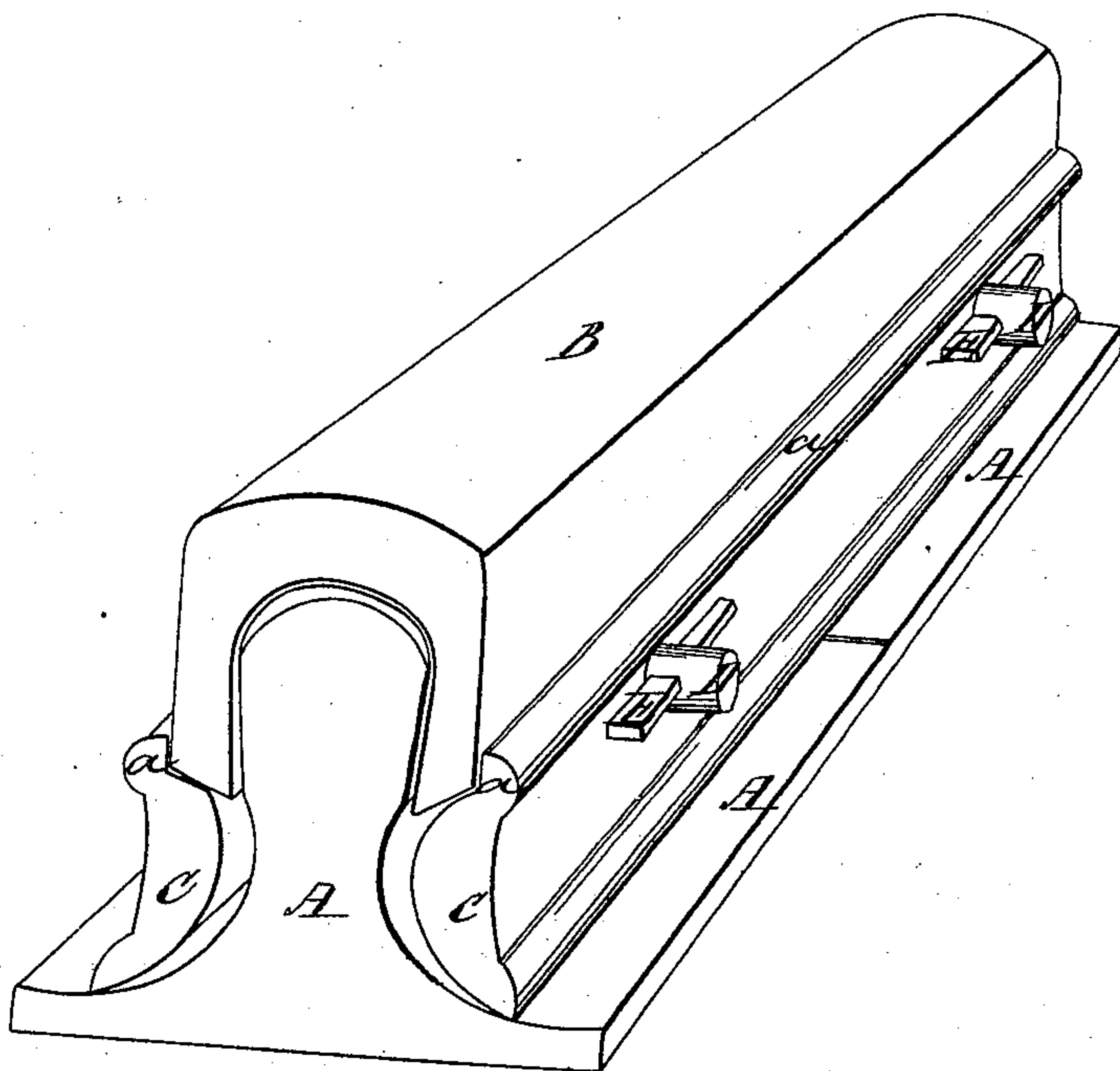


R. Anthony.

Railroad Rail.

N^o 85,198.

Patented Dec. 22, 1868.



Witnesses
Harry King
Leopold Green

Inventor
R. Anthony
per Alexander T. Mason
Atty.



RICHARD ANTHONY, OF SCRANTON, PENNSYLVANIA.

Letters Patent No. 85,198, dated December 22, 1868.

IMPROVED RAILWAY-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, RICHARD ANTHONY, of Scranton, in the county of Luzerne, and in the State of Pennsylvania, have invented certain new and useful Improvements in Railroad-Rails; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in the construction and general arrangement of a railroad-rail, with a cap, so that railroad-chairs may be dispensed with, and the expense, from the wearing out of the rails, lessened.

In order to enable others skilled in the art to which my invention appertains, to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawings, which form a part of this specification, and which represent a perspective view of my invention.

A A represent the common T-rails, which may be secured to the cross-ties in any suitable manner.

B is a cap, of iron or steel, which is placed over the head of the rails A A, and secured by means of the side-bars C C. These side-bars are provided with a flange, *a*, which extends up along the lower edge of the cap B; and when the spikes or bolts D D are inserted in their places, the cap is held perfectly tight. The lower edges of the cap B are bevelled to correspond with the bevelled shoulder *e*, along the upper edge of

the side-bars C C, and the flange *a* extends along the outer edge of said bevelled shoulder, clamping the cap B firmly and securely on the rail A. The bolts D D pass through the rails A A, as well as through the side-bars C C, and, by means of wedges E E, are secured in proper position.

The rails and caps should be so arranged that the joint of the rails comes about the centre of the cap, and the joints of the caps will be about the centre of the rails, thus doing away with chairs to support the rails at the joints. It will be seen that when the cap is worn out, it can readily be removed and another substituted, without disturbing the rail itself, and of course lessening the expense.

Having thus fully described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

The combination of the rails A A, cap B, and side-bars C C, the latter being provided with shoulder *e* and flange *a*, all substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing, I have hereunto set my hand, this 10th day of August, 1868.

RICHARD ANTHONY.

Witnesses:

LEWIS PUGHE,

LEWIS S. WATRES.