

L. A. PERROT.
Railroad Rails.

No. 152,863.

Patented July 7, 1874.

Fig. 1.

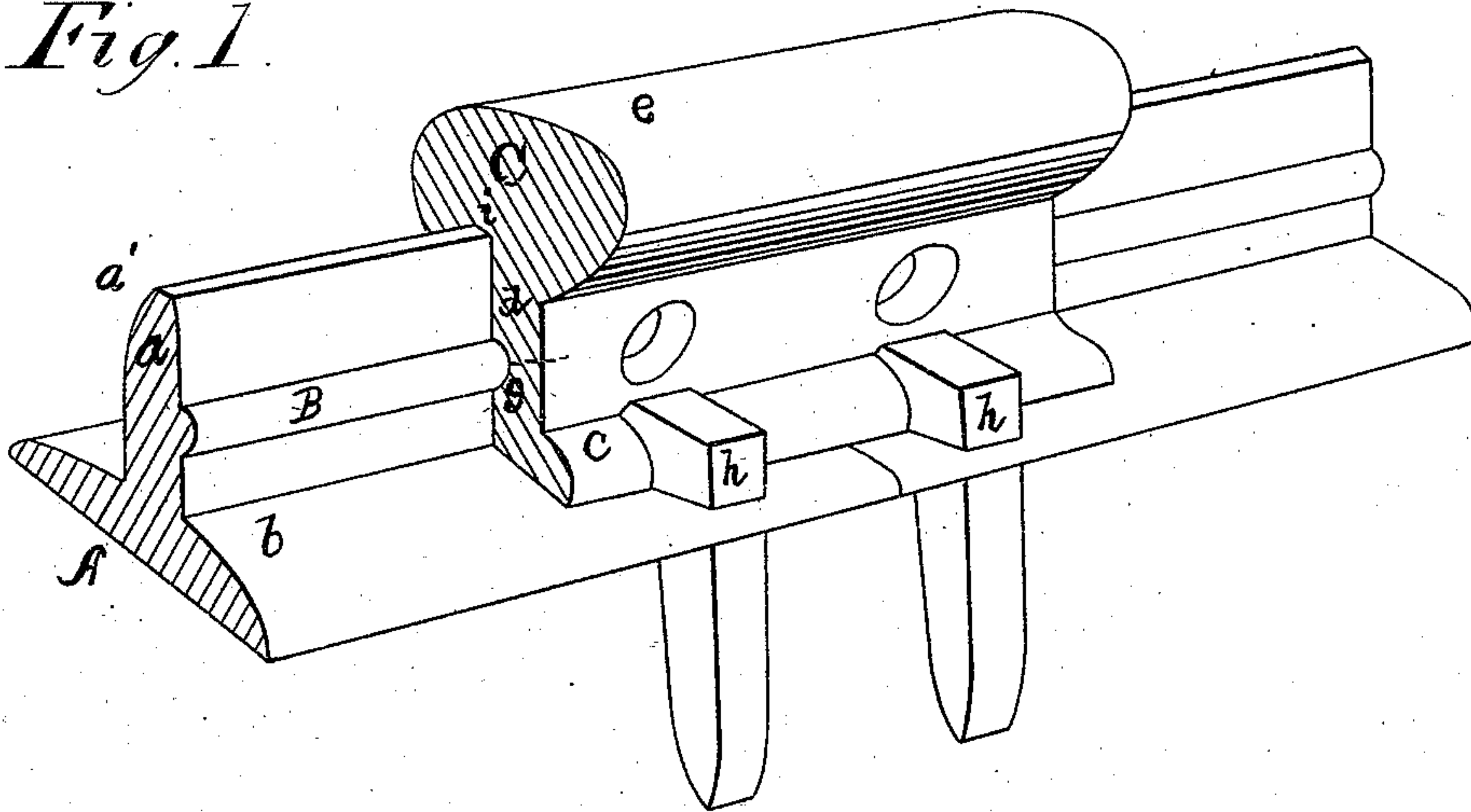
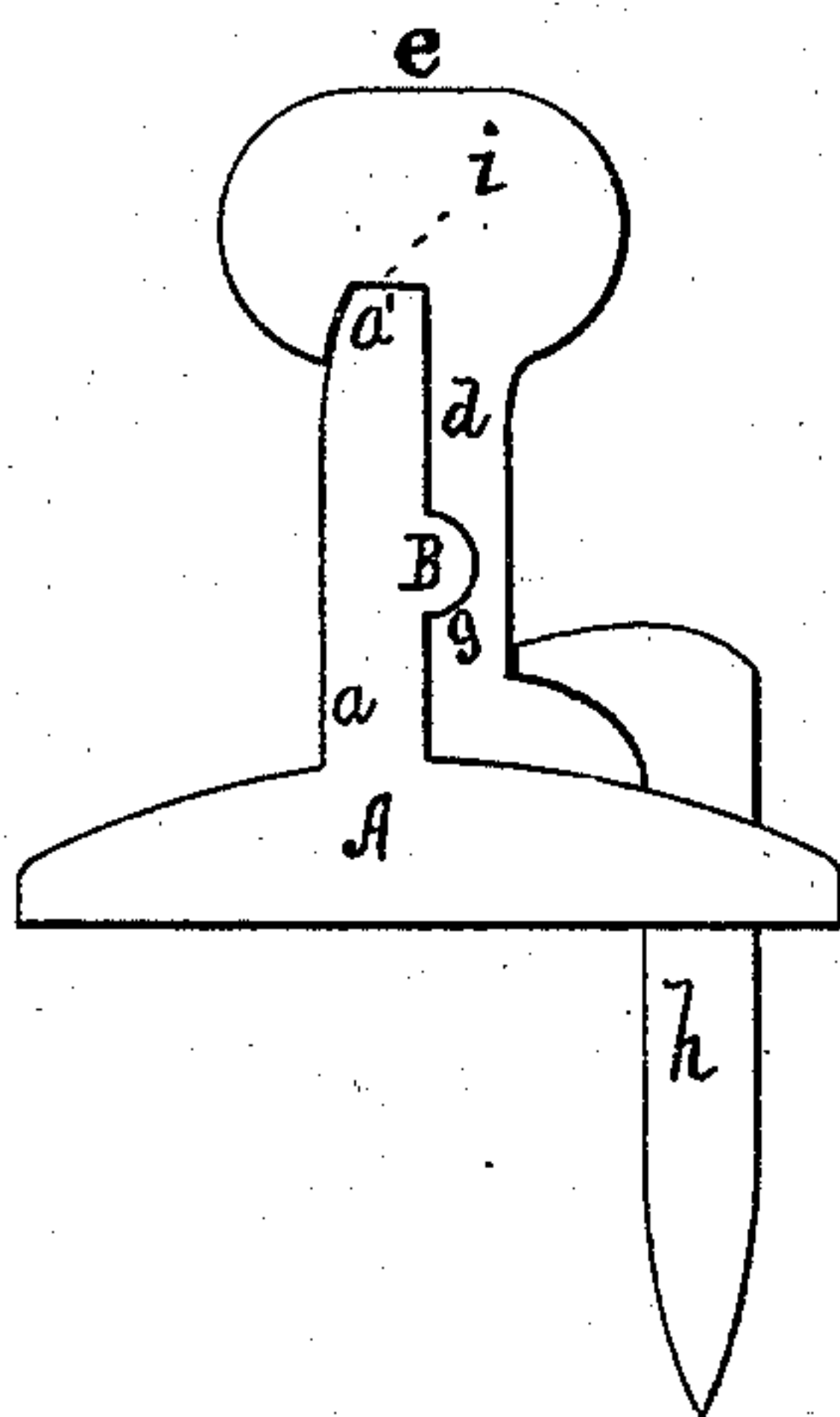


