

(No Model.)

N. D. WRIGHT.  
COMPOUND RAILWAY RAIL.

No. 285,196.

Patented Sept. 18, 1883.

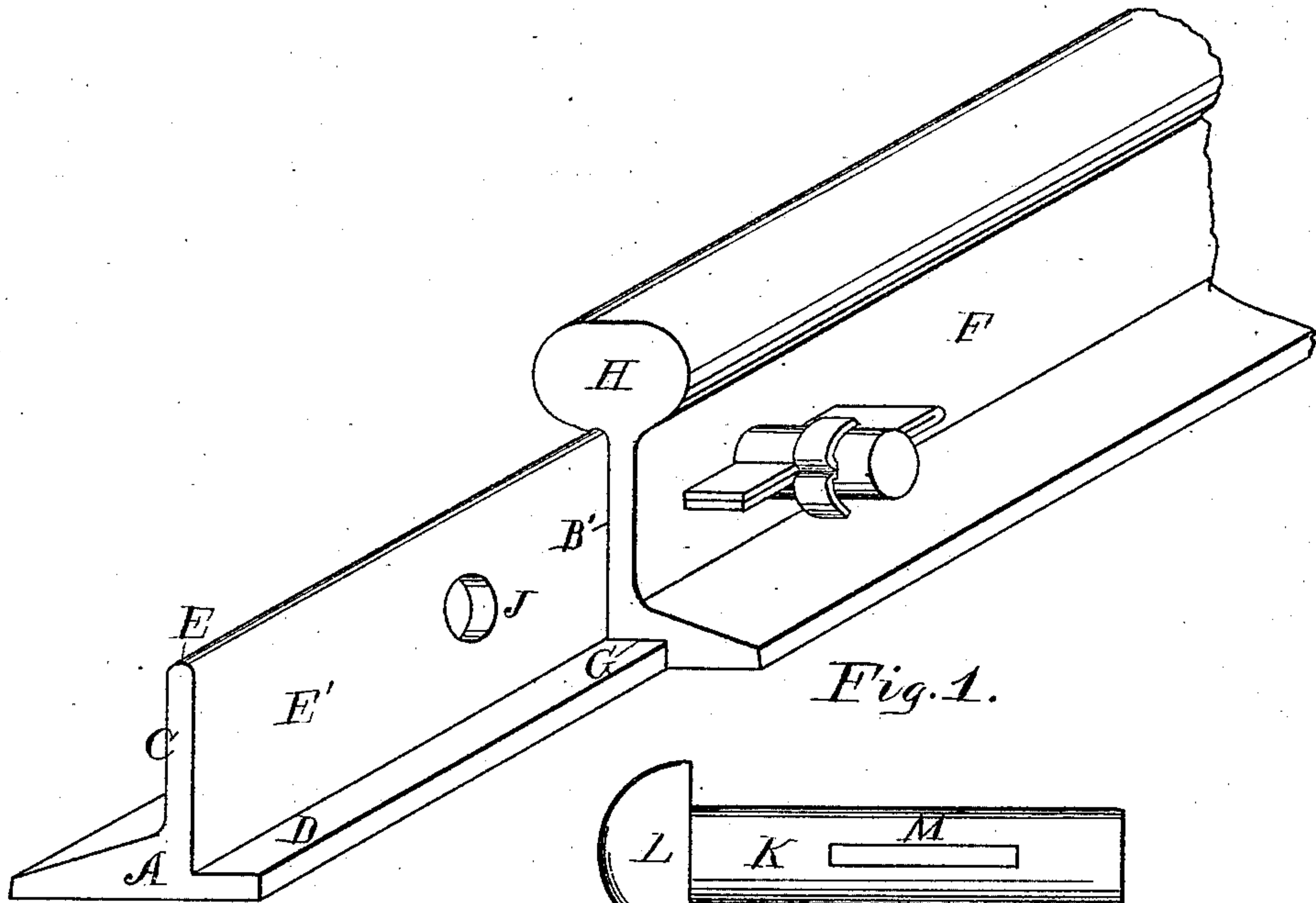


Fig. 1.

