

S. A. Beers.

Railroad Rail.

N^o 21,241.

Patented Aug. 24, 1858.

Fig. 1.

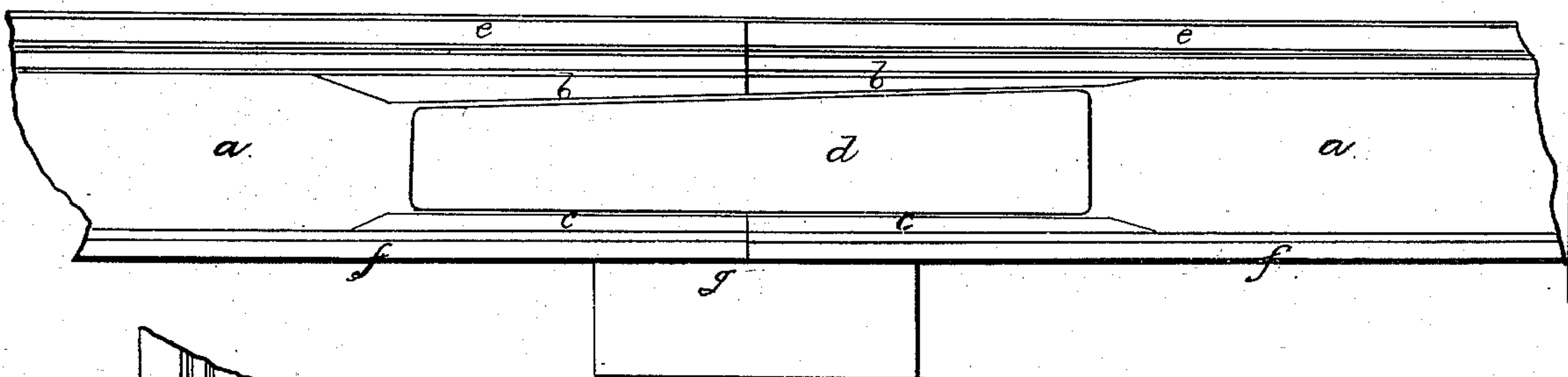


Fig. 2.

