C. Osgood.

Railroad-Rail.

No 72222 Patented Dec. 17, 1867

Fig. 1.

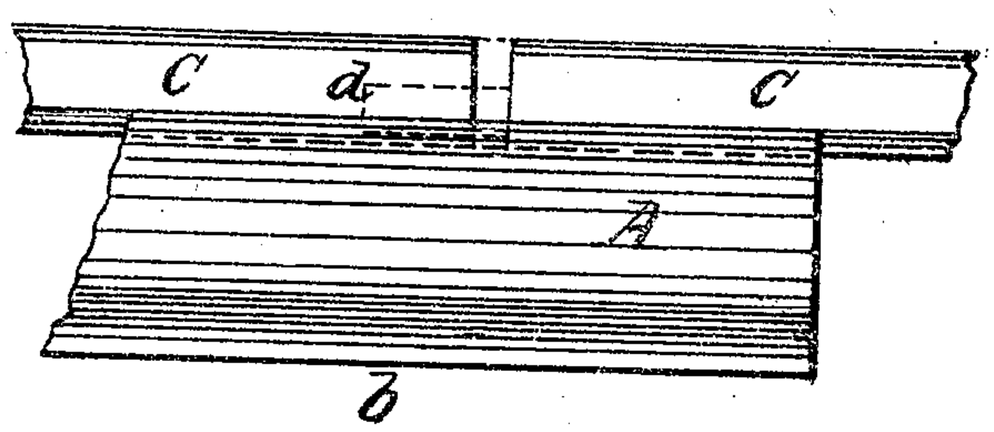
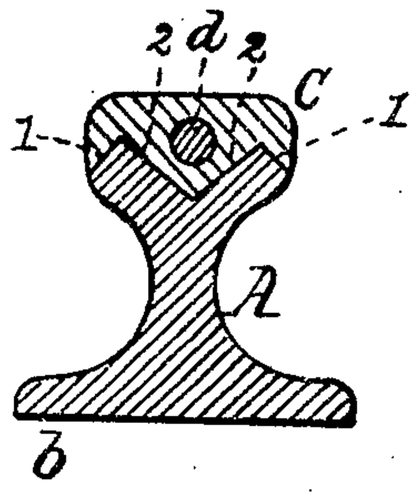


Fig. 2.



Witnesses.

E. S. Drake.

Wm Frank Searcy.

Inventor.

Clark Osgood

by his Atty W. H. Upham.

United States Patent Office.

CLARK OSGOOD, OF CAPE ELIZABETH, MAINE, ASSIGNOR TO HIMSELF AND FREDERICK A. PRINCE.

Letters Patent No. 72,222, *dated December* 17, 1867.

IMPROVED RAILROAD-RAIL.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, CLARK OSGOOD, of Cape Elizabeth, in the county of Cumberland, and State of Maine, have invented a new and improved Continuous Rail; and I hereby declare the following to be a full, clear, and exact description thereof, which will enable others to make and use my invention, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 shows a side elevation of a portion of a rail constructed in my improved manner.

Figure 2 is a vertical transverse section of the same.

My invention has two principal objects in view, first, to lay the rails in such manner that the ends thereof, being so connected as not to spring up, are not liable to be cracked and broken by the wheels of cars; second, to make the rail continuous or unbroken, by so connecting the several bars that each shall assist in keeping in position its contiguous bars, and still all the bars be susceptible of a ready removal for purposes of repair, &c.

My invention consists, first, of a series of cap-rails united to each other by pintles in their ends, together with the support or bed, the two parts being joined as hereinafter described.

A shows the support or bed for the cap-rail, *b* representing the base, intended to rest upon the sleeper or other foundation on the road, and secured as is common. The top of the support A, or the part where it receives the cap-rail, is shaped as follows: First, as indicated by the lines 1, that is to say, bevelled or inclined toward the outer edges thereof; furthermore, from the point where these inclinations or bevels begin, a V or U-shaped recess is constructed, which is indicated in the drawings by the lines 2. A corresponding formation is given to the cap-rail, which rail in the drawing is designated by C; that is to say, it is so inclined or channelled as to overlap that part of the support indicated by the lines 1, and has a V or U-shaped projection, to fill the corresponding groove or depression indicated by the lines 2. *d* represents the pintle, which enters the two ends of the rails, as shown in fig. 1.

It is obvious that by the peculiar formation of the bottom of the cap-rail and the top of the bed, the cap-rail is held in position on the bed, and a series of rails united by the pintles *d* and placed in their position on the support A will be securely retained in such position, little liable to warp or spring, and their ends, where the rails adjoin each other, must necessarily be kept even, so that one will not be higher or lower that the other, and thus subject the raised end to wearing and breaking by the wheels of the cars. A slight space may be left between the ends of the adjoining rails, to allow for the natural expansion, and in this space, and around the pintle, there may be, if desired, a piece of elastic substance inserted.

When repairs are to be made, and a length of the cap-rail is to be removed, it is only necessary to raise from their bed A the united rails for a sufficient distance and to the necessary height to create a space between two rails wide enough to allow the pintle to slip out, and then the rail can be removed and another one put in its place in the same way. Thus the process of repairing is considerably simplified, there being no necessity of withdrawing bolts, &c. The cap-rail may be made of steel, but I do not claim constructing it of steel.

I am aware of Letters Patent, No. 44,562, granted to George D. Teller, October 4, 1864, and I do not claim a double rail united by bolts, and having a groove at the top, into which is inserted a bar or rail of steel. I am also aware of Letters Patent granted to Elnathan Sampson, March 5, 1867, and to J. S. Butterfield and M. S. Green, May 22, 1866, and I hereby disclaim a grooved chair-rail, constructed with a rib and bevelled inner edge, as well as a rail having a longitudinal groove on the upper portion and a longitudinal rib on the lower, the two parts secured together by pins, as is seen in the patents of the said Sampson, and Butterfield and Green, respectively; but

What I do claim, and desire to secure by Letters Patent, is—

The rail, composed of the support A and cap-rail C, when the two parts are placed together as shown by 1, 2, and when the several cap-rails are also united by the horizontal pintle *d*, substantially as and for the purposes described.

CLARK OSGOOD.

Witnesses:

WM. HENRY CLIFFORD,

FREDERIC A. PRINCE.