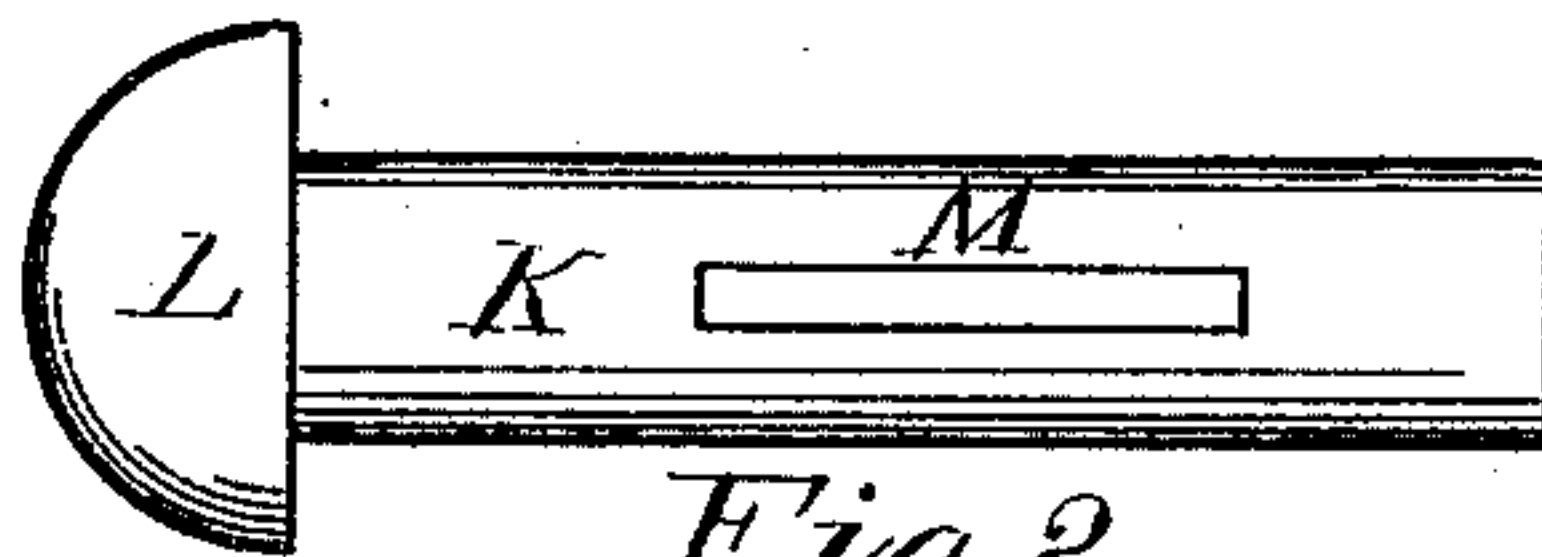


Fig. 2.

