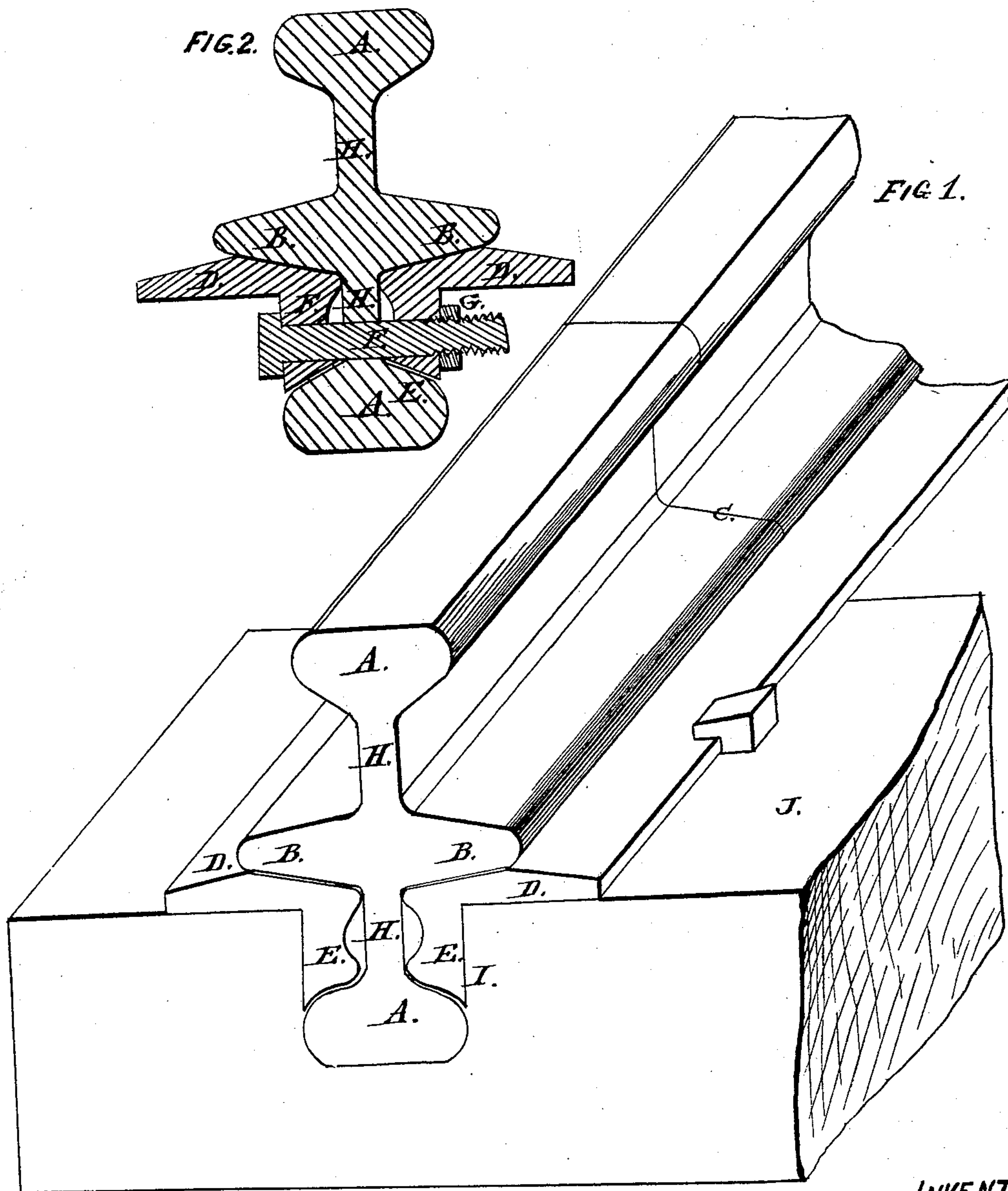


J. & D. HALL.  
Railway Rail.

No. 92,045.

Patented June 29, 1869.



INVENTOR:

Joseph Hall.

Daniel Hall.

WITNESSES:

G. L. Chapin.

E. V. Gibson.

# United States Patent Office.

JOSEPH HALL AND DANIEL HALL, OF CHICAGO, ILLINOIS.

*Letters Patent No. 92,045, dated June 29, 1869.*

## IMPROVED RAILWAY-RAIL AND SPLICE.

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

*To all whom it may concern:*

Be it known that we, JOSEPH HALL and DANIEL HALL, of Chicago, in the county of Cook, and State of Illinois, have invented an Improved Railroad-Rail; and we do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and letters marked thereon, making a part of this description, in which—

Figure 1 is a perspective representation of a short section of our improved rail.

Figure 2, a transverse section of the same.

The present invention relates to an improvement in that class of rails each edge of which is to form a track; and

Its nature consists in providing the rail with horizontal flanges, projecting out from the middle part, and which are used in combination with flanged coupling-plates underneath, to hold the rail in place.

To enable others skilled in the art to make and use our invention, we will now give a detailed description.

A A represent a solid double rail, which is so formed as to have necks, H H, each of which is of the usual length, and a projecting flange, B, on each side of the middle part, as shown in both figures.

D E represent the coupling for the jam C, which is made to fit closely against the under sides of the flanges B, and against the inverted head A, and also to project outward beyond the flanges B far enough to support the rail in a firm, upright position.

The parts E of the coupling, together with the rail, have holes made through them, in the usual manner, as shown at fig. 2, to receive the bolts F, which clamp the coupling to the rails at each bearing, and hold them in line.

It will be seen, from this description, that the flanges

D are held firmly to the under side of the flanges B, and that they, therefore, wholly support the rail.

In order to lay a track with this rail, the tie J should be so gained out as to clear the lower head, and receive the vertical parts, E, of the coupling, as at I. This will allow the flanges D to bear on the top of the tie, at which place they are to be spiked down, in the usual manner.

When the upper head becomes worn, the coupling can be removed to the other side of the flange, and the rail reversed, holes being made through both necks, to receive the bolts F.

As double-headed rails have been before used, we make no claim to invention in this respect; and, for this reason, it is not thought to be necessary to set forth the advantages of rails which are reversible. It is proper to state, however, that rails of this kind are intended more especially for what is known as a permanent road-bed; and that a rail of given length will weigh about one and three-fourths times a single rail; and that one-third the usual number of ties will answer the purpose.

Having thus described our invention,

What we claim, and desire to secure by Letters Patent of the United States, is—

A double-headed rail, A H, provided with flanges B, in combination with couplings E, provided with flanges D, said couplings being arranged to fit in gains in the ties, and the flanges to provide a solid seat for the rails, as set forth.

JOSEPH HALL.  
DANIEL HALL.

Witnesses:

G. L. CHAPIN,  
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