

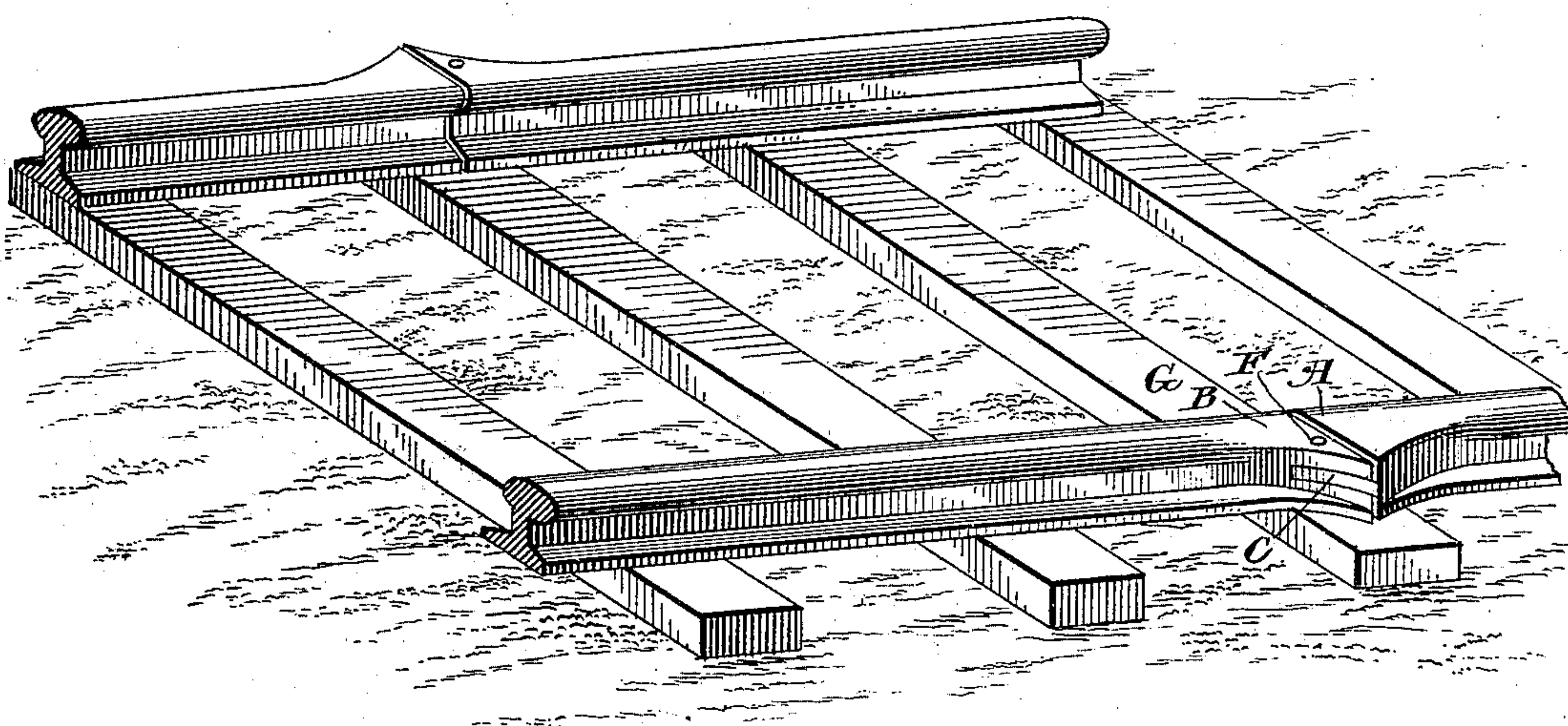
(No Model.)