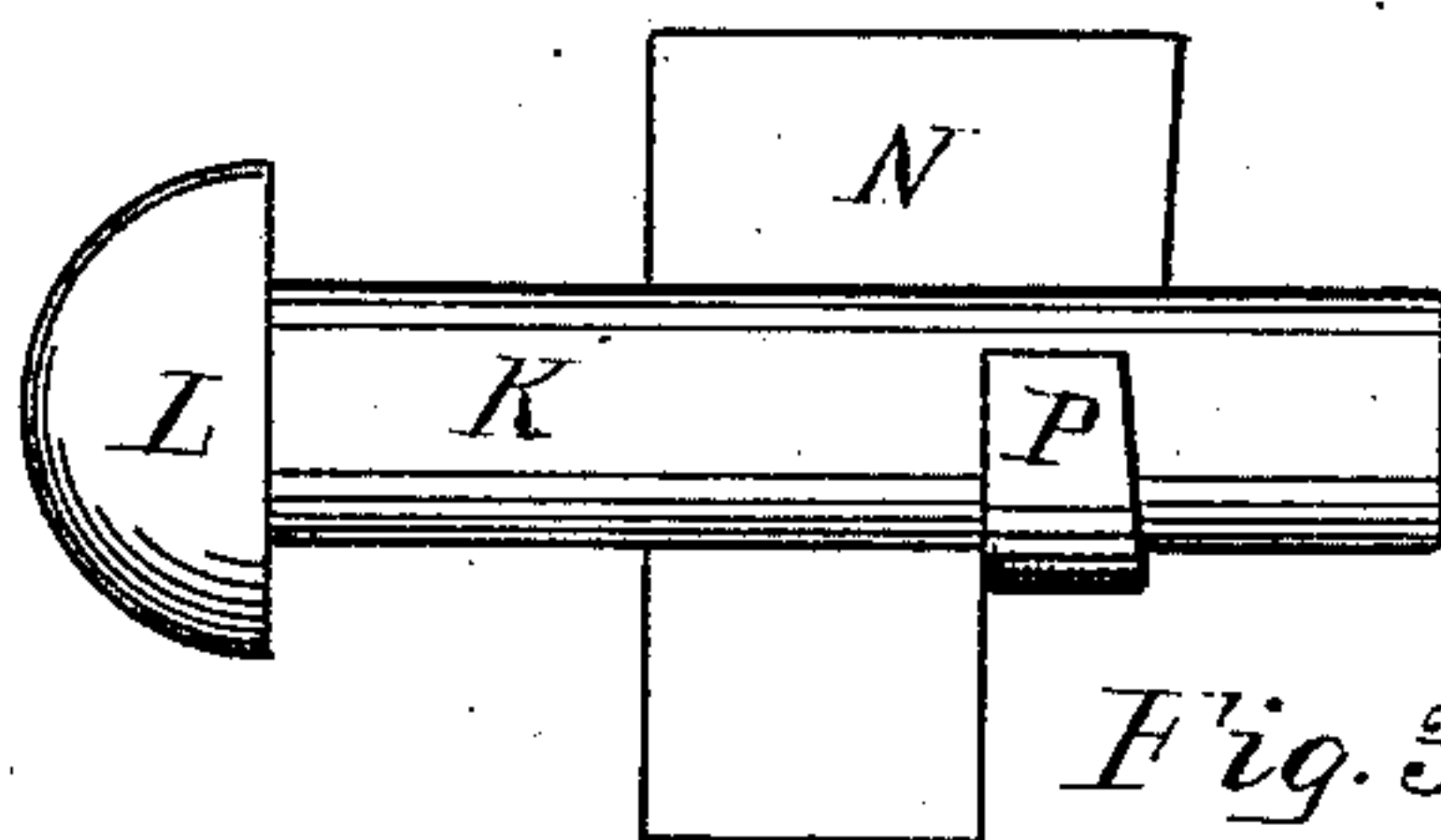


Fig. 3.

