

G. H. MAYER, Jr.
RAILROAD-RAIL.

No. 171,029.

Patented Dec. 14, 1875.

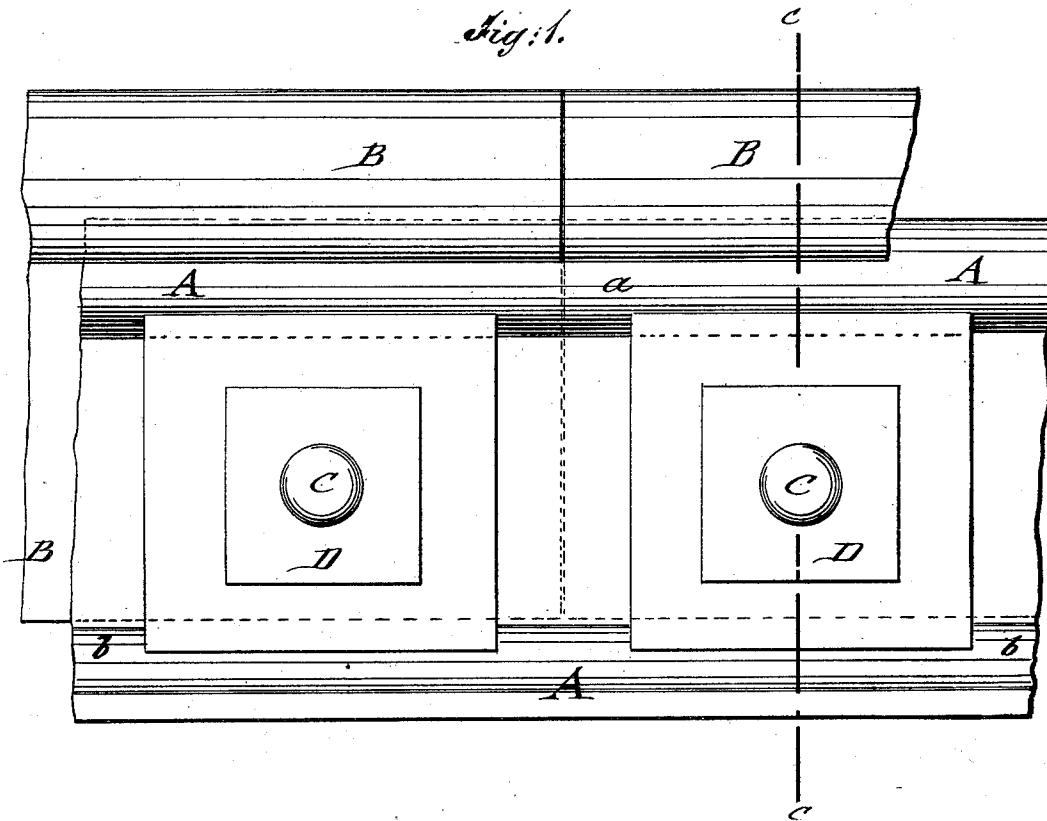
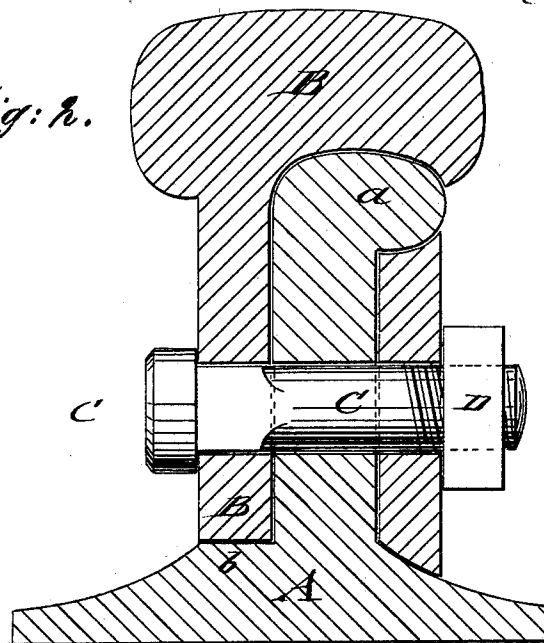


Fig: 2.



WITNESSES:

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BY

UNITED STATES PATENT OFFICE.

GEORGE H. MAYER, JR., OF SHAMOKIN, PENNSYLVANIA.

IMPROVEMENT IN RAILROAD-RAILS.

Specification forming part of Letters Patent No. **171,029**, dated December 14, 1875; application filed October 23, 1875.

To all whom it may concern:

Be it known that I, GEORGE H. MAYER, JR., of Shamokin, in the county of Northumberland and State of Pennsylvania, have invented a new and Improved Railroad-Rail, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a side elevation of my improved railroad-rail; and Fig. 2, a vertical transverse section of the same on the line *c c*, Fig. 1.

Similar letters of reference indicate corresponding parts.

My invention relates to an improved railroad-rail that may be relaid without drawing a single spike, preserving thereby the cross-ties and producing a saving of iron.

The invention consists of a base-rail with top rail resting on a square seat at the side, and overlapping the curved top of the same, to be retained thereon by fastening bolts and nuts.

In the drawing, A represents the base-rail, which is provided with a curved head, *a*, extending to the outside, and with a square seat, *b*, at the base for the top rail B, that rests by its broad head and lower edge thereon. The curved joint of the base and top rails prevents the slipping of the top rail either to the inside or outside. The top and base rails are bolted together by a suitable number of screw-bolts, C, and nuts D, which bear on a washer-

plate, E, fitted to the base-rail at the side opposite to that along which the top rail B is seated. If the bolts are unscrewed the top rail can be easily removed, and will not rivet itself fast in the curved joint from heavy weight, as in a square joint. The compound rail, formed by the top and base rails, is stronger than the common rail in use, and will produce a considerable saving, as the top rail may be relaid without removing the whole rail and middling with spikes and cross-ties. The smaller cost of the top rail and the reduced expenses for repairs will balance the somewhat greater cost of the rail. The washer may be dispensed with, if desired. As the spikes need not be drawn for relaying the rails they last a great deal longer, and conduce to the economy of my compound rail.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combination of base-rail A, having head *a* and seat *b*, the correspondingly-constructed top rail B, and the plate E, fitting closely under head *a*, and on foot of base-rail, all fastened together by bolts and nuts CD, as shown and described.

GEORGE H. MAYER, JR.

Witnesses:

U. F. JOHN,

W. F. GILGER.