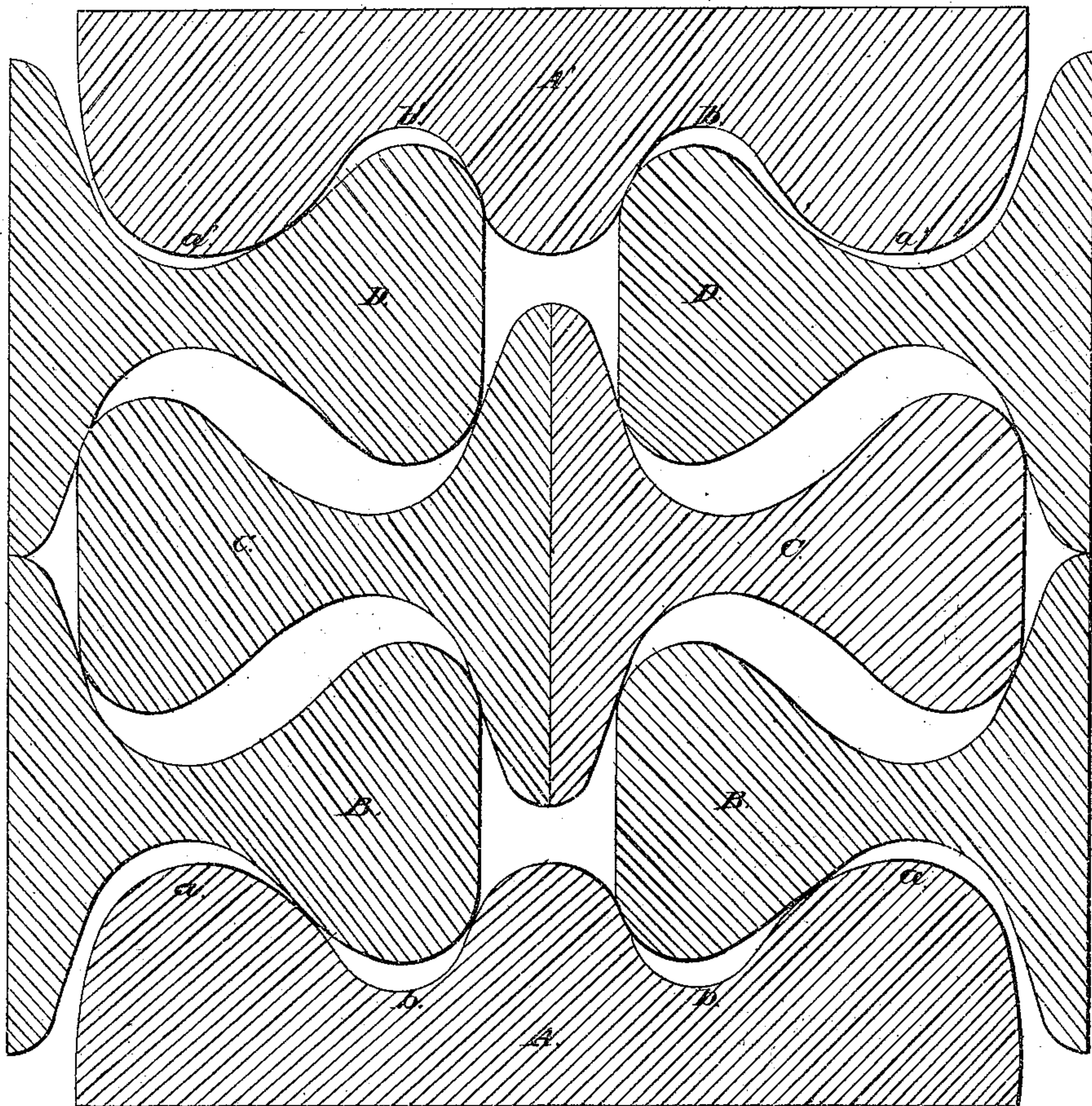


*Lewis, Price & Naylor.*

*Pile for Railroad Rails.*

*N<sup>o</sup> 43,593.*

*Patented Jul. 19, 1864.*



*Witnesses:*

*Henry Morris  
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# UNITED STATES PATENT OFFICE.

WILLIAM LEWIS, JOHN PRICE, AND FRANCIS NAYLOR, OF DANVILLE,  
PENNSYLVANIA.

## IMPROVEMENT IN FAGOTING RAILROAD-RAILS.

Specification forming part of Letters Patent No. 43,593, dated July 19, 1864.

*To all whom it may concern:*

Be it known that we, WILLIAM LEWIS, JOHN PRICE, and FRANCIS NAYLOR, of Danville, in the county of Montour, and State of Pennsylvania, have invented a new and useful Improvement in Piles for Iron-Rolling; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to fully understand and use the same, reference being had to the accompanying drawing, forming a part of this specification. Said drawing representing a side elevation of our improvement.

Similar letters of reference indicate like parts.

Our invention relates to a method of forming the piles or fagots of short bar-iron preparatory to welding and re rolling.

In the re-rolling of railroad rails or the rolling of bar-iron from old railroad-rails, considerable trouble and inconvenience has always been experienced in forming, combining, and keeping together the short lengths of the old rails in suitable piles or fagots while undergoing the process of reheating in the reverberatory furnace. This difficulty has been due to the peculiar irregular form of the rails, which is such that the short bars thereof cannot be piled or fagoted like rectangular bars and are therefore liable to fall apart when submitted to the action of the furnace and the disturbance of charging the same during the heating operation.

The object of our invention is to obviate the above difficulty, and we succeed in combining the said short bars of old rails into compact piles or fagots in the following manner: We first provide a bottom plate or layer, A, of corrugated form, as shown, made of old rails, puddled iron, or reheated puddled iron; and upon the bottom plate, A, we lay in sidewise position, the rail-bars B B, the projections *a a* in plate A fitting into the necks of the rails, and the heads of the rails fitting into the depressions *b b* of the plate A, as shown. Upon the upper sides of the bars B B we now lay, in

sidewise position, two other rail-bars, C C, the bases of which abut against each other, and their heads fit into the necks of the rails B B underneath them. Upon the bars C C are now placed two more rail-bars, D D, with their heads turned inward and fitted into the necks of the bars C C underneath them, as shown, and upon the top of the bars D D we now place a corrugated top plate, A', of which the end projections, *a' a'*, fit into the necks of the rails D D, and the heads of the rails D D fit into the depressions *b' b'* of plate A', as shown. The several projections and depressions of the plates A A', with the rails laid upon them and upon each other, as shown, interlock with each so as to form a firm, compact pile, which cannot easily be broken apart by the charging or other disturbances during the heating operation, and which is easy to move and place in the rolls; and it is not liable to laminate, owing to the close interlocking of the several bars. The top plate, A', which is to form the head or upper surface of the bar or rail, may be made of different or peculiar metal from the body, if desirable. The said plate A' may be composed of re-heated iron or steel, or above the plate A' there may be placed still another plate composed of a metal having such qualities as it may be desired to impart to the upper surface of the rolled bar or rail.

We do not confine ourselves to the use of any particular size of corrugated plates A A', nor to any particular number of interlocking rails.

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

The formation of piles or fagots for re-rolling by the combination of the corrugated top and bottom plates, A A', with the interlocking rail-bars, all in the manner substantially as herein shown and described.

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Witnesses:

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