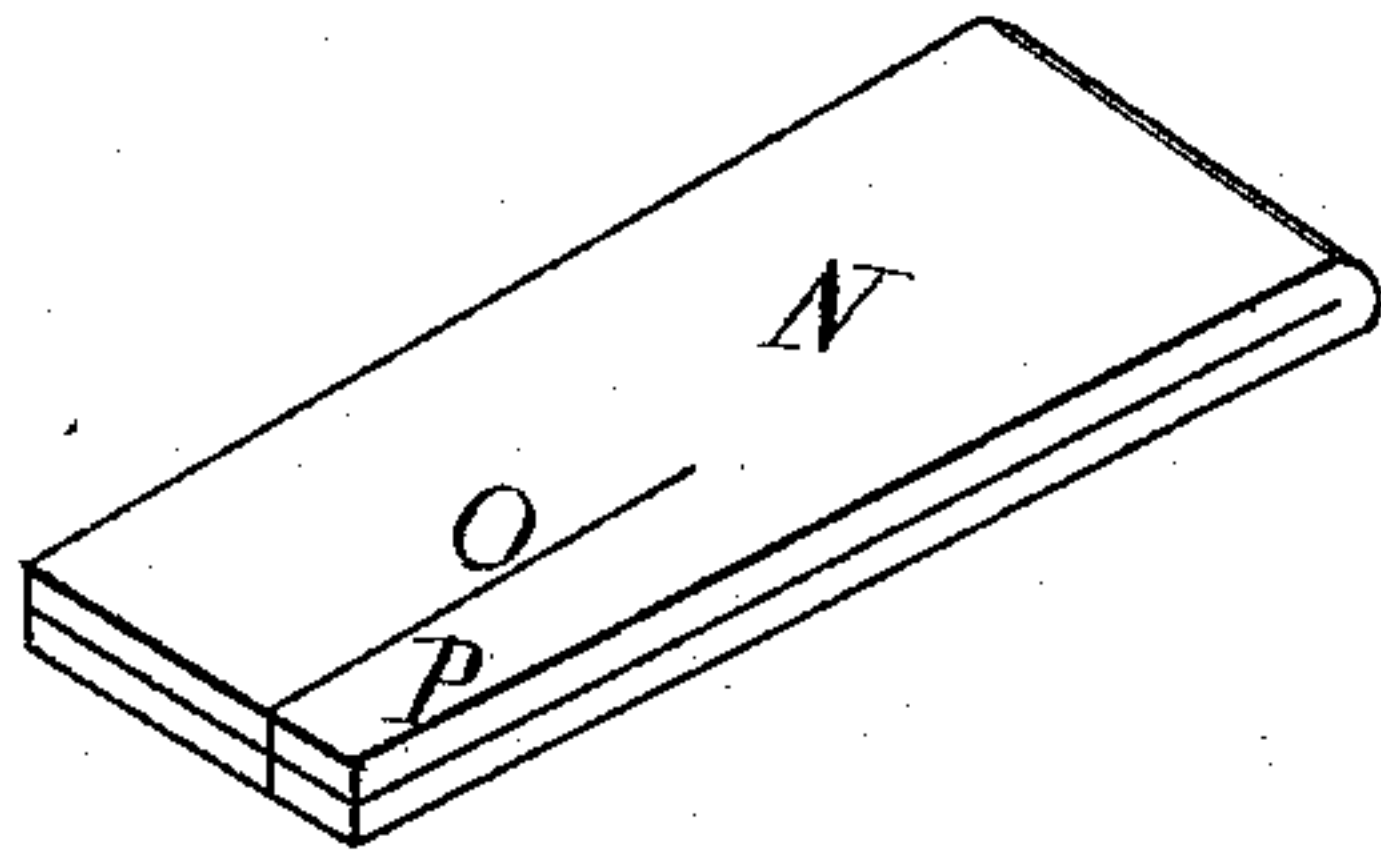


Fig. 5.