H. T. WILSON.  
RAILROAD RAIL.

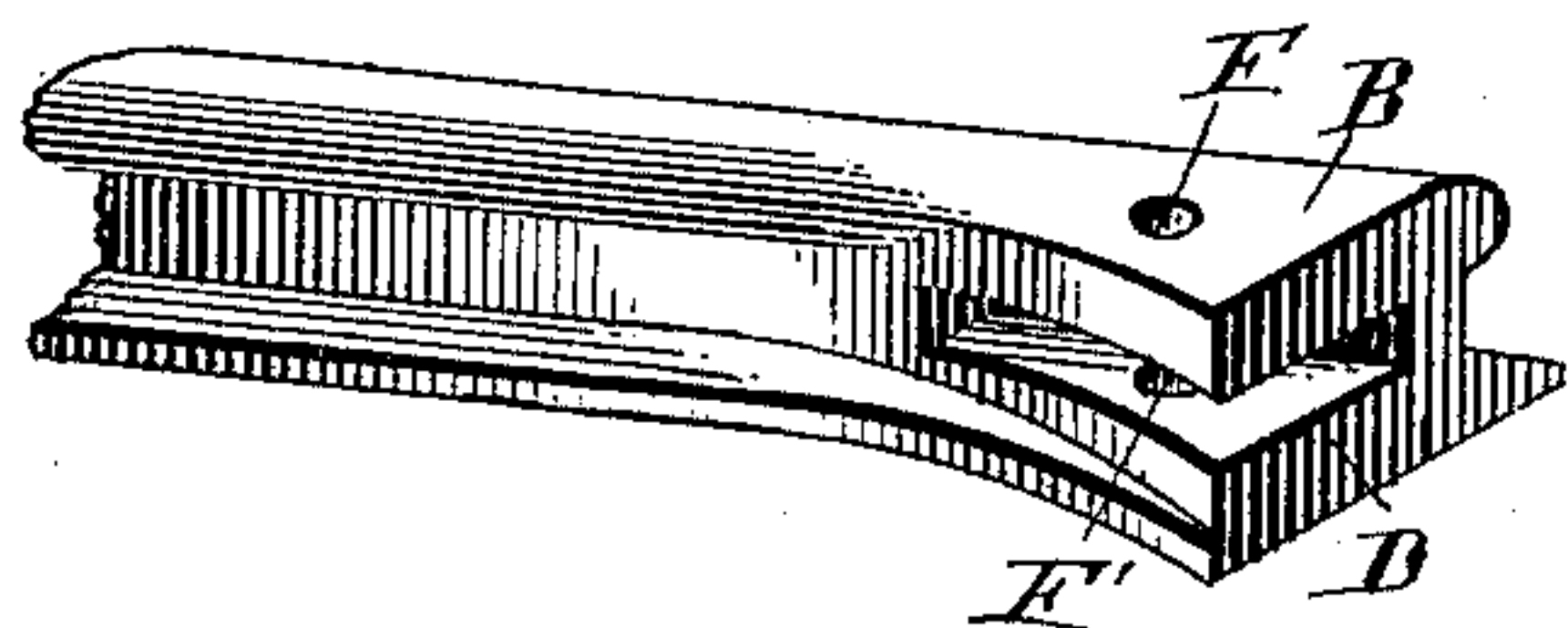
No. 368,638.

Patented Aug. 23, 1887.