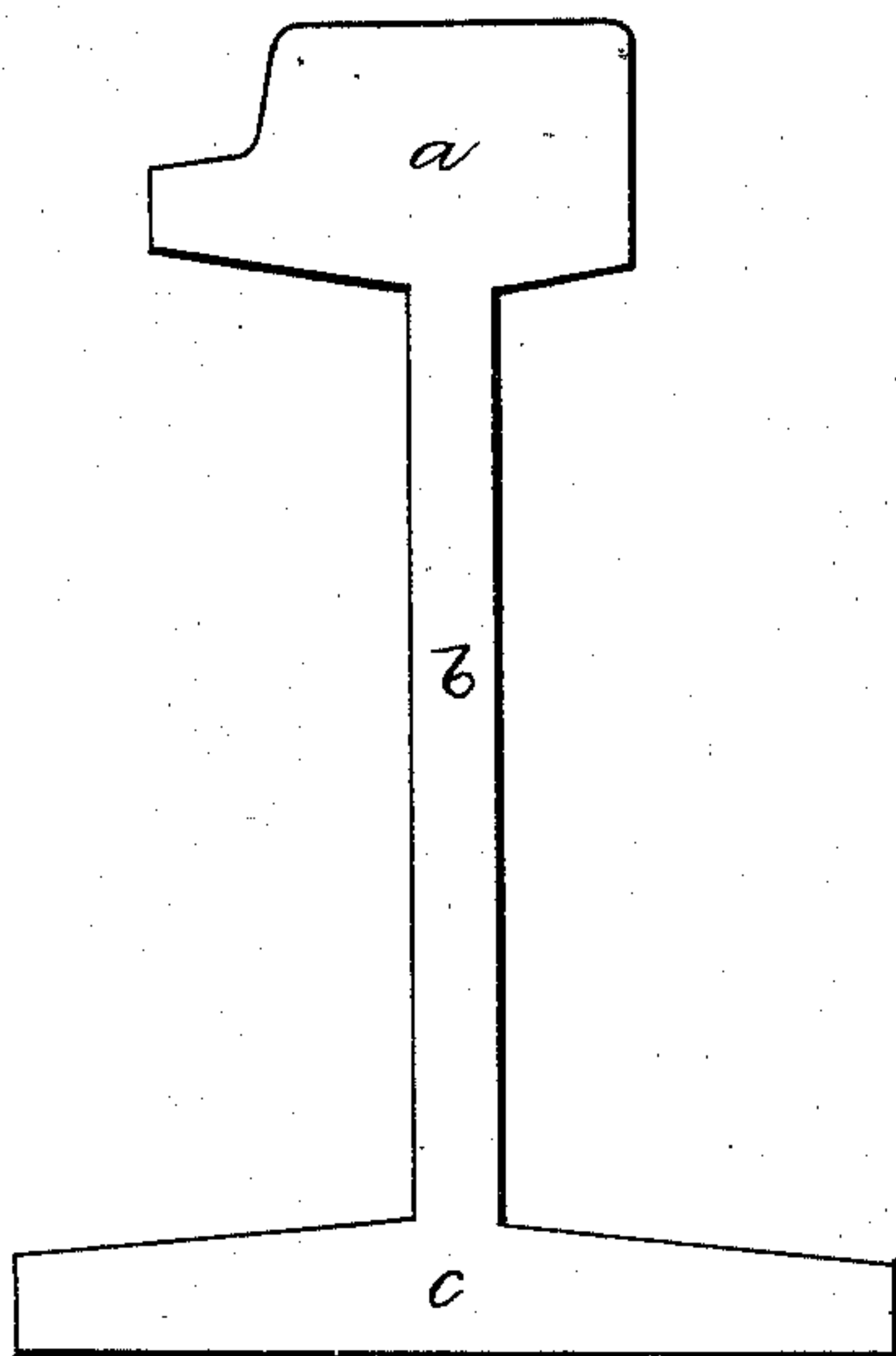


Fig. 3.

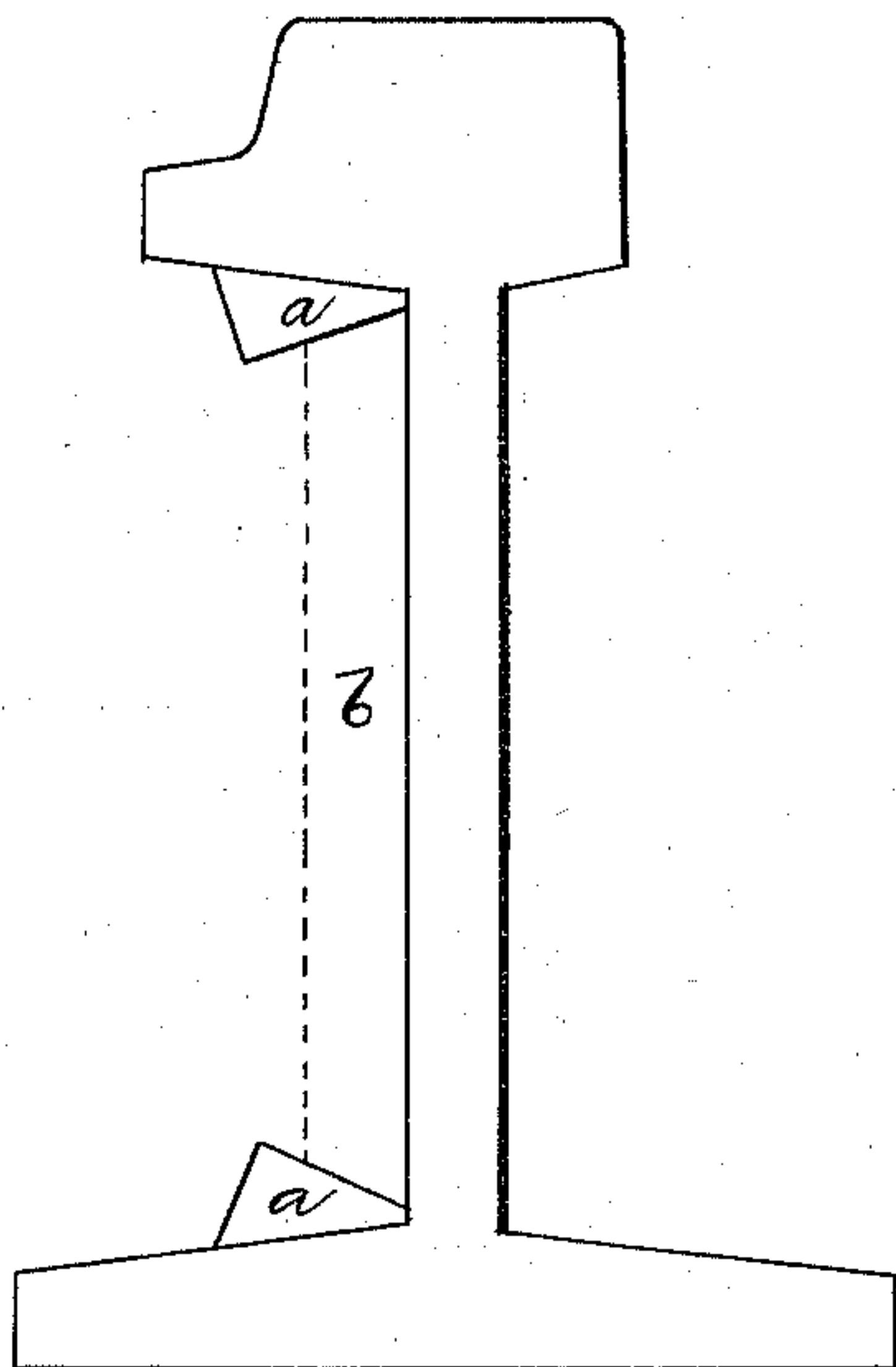
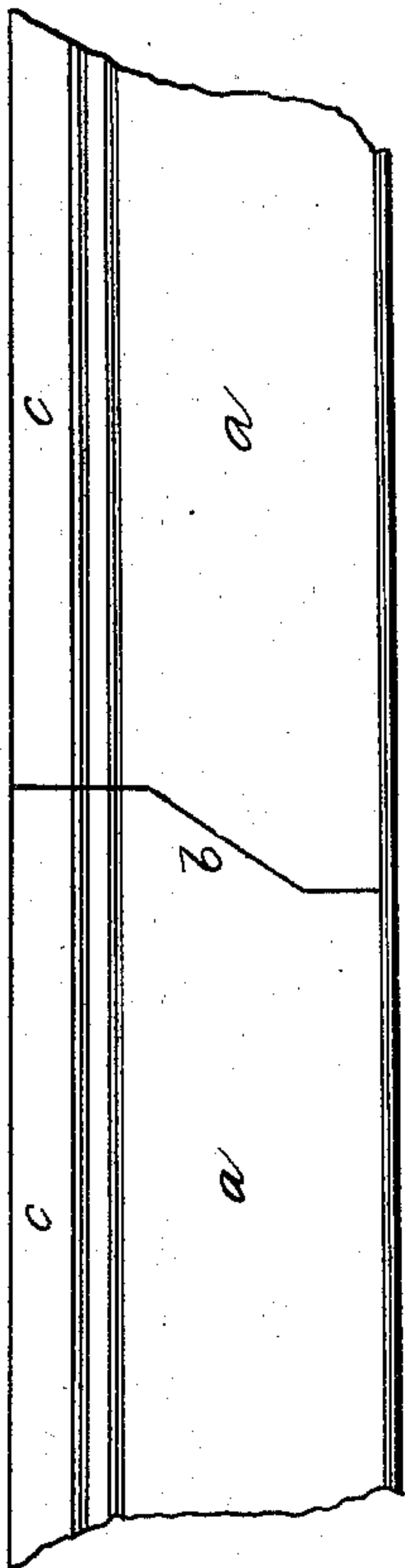


