PRICE & LEWIS.

Fagot for Railroad Rails.

No. 36,795. Patented Oct. 28, 1862.

Fig. 3

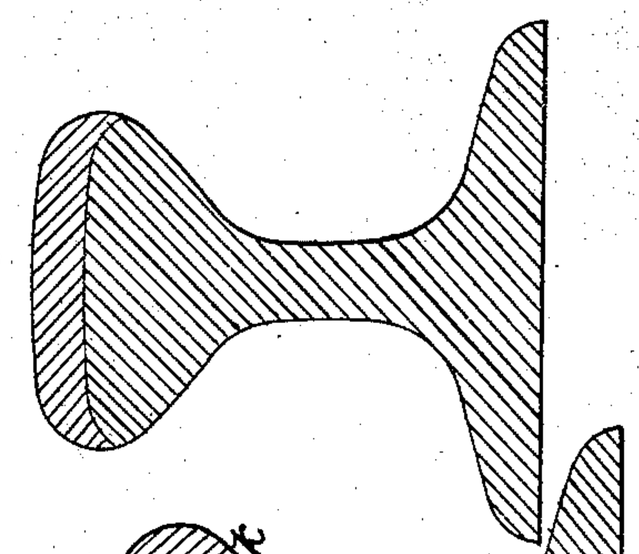


Fig. 2

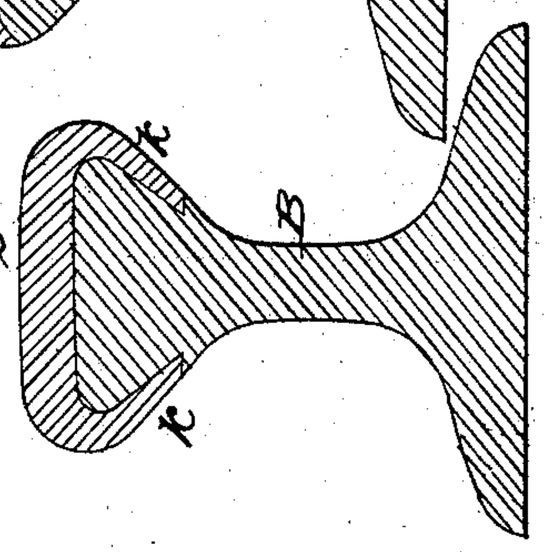
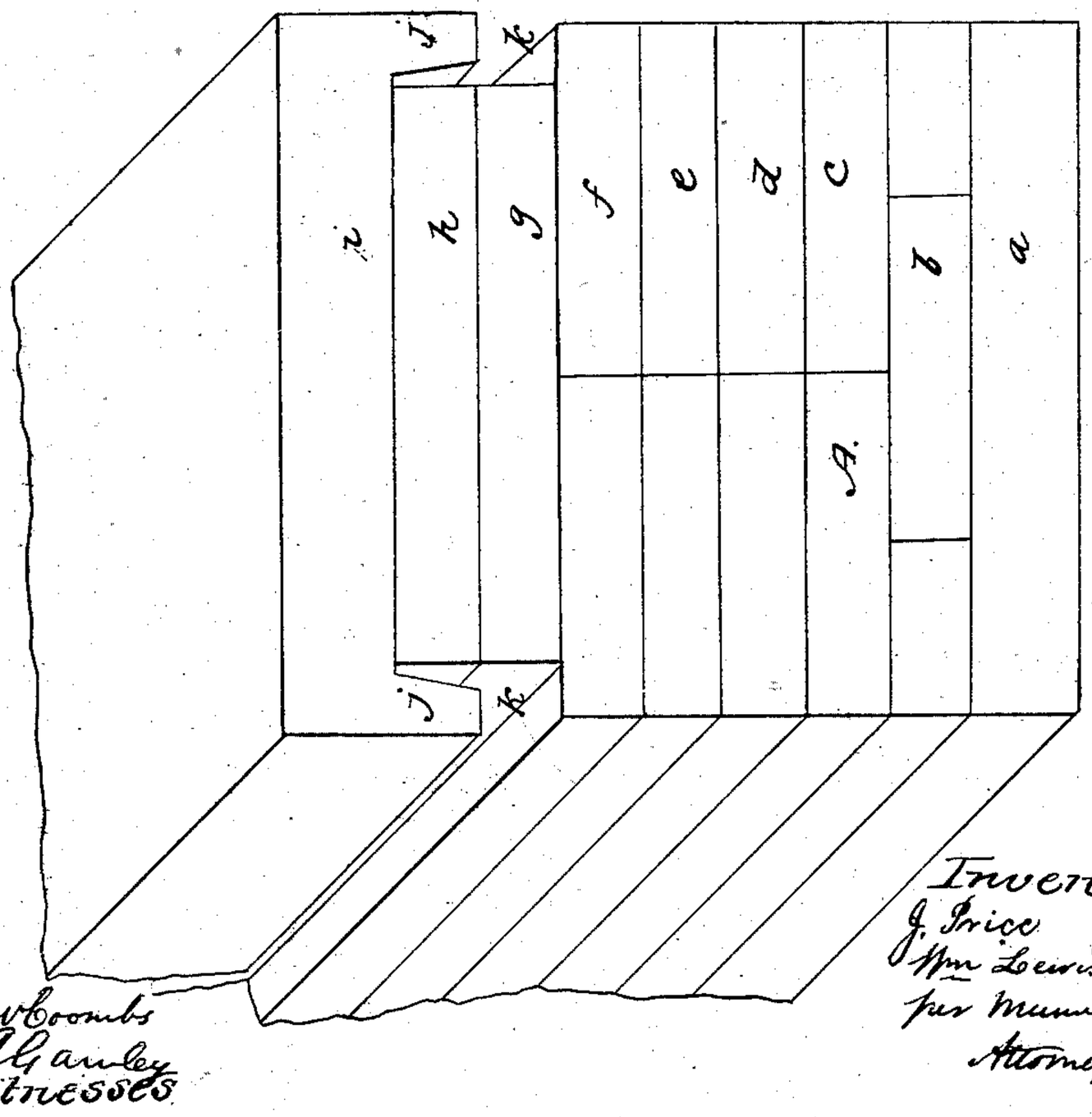