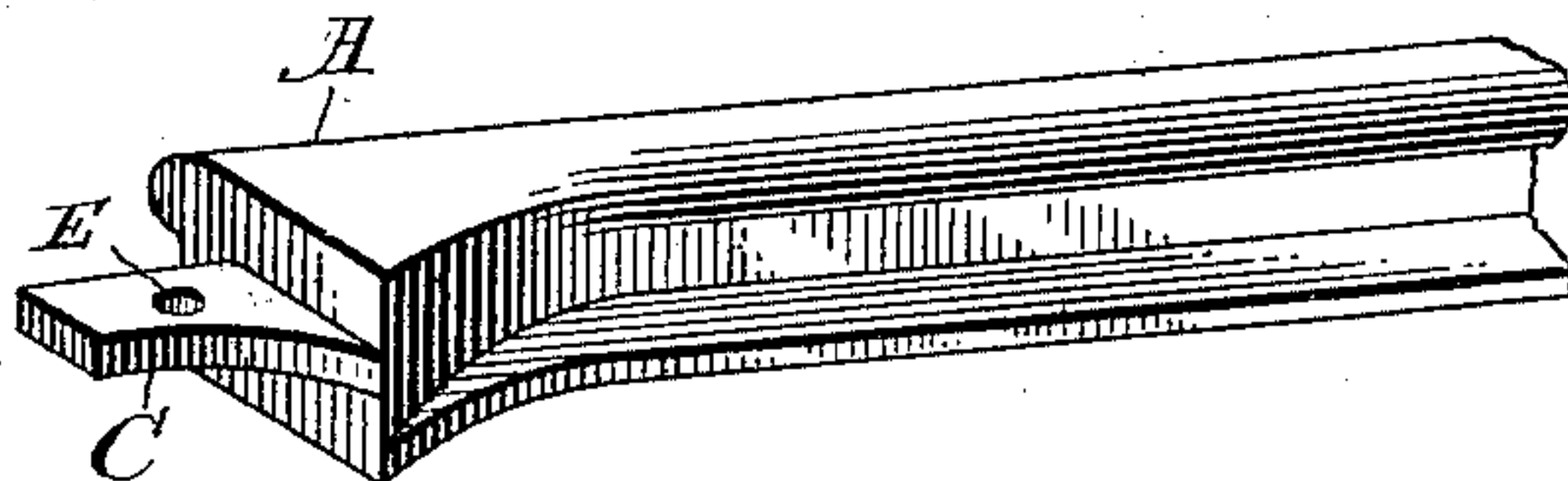
*Fig. 1.*



*Fig. 2.*



*Fig. 3.*



Witnesses:

*Sam. Maw.*  
*John F. Fairchild.*

Inventor:

*Harry T. Wilson.*  
Per *Taylor & Payne*  
*Attys.*

# UNITED STATES PATENT OFFICE.

HARRY TERRELL WILSON, OF HENDERSONVILLE, TENNESSEE.

## RAILROAD-RAIL.

SPECIFICATION forming part of Letters Patent No. 368,638, dated August 23, 1887.

Application filed January 18, 1887. Serial No. 224,694. (No model.)

*To all whom it may concern:*

Be it known that I, HARRY TERRELL WILSON, a citizen of the United States of America, residing at Hendersonville, in the county of Sumner and State of Tennessee, have invented certain new and useful Improvements in Railroad-Rails, of which the following is a specification, reference being had therein to the accompanying drawings.

10 The object of my invention is an improvement in the shape of rails for use on railroads; and the advantages of my invention are, first, the widening at the ends of the rails prevents turning, and, second, a great saving in labor is effected in connecting rails, the adjoining ends being firmly secured to each other and to the cross-tie without the use of fish-plates.

20 In the accompanying drawings, Figure 1 is a perspective view of the rails in position; Fig. 2, a perspective of one end of a rail, and Fig. 3 the opposite end of the rail.

Similar letters refer to similar parts throughout the several views.

25 The ends of the rails A B are widened in a lateral direction about eight inches, the end A having a tongue, C, as shown in Fig. 3, and the opposite end, B, having a groove, D, corresponding in shape and size to said tongue C, as shown in Fig. 2. The main body of the rail and the inner side at the ends may be of

the shape of the T-rail or of the U-rail, and the rails may be made of iron or steel, as preferred.

In laying the rails the opposite ends of two rails are joined together, the tongue C being inserted in the groove D, and a spike is driven through the holes F E F' into the cross-tie G, holding the rails together and securing them to the cross-tie.

40 If desired, more than one spike may be used; but the holes through which the spikes pass must be far enough distant from the inner edge of the rail to be outside of the tread of the car-wheels.

45 The hole F should be of such shape that the head of the spike will be buried and not project above the surface of the rail.

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

50 A rail with laterally-spreading ends A B, one end having a tongue, C, with the hole E, and the other end having a groove, D, with the holes F F', as and for the purposes specified.

In testimony whereof I affix my signature in presence of two witnesses.

HARRY TERRELL WILSON.

Witnesses:

CHAS. E. ROBERT,  
E. S. ASHCRAFT.