Fig. 4.



Witnesses.

A. C. Crowell.

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Inventor.

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UNITED STATES PATENT OFFICE.

S. A. BEERS, OF BROOKLYN, NEW YORK.

RAILROAD-RAIL.

Specification of Letters Patent No. 21,241, dated August 24, 1858.

To all whom it may concern:

Be it known that I, SIDNEY A. BEERS, of the city of Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in the Form of Cast-Iron Rails and also in the Method of Uniting the Ends of Two Adjacent Rails for Railroad Use; and I do hereby declare that the following is a full, clear, and exact description of said improvements, reference being had to the accompanying drawings, making part of this specification.

Figure 1, is a longitudinal elevation of a section of two cast iron rails with their connection or splice at the joint; letters *a, a*, the body of the rail connecting the head, and base. Letters *b, b*, and *c, c*, are cleats, or flanges, to receive and hold in place the wedge, *d*. Letter, *d*, is an iron plate decreasing in width from head to point which being forced into the grooves formed on the sides of two adjoining rails, forms a perfect and immovable connection of such rails without bolt nut or screw. Letters, *f, f*, is the edge of the bottom rib, or base. Letter *g*, denotes the connecting point between the rails.

Fig. 2, is a transverse section of the cast iron rail. Letter, *a*, is the head of the rail with a narrow tram. Letter, *b*, is a vertical plate or body of the rail connecting the head, and base. Letter, *c*, is the base or bottom rib.

Fig. 3, is a transverse section of the rail showing the plate, or splice attached. Letters, *a, a*, are cleats or flanges projecting from the rail, to receive and hold in place the plate or wedge, by which the splice is perfected. Letter, *b*, is a transverse view of the plate, or wedge, in position.

Fig. 4, is a perpendicular view of a section of two rails showing the form of the joint when two are united. Letters, *a, a*, is the upper surface or track of the rail head. Letter, *b*, is an irregular joint, the object of which is to avoid a right angular cut across the face of the rail. Letters, *c, c*, show a tram of more or less width.

I do not claim the exclusive use of cast, or other iron as a material for railway track but

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

The construction of cast, or other, iron rails as set forth in the specification and drawings, when combined in their formation with the lugs or cleats, *b, b*, and *c, c*, as shown in Fig. 1, for the purpose of receiving a flat iron plate or wedge for securing the ends of the rails evenly together and giving the rail additional strength at the point of connection.

SIDNEY A. BEERS.

Witnesses:

JOHN A. SMITH,
HANS HAGNER.