

L. I. BAKER & L. O. ROOT.  
RAILROAD-RAILS.

No. 195,558.

Patented Sept. 25, 1877.

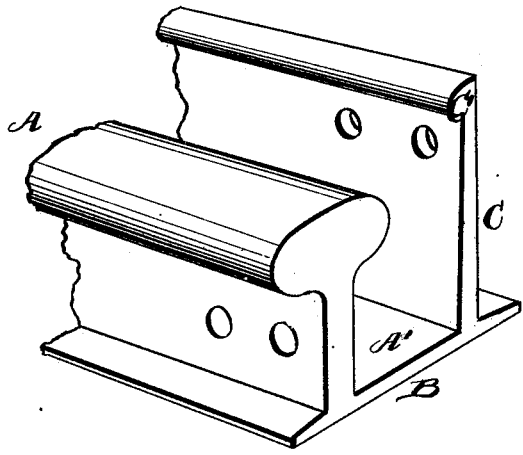


Fig. 1.

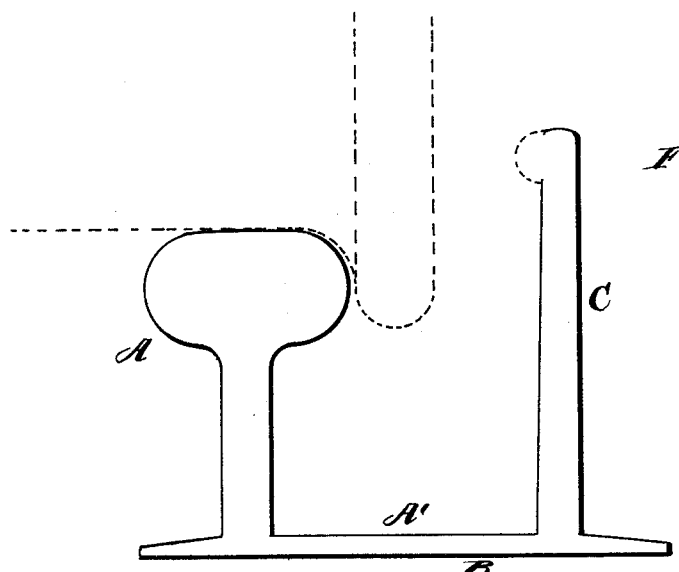


Fig. 2.

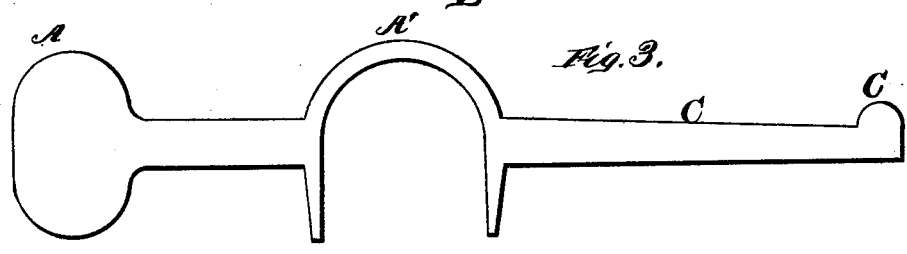


Fig. 3.

WITNESSES

*Robert Everett*  
*George E. Upham,*

INVENTORS.

*Lewis I. Baker.*  
*Lawrence O. Root.*  
*Gibson, Smith & Co.*

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

LEWIS I. BAKER AND LAWRENCE O. ROOT, OF EAST MINNEAPOLIS, MINN.

## IMPROVEMENT IN RAILROAD-RAILS.

Specification forming part of Letters Patent No. 195,558, dated September 25, 1877; application filed March 10, 1877.

*To all whom it may concern:*

Be it known that we, LEWIS I. BAKER and LAWRENCE O. ROOT, of East Minneapolis, in the county of Hennepin and State of Minnesota, have invented a new and valuable Improvement in Railroad-Rails; and we 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 drawings is a representation of a perspective view of our railroad-rail, and Fig. 2 an end view of a modification. Fig. 3 is an end view of the blank before being rolled in form.

This invention relates to railroad-rails; and it consists in providing the same with a flat extension of its base and a raised vertical guard, substantially as hereinafter described.

In the accompanying drawings, A designates an ordinary railroad-rail, the base A' of which is laterally extended inward, so as to form a broad base, B. This base braces said rail. Near the inner edge of said base B a vertical metallic guard, C, is formed thereon, said guard being higher than said rail, and preferably provided at the top on its outer face with a bead or rim, O'.

The blank for forming the T-rail and its connections in one piece, as seen in Fig. 3 of the drawings, is made by means of suitable rollers, the web of the T-rail and the guard-plate being

in the same horizontal plane, and connected together by means of the curved part A'. By bending the curved portion A' by suitable mechanism, the T-rail and guard-plate are brought into a vertical position, as shown in Fig. 2. They may be made separately and rigidly attached. Said guard prevents the car-wheels from leaving the track in case of being deflected by any defect in the rails or rail-joints, or by any obstacle thereon. These guards are to be used with both the rails of a track, and on straight tracks as well as curves. If a car tends to leave the track, said guards operate to replace it. Thus my attachment to a rail operates both as a rail-brace and a rail-guard.

Bead or rim O' increases the difficulty of the wheel riding over said guard C, and thereby makes the said guard more efficient.

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

A T-rail provided with an inwardly-extending broad base, A', having an inside vertical guard, C, with a bead at its upper edge formed on said web, substantially as and for the purpose set forth.

In testimony that we claim the above we have hereunto subscribed our names in the presence of two witnesses.

LEWIS I. BAKER.

LAWRENCE ODELL ROOT.

Witnesses:

R. W. CUMMINGS,  
PAUL VAN CLEVE.