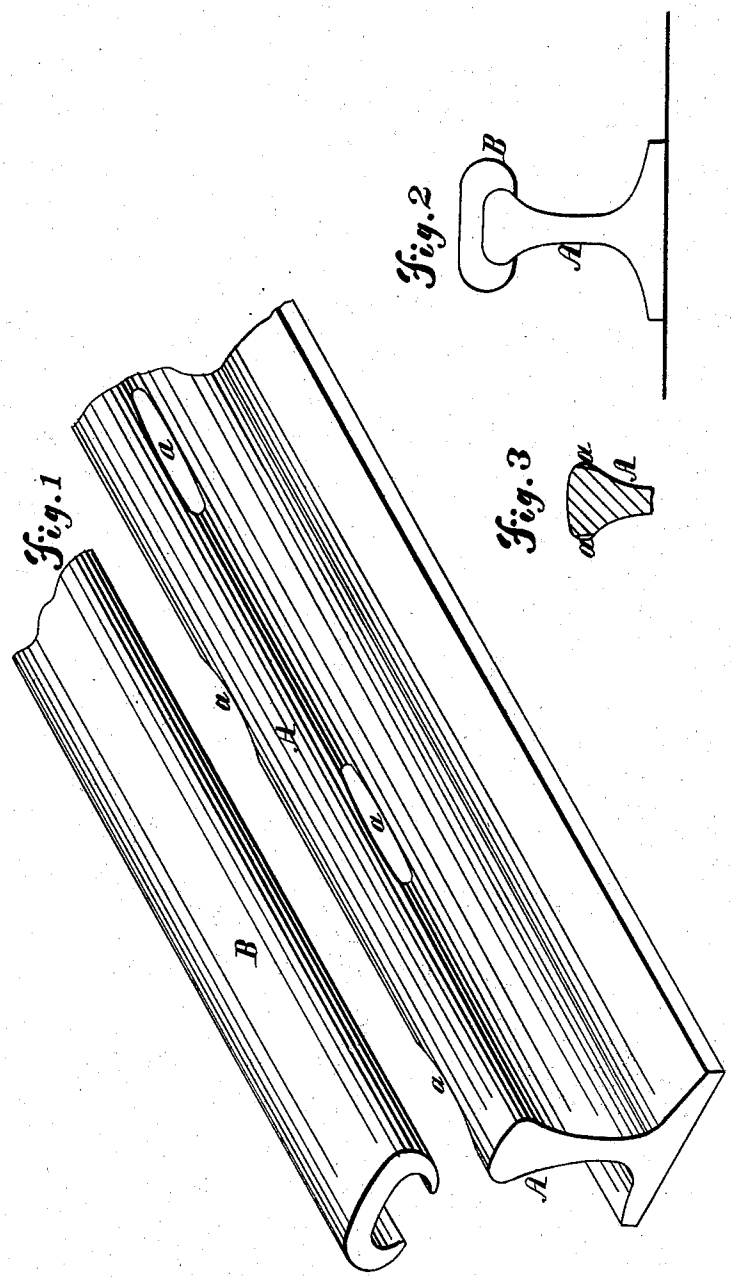
J. L. BOOTH.

Railway Rail.

No. 70,399. Patented Nov. 5, 1867.










Witnesses;
Jas. T. Davis
Chas. F. Spencer

Inventor;
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Attys

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# United States Patent Office.

JONATHAN L. BOOTH, OF ROCHESTER, NEW YORK.

*Letters Patent No.* 70,399, *dated November* 5, 1867.

DIVISION A.

## IMPROVEMENT IN THE MANUFACTURE OF RAILS FOR RAILWAYS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JONATHAN L. BOOTH, of Rochester, in the county of Monroe, and State of New York have invented a certain new and useful Improvement in Railroad Rails; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

Figure 1 is a perspective view of one end of the body and cap of the rail disconnected.

Figure 2, an end view of the rail complete.

Figure, 3 a cross-section of the body of the rail through one of the nicks or indentations.

Like letters of reference indicate corresponding parts in all the figures.

I obtained a patent for a method of applying the cap to the body, dated August 28, 1866, (No. 57,467.) In that method, the cap is rolled on so as to form lips holding under the edges of the body. Under ordinary circumstances, this cap will hold in place against end action; but under special circumstances, with heavy trains passing constantly in only one direction, it might work endwise. To guard against any difficulty of this kind, is the object of my present improvement.

My invention consists in forming the body or base of the rail with nicks or indentations at suitable distance apart on its edges, so that when the cap is rolled in place, it will be pressed into the nicks or indentations, and thus the two parts hold firm in contact.

As represented in the drawings, A is the body or base of the rail, and B is the cap, which is rolled on to form the tread-piece. The body is provided at suitable distance apart with nicks or indentations *a a*, upon its upper edges, (preferably just below the extreme angle,) on each side, as clearly shown in the drawings. These nicks or indentations are most conveniently formed by providing the rollers with corresponding projections, which strike into the body; but if desired, they may be formed after the body has been rolled, and by any other means than the rollers. They may be made of any desired extent. The cap or tread-piece B is simply rolled on the body, and pressing firmly into the nicks or indentations, and filling the space, it thus holds the parts firmly together. Thus constituted, the rail is as firm and rigid under wear as a solid rail. The parts cannot possibly wear loose, or disconnect, or work endwise. At the same time, when the tread becomes worn or useless, it can be easily torn off, and the base is in condition to be employed again.

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

The combination of the body A, nicked and indented as described, with the cap B, substantially in the manner and for the purpose herein set forth.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

JONATHAN L. BOOTH.

Witnesses:

R. F. OSGOOD,

J. A. DAVIS.