

J. B. Henck,

Railroad Rail,

No 19,992,

Patented Apr. 20, 1858.

Fig. 3.

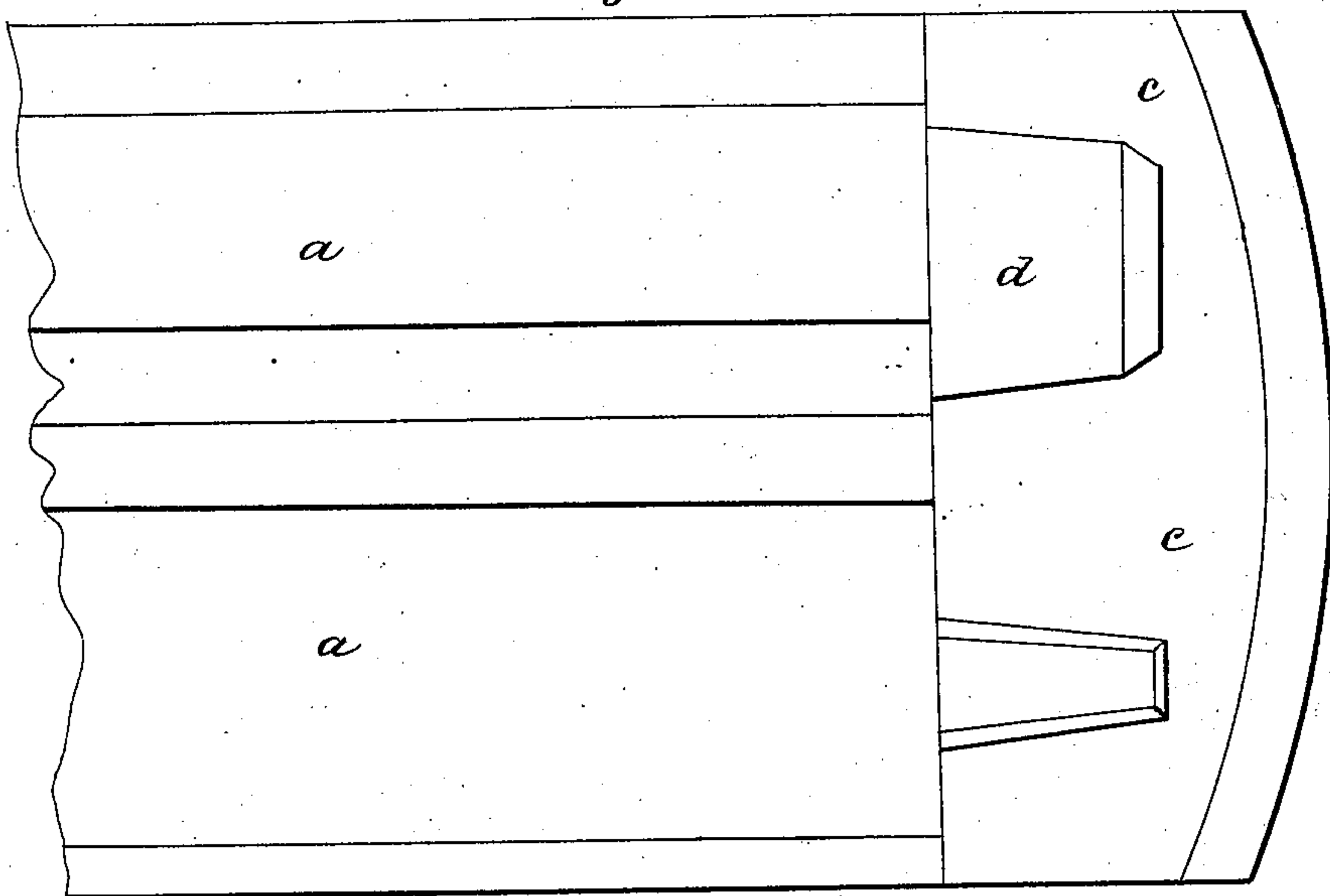
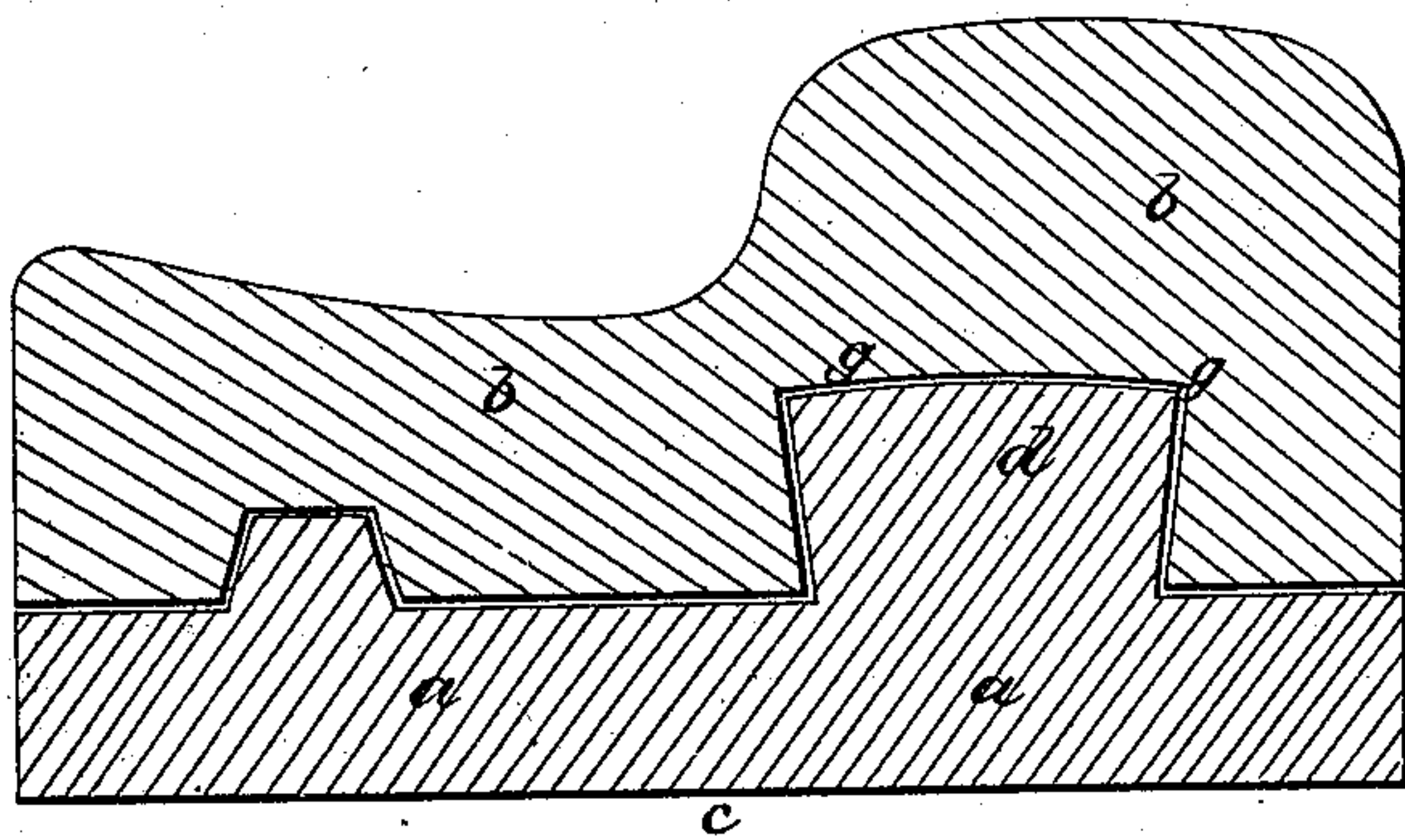


