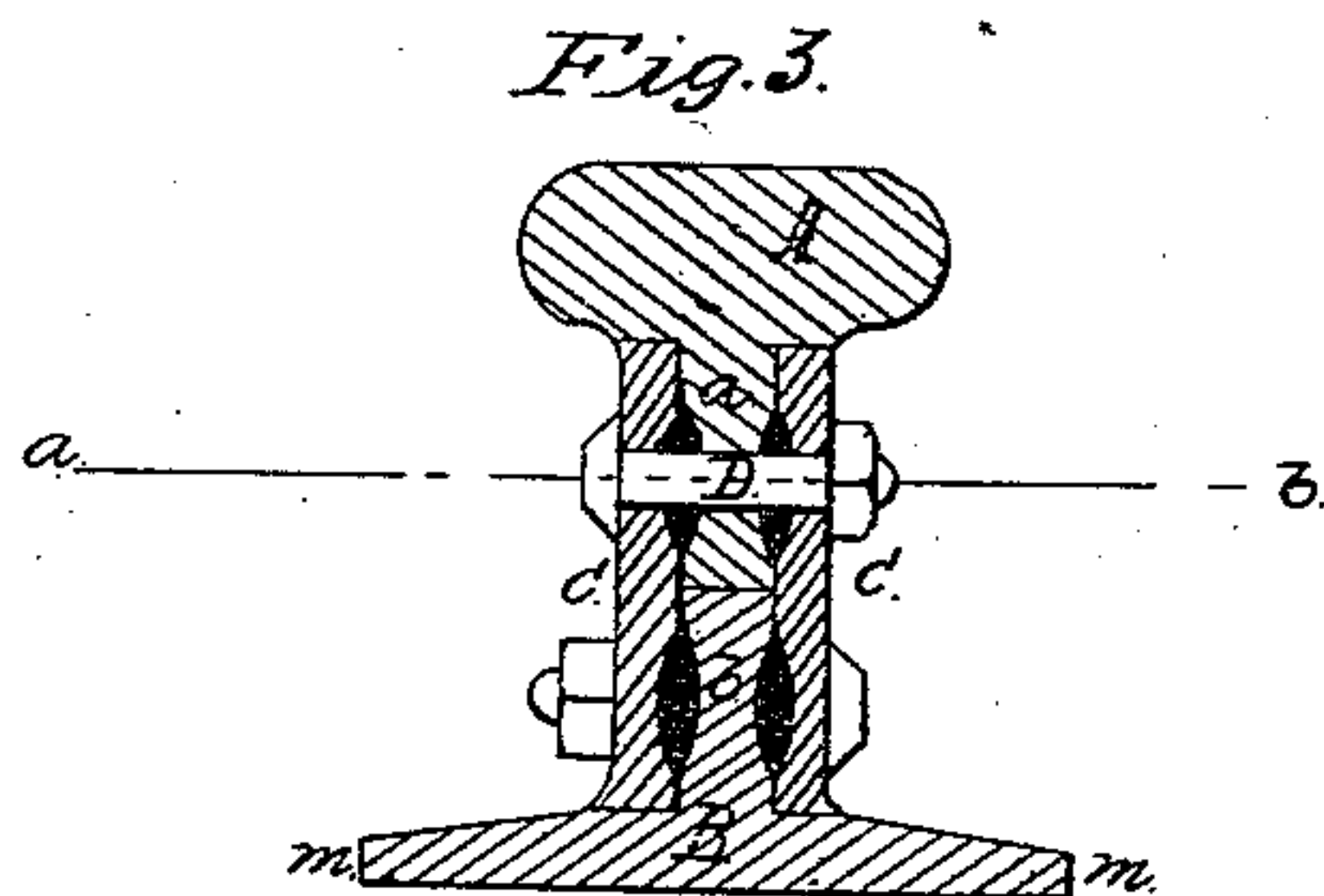
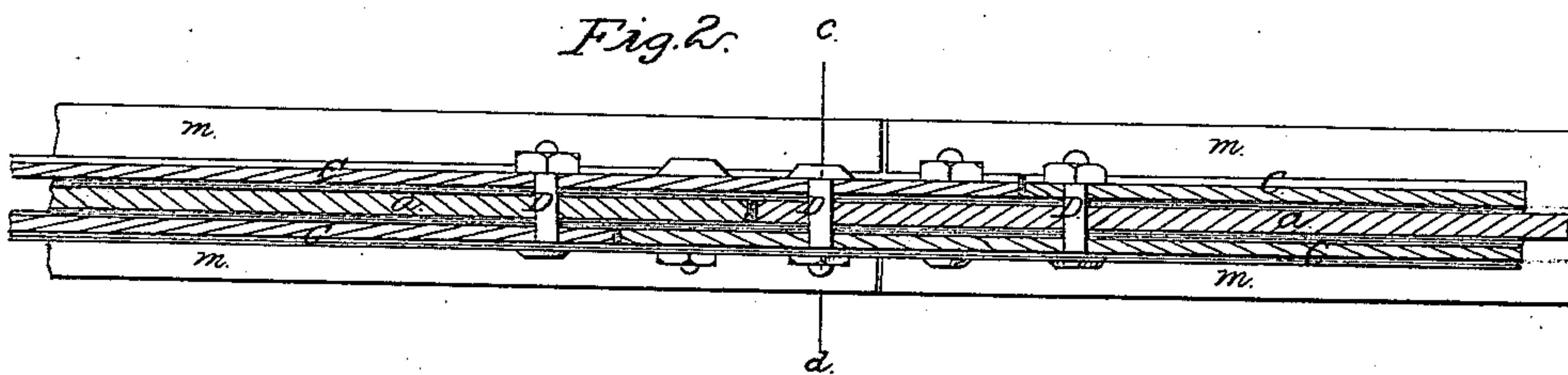