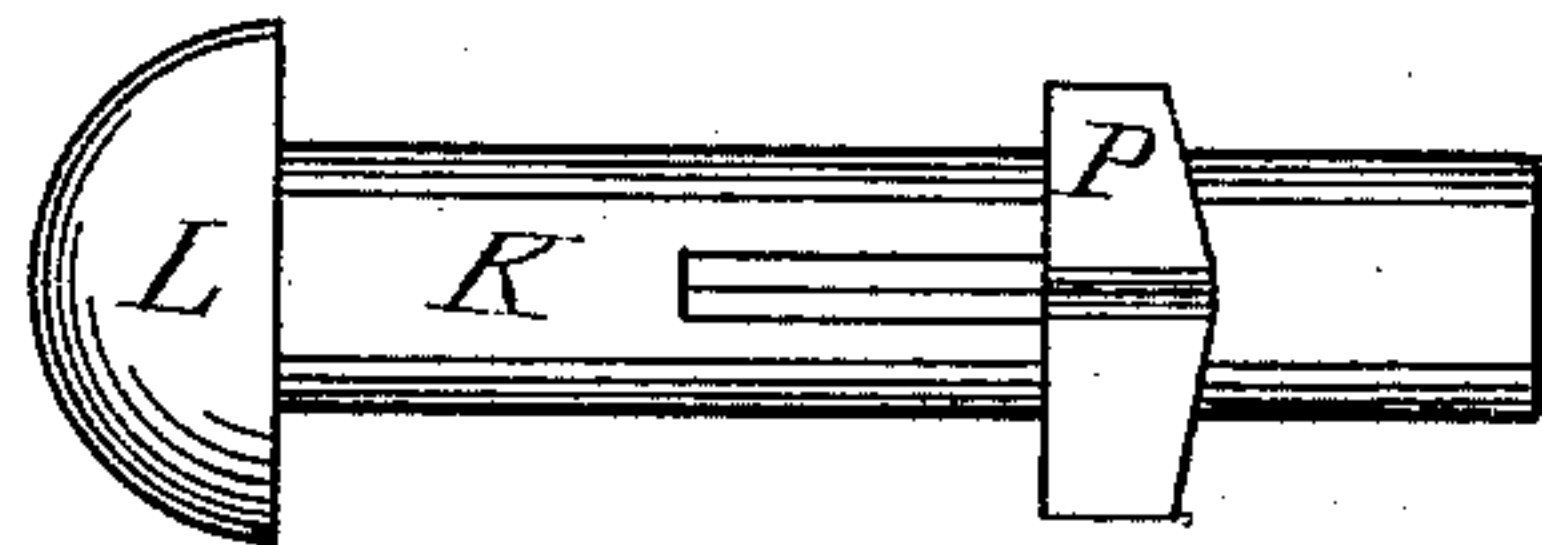


Fig. 4.

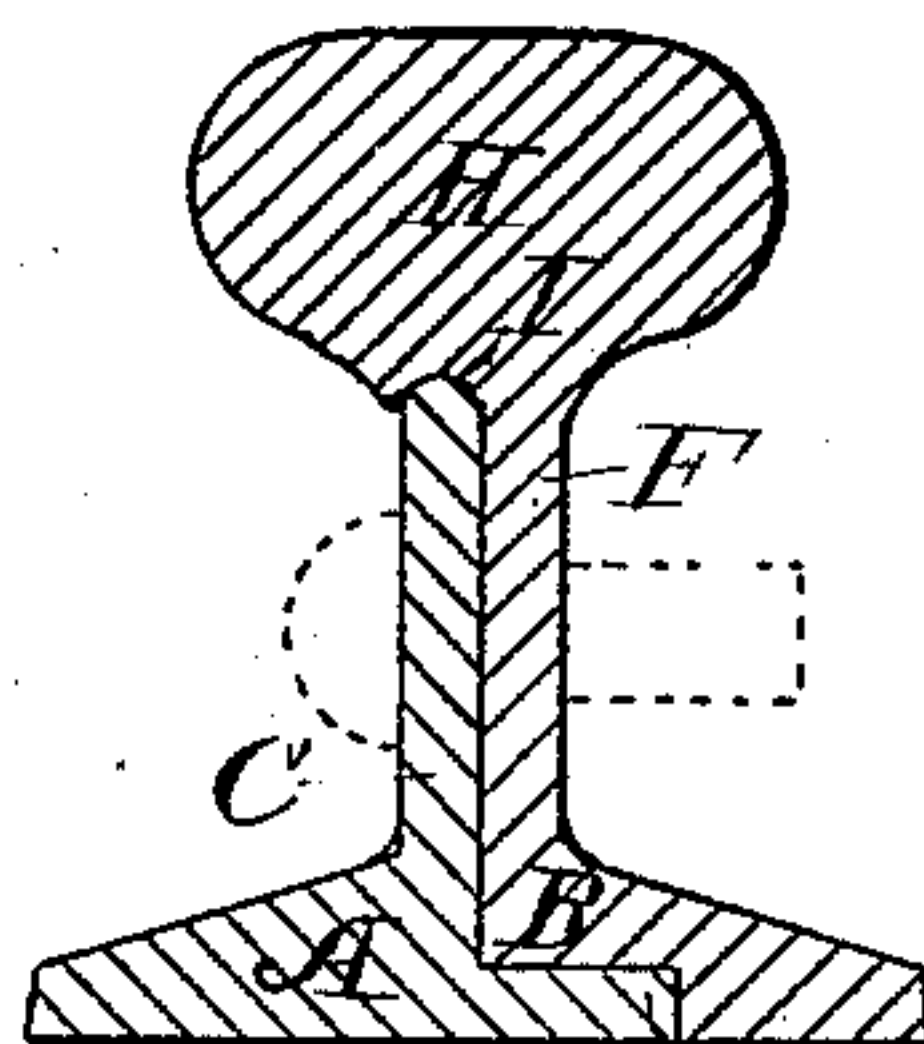


Fig. 6.

WITNESSES:

Robert Kirk  
C. H. Jones

INVENTOR :

Noah D. Wright

By J. S. Cook  
Attorney.