Fig. 2.



WITNESSES

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LOUIS A. PERROT, OF RICHMOND, VIRGINIA.

IMPROVEMENT IN RAILROAD-RAILS.

Specification forming part of Letters Patent No. **152,863**, dated July 7, 1874; application filed June 6, 1874.

To all whom it may concern:

Be it known that I, LOUIS A. PERROT, of Richmond, in the county of Henrico and State of Virginia, have invented a new and valuable Improvement in Railroad-Rails; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a perspective view of my railroad-rail, and Fig. 2 is an end view.

This invention has relation to means whereby the sections of a compound railroad-rail are secured in close contact; and it consists in a ridge constructed upon the web of the lower section of rail, which is adapted to be received into a groove upon the web of the upper sectional part, in combination with a groove upon the lower surface of the head of the upper sectional part, to receive the beveled upper surface of the web of the lower section of the rail, whereby the parts are prevented from both vertical and horizontal displacement, as will be hereinafter more fully explained.

In the annexed drawings, A designates the lower section of a compound railroad-rail; *a* designates its web, and *b* its base. Upon the inner surface of the web *a* I construct a ridge, B, running the whole length along the rail parallel to its upper edge. The upper exterior edge *a'* of the web *a* is beveled toward the middle of the track. C designates the upper section of a compound rail, which may be made of steel, and which consists of a flange, *c*, a web, *d*, a table, *e*, and a groove, *i'*, upon the under side of said table, which is beveled to correspond to the beveled upper edge of the web *a*. Upon the inner surface of the web *d* is a groove, *g*, which is adapted to receive the ridge B. When the ridge B is chambered in the groove *g* and the compound rail secured to the ties on a road-bed of a railway by means of spikes *h* driven through

suitable perforations in the flanged base *b*, all upward displacement of the section C is effectually prevented; and even should the spikes work loose, the ridge upon the section A and the groove upon the section C would still accomplish the same result, and would thereby prevent the groove upon the lower surface of the table *e* becoming disengaged from the beveled edge of the web *a* of section A.

In practice, I do not use any fish-bar, as by placing my upper sections so that they will break joints with the lower sections I accomplish the same result; but, if desired, bolts having suitable nuts may be applied through the webs *a* *d* for strengthening the joint. It will be seen from the above description that I have secured for compound rails of this construction essentially, by means of the ridge B and the groove *g*—the former of which may be rounded and the latter concave—an almost total immobility of the upper section as regards the lower; and it will be also seen that by beveling the upper outer surface of the web *a* to be received into a groove upon the lower surface of the table *e*, that I have multiplied the bearing-surfaces for said table; and that, the two being used as described, I have prevented both vertical and horizontal displacement.

I am well aware that sectional rails have been made showing the features of a beveled edge and a correspondingly-beveled groove, consequently I do not make a broad claim to such invention.

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

The ridge B and groove *g*, in combination with the beveled upper edge *a* of section A and the groove *i'*, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

LOUIS A. PERROT.

Witnesses:

FRED. H. SCHNEIDER,
MATH SCHAAF.