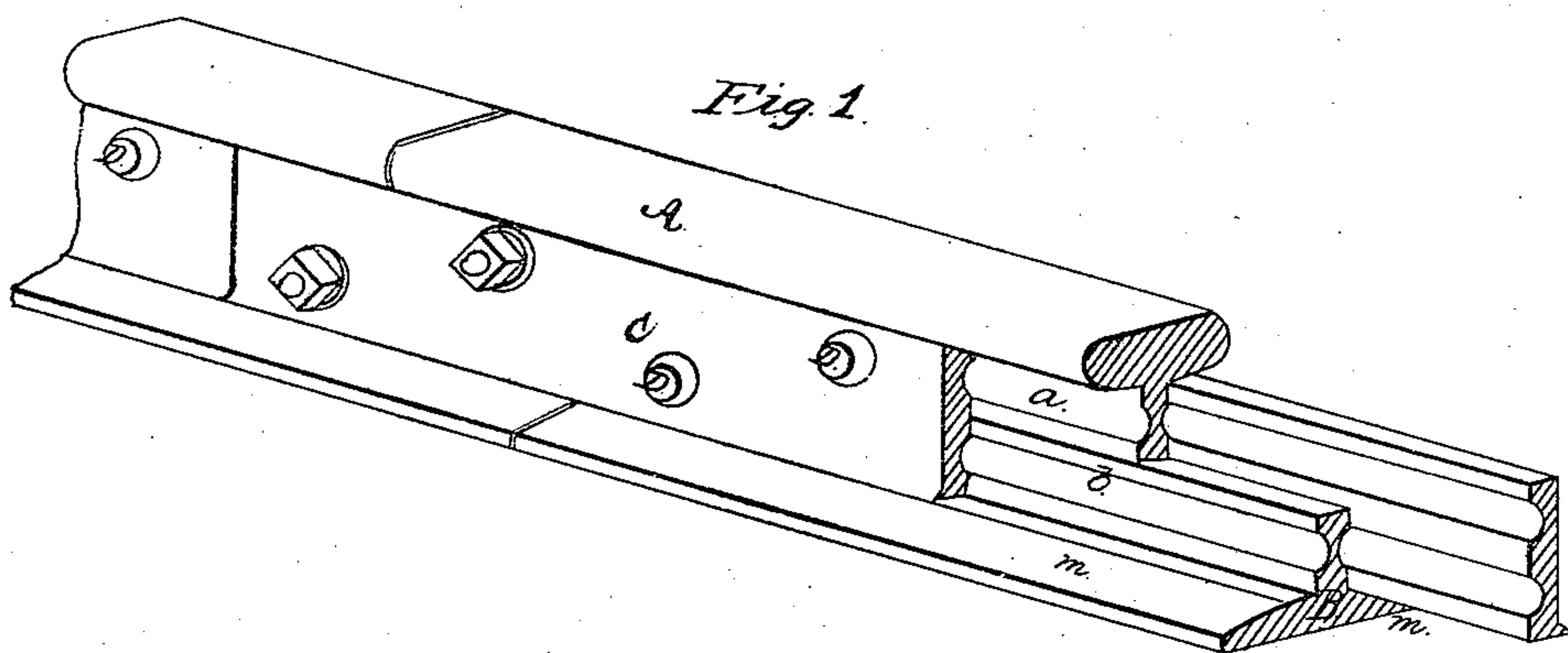


