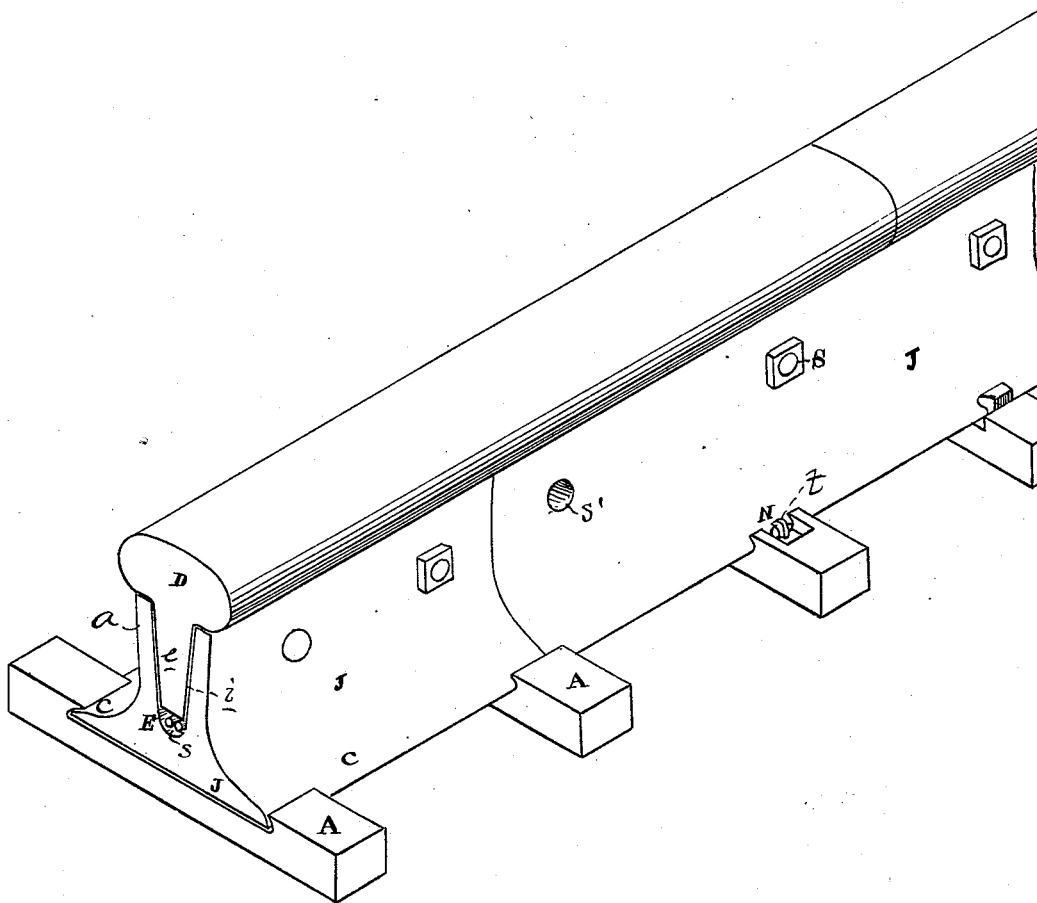


P. BARGION.  
Combined Rail and Telegraph Conductor.  
No. 217.766. Patented July 22, 1879.



Witnesses  
Geo. H. Strong.  
Olwyn J. Stacy.

**Inventor**  
*Peter Bargin*  
**By his Attys**  
*Dewey & Co.*

# UNITED STATES PATENT OFFICE.

PETER BARGION, OF BLACK DIAMOND, CALIFORNIA.

## IMPROVEMENT IN COMBINED RAIL AND TELEGRAPH-CONDUCTOR.

Specification forming part of Letters Patent No. **217,766**, dated July 22, 1879; application filed December 11, 1876.

*To all whom it may concern:*

Be it known that I, PETER BARGION, of Black Diamond, county of Contra Costa, and State of California, have invented a Combined Rail and Telegraph-Conductor; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawing.

My improved rail is designed to afford a means for laying telegraph-lines.

The rail consists of the base J, which has a standard or rib, *a*, and flanges *c c*, the rib having a groove or recess, *i*, and the upper rail, D, having a web, *e*, adapted to the groove, but of such a depth as to leave a channel or space, *s*, in which may be laid suitably-coated wires or cables E.

It will be seen that by thus making the rails a medium for carrying the cables, the latter are protected from injury as long as the track is perfect, but will by the breaking of the circuit at once indicate any injury to the track.

The arrangement results in the further advantage of reducing the cost of laying the wires, and avoids the disadvantages of underground lines, and permits ready access by simply unbolting and removing the upper rail-section.

The upper and lower sections of the rail are arranged to break joint, and each of its upper sections is bolted midway between its ends by a bolt, at *S*, passing through a round opening, being fixed at the center; but the

openings nearer the ends are elongated, so as to permit expansion and contraction without any change in the central position of the rail.

In like manner each lower rail, J, has a notch, N, near one end, so that it may be fixedly secured to the sleeper at this point by a spike, *t*, or otherwise; but the other spikes merely overlap the flanges *c*, permitting expansion and contraction to and from the fixed point.

As the head of the upper rail has its bearings wholly on the rib *a*, there is no friction on the bolts.

Although I have described an improved arrangement of rail-sections and improvement in connecting the rails to each other and to the sleepers, I do not here claim the same, as the same may constitute another application for Letters Patent; but

I claim—

The combination, with a railway-rail consisting of two sections, B J, (one with a groove, *i*, the other with a tongue, *e*, extending into the grooves so far as to form a recess,) of a wire or cable arranged in said recess, substantially as set forth.

In witness whereof I have hereunto set my hand and seal.

PETER BARGION. [L. S.]

Witnesses:

GEO. H. STRONG,  
OLWYN T. STACY.