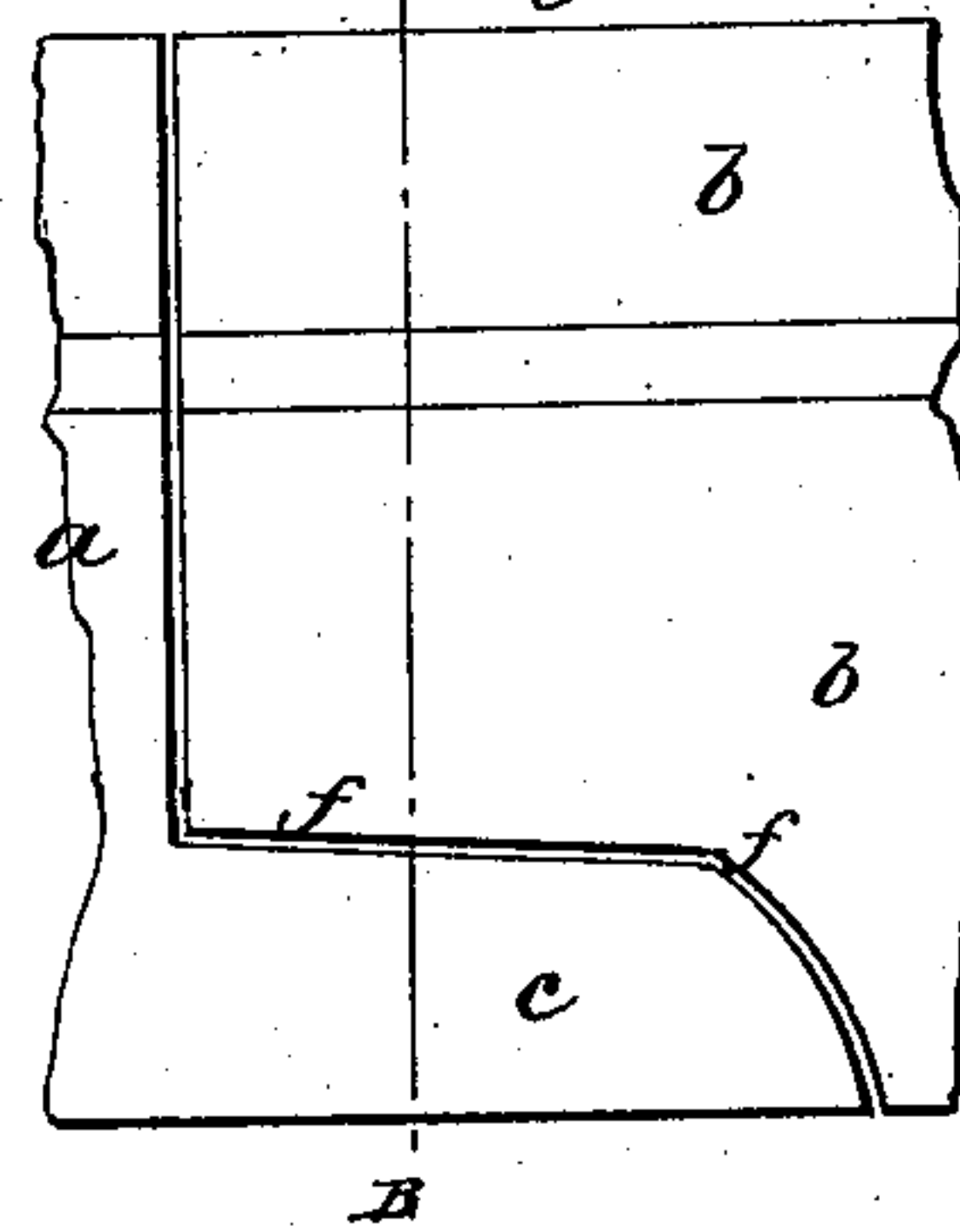
Fig. 2



Witnesses:

Joseph Gavett
Albert W. Brown

Fig. 1.



Inventor:

Jno. B. Henck

UNITED STATES PATENT OFFICE.

JOHN B. HENCK, OF BOSTON, MASSACHUSETTS.

RAIL FOR STREET-RAILROADS.

Specification of Letters Patent No. 19,992, dated April 20, 1858.

To all whom it may concern:

Be it known that I, J. B. HENCK, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Cast-Iron Rails for Horse-Railroad Tracks, &c., and that the following description, taken in connection with the accompanying plate of drawings, hereinafter referred to, forms a full and exact specification of the same, wherein I have set forth the nature and principles of my said improvements by which my invention may be distinguished from others of a similar class, together with such parts as I claim and desire to have secured to me by Letters Patent.

The figures of the accompanying plate of drawings represent my improvements.

Figure 1 is a side elevation showing the ends of two rails at the joint. Fig. 2 is a transverse vertical section taken in the plane of the line A B, Fig. 1. Fig. 3 is a plan or top view showing the lap, &c., on one end of the rail.

The object of my improvements is to form the joint for uniting the ends of the rails in such a manner as to prevent either rail from rising, falling or moving in either lateral directions and to lock the rails rigidly together.

a a—b b represent the two rails to be united. On the end of the rail *a a* is formed a projecting lap *c c* with dovetail *d* formed

thereon. The lap *c c* fits under the projecting portion *f f* of the rail *b b* in which portion *f f* is formed a mortise *g* into which the dovetail *d* fits. It will thus be seen that the lap joint will prevent the rails from rising or falling while the dovetailed dowel prevents the rails from moving in either lateral direction.

My improvements are peculiarly applicable to cast-iron rails as it would be impossible to form readily the lap and dowel, as I construct them, in a wrought iron or rolled rail, and it may be further observed that it is essential in my improvements that the dovetail *d* should be formed on and with the lap *c*, as otherwise if the dovetail was cast separately and independent of the lap *c*, it could not possess the requisite strength and would soon be broken.

Having thus described my improvements I shall state my claim as follows:

What I claim as my invention and desire to have secured to me by Letters Patent, is—

In a cast-iron rail the combination of the supporting lap and dovetailed dowel, the said dovetail being cast on the said lap as set forth, whereby the rails are rigidly locked and prevented from rising or falling or moving in either lateral direction.

JNO. B. HENCK.

Witnesses:

JOSEPH GOVETT,

ALBERT W. BROWN.