*I. B. Hymer.*

*Railroad Rail.*

*N<sup>o</sup> 64,536.*

*Patented May 7, 1867.*



*Witnesses.*

*N. K. Ellsworth.*  
*Geo. H. Morraon.*

*Inventor.*  
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*attys for*  
*Isaac B Hymer*  
*Per O Knight*

# United States Patent Office.

ISAAC B. HYMER, OF WARSAW, INDIANA.

*Letters Patent No. 64,536, dated May 7, 1867.*

## IMPROVED RAILROAD RAIL.

The Schedule referred to in these Letters Patent and making part of the same.

### TO ALL WHOM IT MAY CONCERN:

Be it known that I, ISAAC B. HYMER, of Warsaw, in the county of Kosciusko, State of Indiana, have invented a new and useful Improved Railroad Rail; and I do hereby declare the following to be a full, clear, and exact description of the nature, construction, and operation of the same, sufficient to enable one skilled in the art to which it appertains to construct and use the same, reference being had to the accompanying drawings, which are made part of this specification, and in which the same letters indicate similar parts.

Figure 1 is a perspective view.

Figure 2 is a horizontal section on the line *a b*, fig. 3.

Figure 3 is a transverse section on the line *c d*, fig. 2.

This consists of a base-piece with foot-flanges and a vertical rib which supports the shank of the T-rail. Side-plates rest against the rib and shank, and are secured by bolts. The sides of the shank and rib, as well as the face of the side-plates, are so grooved as to reduce the contacting surface to improve the joint.

In the drawings, A is the T-rail, having a shank, *a*, which rests upon the rib *b* of the foot-piece B, which has lateral flanges, *m m*. C C are side-pieces which rest on each side and support the T-rail, the bolts D passing through from side to side, the upper set piercing the side-plates and the shank *a*, and the lower set piercing the side-plates and the rib *b*, and secured by nuts and washers. To avoid fitting the whole surface of the side-plates C against the shank *a* and rib *b*, grooves are made in each of the contacting faces, so that they bear upon each other at only about one-half of their surfaces. The joints of the four portions which thus combine to form a railroad rail are broken, so that no two are divided at any one point of transverse section, as seen in figs. 1 and 2.

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

The arrangement of the T-rail imposed upon the foot-rail, and the two side-plates bolted thereto, the contacting face of the shank *a*, rib *b*, and side-plates C C, being grooved as described and represented.

To the above specification of my invention I have set my hand this      day of

ISAAC B. HYMER.

Witnesses:

J. D. CONNER,

TIMOTHY MURDEN.