and the object is to furnish a cheaper and better rail than has heretofore been in use, all of which will be more fully described in the annexed specification, reference being had to the accompanying drawing forming a part thereof.

In the drawing, Figure 1 is a cross-section of the rail. Fig. 2 is side view of the same.

In the drawing, A represents the main rail, made of iron, wood, or any other desirable material, which is to be left at all times on the road-bed. To this rail the shoe B is attached, covering it. It is made preferably of steel, but any other material may be employed that will wear well. The said shoe is of peculiar construction, having a bent lip, C, on the outer side, which is first placed over the side of the main rail, thus forming a turning point or hinge; and the inside of said shoe extends over the entire top and inner side of the main rail,

having a flat foot, D, at its lower end, which is fastened by the same spike that secures the main rail to the cross-ties and sleepers. Immediately in the center of the cap or shoe is a bulge or corrugated part, E, which, fitting into a corresponding part in the main rail, assists in holding it in place in addition to the lip C, and also gives a thicker wearing-surface. The cap or shoe is put on so as to break the joints, thereby making the rail continuous.

It can be easily removed and replaced by another without disturbing the line of the railroad. It is also much more durable than the common rails, and far cheaper than the entire steel rails.

Having thus described my invention, what I claim is—

The cap rail or shoe B, having a convexity, E, with the lip C and foot D, in combination with the peculiarly-constructed main rail A, with its concavity F, substantially as herein shown and described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EUGENE WILEY.

Witnesses:

CHARLES G. FISHER,
W. H. PEARSON.