Fig. 1



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UNITED STATES PATENT OFFICE.

JOHN PRICE AND WILLIAM LEWIS, OF DANVILLE, PENNSYLVANIA.

IMPROVEMENT IN PILES FOR RAILROAD-RAILS.

Specification forming part of Letters Patent No. **36,795,** dated October 28, 1862.

To all whom it may concern:

Be it known that we, JOHN PRICE and WILLIAM LEWIS, both of Danville, in the county of Montour and State of Pennsylvania, have invented a new and Improved Pile for Railroad-Rails; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 represents a prospective view of our invention. Fig. 2 is a transverse vertical section of a rail rolled from our pile. Fig. 3 is a similar section of a rail rolled from the ordinary pile.

Similar letters of reference in the three views indicate corresponding parts.

The ordinary pile for rolling T-rails consists of a series of flat bars placed one on the top of the other, the top layer, which is intended to make the outer surface of the head of the rail, being of reheated iron. The great fault with rails rolled from such piles is their liability to laminate—that is, the outer surface of the head of the rail will almost invariably get loose and curl up at the ends, and in some cases strip off entirely for ten or twelve feet. To obviate this difficulty is the object of our invention, which consists in making the top layer, which forms the outer surface of the head of the rail, with flanges projecting downward on each side of the layer or layers directly beneath it, leaving a recess between the points of the projecting flanges and the layer below them of near the thickness of a layer, so that when rolled into a T-rail the flanges of the upper layer will embrace the entire head of the rail, and thus prevent the same stripping or scaling off.

To enable those skilled in the art to fully understand and use our invention, we will proceed to describe it with reference to the drawings.

The pile A consists of a series of layers, *a b c d e f g h i*, the top layer, *i*, being provided with flanges *j*, which project down over the edges of the layers *g h*, immediately beneath said top layer, as clearly shown in Fig. 1 of the drawings. The layers *g h* are narrower than the layer beneath them, so that between the points of the flanges and the top of the layer *f* a recess, *k*, is left of nearly the thickness of a layer, and when the pile passes through the rolls the first time those flanges are pressed down into the recess, thereby incasing two layers. When the rail B from our pile is finished, its head is incased into the layer *i*, as clearly shown in Fig. 2 of the drawings, and thereby the surface of the head is prevented from stripping or scaling off.

The ordinary pile, where the top layer has no flanges, produces a rail such as shown in Fig. 3. By observing this figure it will be noticed at once that the surface of the head does not grasp or incase said head, and it is therefore liable to work loose.

By means of the flanges *j* and the recesses *k* our pile enables us to incase the head of the rail, so that it cannot work loose however long it may be in use. For I-rails a similar flanged layer will be placed at the bottom of the pile.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

The employment of the flanged layer *i* on top or on top and bottom of the pile A, when the same is used in combination with the layers *h g f*, and arranged so as to form recesses *k* between the points of its flanges and the next adjoining layer *f*, as and for the purpose shown and described.

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Witnesses:
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