

W. PECKHAM.
Railway Rails.

No. 141,515.

Patented August 5, 1873.

Fig. 1.

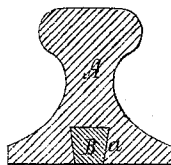
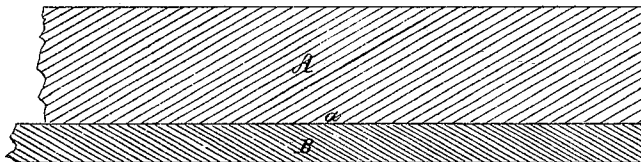


Fig. 2.



Witnesses

S. M. Pipes

L. N. Holler

Wm. Peckham

by his attorney

R. H. Sully

UNITED STATES PATENT OFFICE.

WILLIAM PECKHAM, OF MIDDLETOWN, RHODE ISLAND.

IMPROVEMENT IN RAILWAY RAILS.

Specification forming part of Letters Patent No. **141,515**, dated August 5, 1873; application filed May 7, 1873.

To all whom it may concern:

Be it known that I, WILLIAM PECKHAM, of Middletown, of the county of Newport and State of Rhode Island, have invented a new and useful Improvement in Rails for Railways; and do hereby declare the same to be fully described in the following specification and represented in the accompanying drawings, of which—

Figure 1 is a transverse section of a rail provided with my invention. Fig. 2 is a longitudinal section of such a rail in part.

The object of the invention is to prevent, when a rail may become broken across, a portion of it getting out of alignment with the rest or the next adjacent rail.

One of the most common causes of a railway carriage or train accidentally running off a track is owing to the breakage transversely of a rail and one of the pieces becoming thrown out of line with the track. With my addition to the rail no such accident can occur, for, should the rail break with the fracture extending across it, both portions will be kept in line or be preserved in their normal positions relatively to the others or next adjacent rails of the track.

In carrying out my invention, I form the rail A with a dovetailed groove, *a*, running lengthwise of it, from end to end and in its base, the narrower part of the groove being at the bottom of the base, and the wider part being above such, as represented, and within the said groove I insert a correspondingly-shaped metallic bar, B, to fit the groove, and run the entire length of the rail. Sometimes

I allow the said bar to extend in like manner into the next rail or its groove a short distance, which aids in keeping the rails in alignment.

It will be evident that should the rail become broken in two, the protection-bar will remain whole in most if not all cases, and will maintain the parts of the rail in their proper positions.

I make no claim to the dovetailed grooved rail and means of connecting it to a timber, as shown in the United States Patent No. 430, dated October 18, 1837, such means differing entirely in construction and operation from the protection-bar B applied, as hereinbefore explained, to a dovetailed grooved rail, it being necessary to my invention that the said bar B should extend entirely through the rail A from end to end thereof. Nor do I claim a rail provided with a rod or series of twisted wires inserted in its head or tread portion and incorporated therewith, in manner as shown and described in the United States Patent No. 137,463, my invention or improvement involving a new arrangement of the protection rod or bar, viz., in and throughout a dovetailed groove made in the base of the rail, and opening through the lower surface thereof.

What I claim as my invention is—

The rail A provided with the dovetailed groove *a* and protection-bar B arranged in it, as and for the purpose specified.

WILLIAM PECKHAM.

Witnesses:

R. H. EDDY,
J. R. SNOW.