# UNITED STATES PATENT OFFICE.

NOAH D. WRIGHT, OF COVINGTON, KY., ASSIGNOR OF THREE-FOURTHS TO  
EDWIN R. SEELY AND JOHN H. GURNEY, BOTH OF SAME PLACE.

## COMPOUND RAILWAY-RAIL.

SPECIFICATION forming part of Letters Patent No. 285,196, dated September 18, 1883.

Application filed April 23, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, NOAH D. WRIGHT, of Covington, in the county of Kenton and State of Kentucky, have invented a new and useful  
5 Improvement in Compound Railway-Rails, which improvement is fully set forth in the following specification and accompanying drawings, in which—

10 Figure 1 is a perspective view of my compound T-rail. Fig. 2 is a side view of the bolt; Fig. 3, top view of same; Fig. 4, side view of bolt with key; Fig. 5, perspective view of key, and Fig. 6 cross-sectional view of the compound T-rails.

15 The object of my invention is to provide a railway-rail in such a manner as to form a continuous rail without increasing the weight of the rail over the ordinary rail, to obviate seams in the ball or tread of the rail, to facilitate the  
20 repairing of tracks when equipped with these rails, and to greatly economize the manufacture of rails for replacing.

In the accompanying drawings, A represents one of the parts of the compound rail, which,  
25 for convenience, I will designate the "base-section," and B the other section, which, for convenience, I designate the "upper" or "tread" section. The base-section has the limb C, which in practice is manufactured of a  
30 thickness equal to about one-half the upright limb of the ordinary T-rail, and is rounded, E, on its upper edge. The inner surface E' is vertical, and along the base is a right-angled flange or projection, D, as shown. The outer  
35 side of the limb C is also vertical down to the sloping base, as in the ordinary rail. At suitable intervals along the rail are bolt-holes J. The upper or tread rail, B, has the inner surface B' of the limb F vertical, and on the  
40 lower side of the base is a recess or rabbet, G, corresponding to the flange D on the base-rail. The limb F carries the usual ball or tread, H, and on the under inner side the ball is provided with a groove, I, to receive the upper  
45 rounded edge, E, of the limb C. When the two sections are placed together, therefore, the two faces D' E' are placed in contact with the rabbet G, resting on the base-flange D, and the rounded upper edge of limb C entering the  
50 rounding groove I. Holes similar to J are formed through the limb F at proper inter-

vals, and bolts K are equipped to hold the two sections together. It is obvious that any form of bolt may be used for this purpose; but the bolts herein shown are most suitable and best  
55 adapted.

I am aware it is not new to construct a railway-rail of two parts, and I do not, therefore, claim this broadly.

The bolt K has the ordinary round head, L, 60 and the body has a slot, M, of suitable length to receive a key, N, on the opposite side of the rail. The key N is preferably made of a piece of sheet metal bent back on itself, as shown in Fig. 5. The lapped ends are slitted, 65 as shown at O, a little to one side, so that the operator can, by means of a pair of pinchers, bend over the wings P, and thus securely hold the keys from being lost or from loosening the sections. In use, the upper section B only 70 is subject to wear, and can be removed and replaced without moving the base-section A. It is also obvious that a much smaller percentage of new iron will be required for rerolling, and since only about three-fifths of the weight of 75 iron is required in rehandling, there will be a great saving in time in repairing, in addition to the reduced cost of production. The shape of the compound rail in cross-section is similar to the ordinary rail, and the weight per 80 lineal foot is the same; hence the cost of material is no greater than in the present rail. No first plates are required in connection with the bolts, which also greatly tends to reduce the cost. Other important advantages will 85 readily suggest themselves to the mechanic.

What I claim is—

In railway-rails, the combination of the base A, having the vertical limb or web C, with rounded upper edge, and the base D, with the 90 limb or web F, having the base B gained at G to receive the flange D, and provided with the ball H, having on its under side the groove I, and the bolts or keys for fastening together these sections, substantially as described. 95

In testimony that I claim the foregoing I have hereunto set my hand this 14th day of November, 1882, in the presence of witnesses.

NOAH D. WRIGHT.

Witnesses:

O. J. BAILEY,  
C. D. ZERBE.