

G. POTTS.
Railroad-Tracks.

No. 148,242.

Patented March 3, 1874.

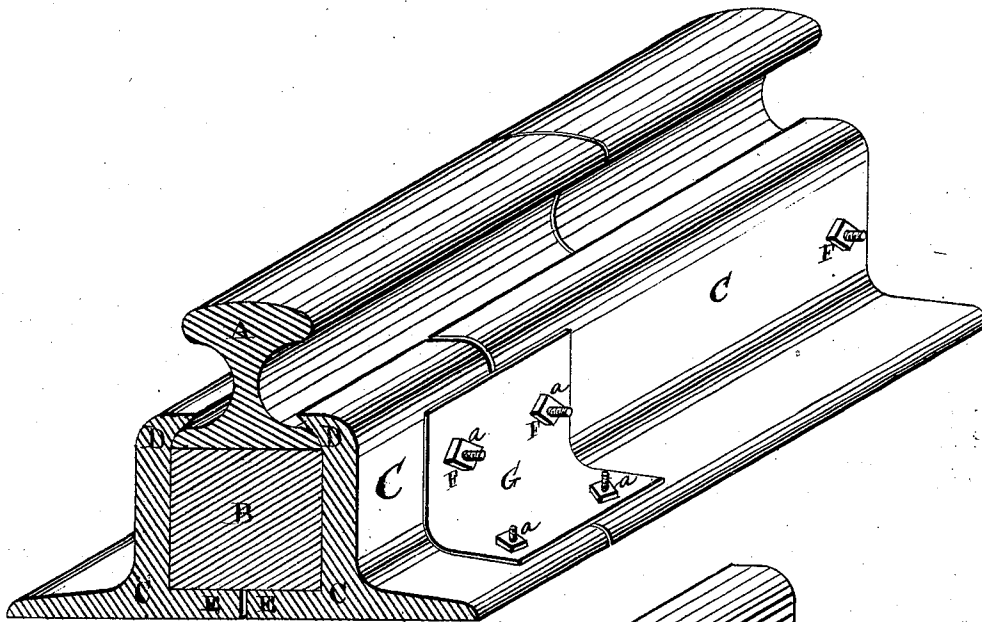


Fig. 1.

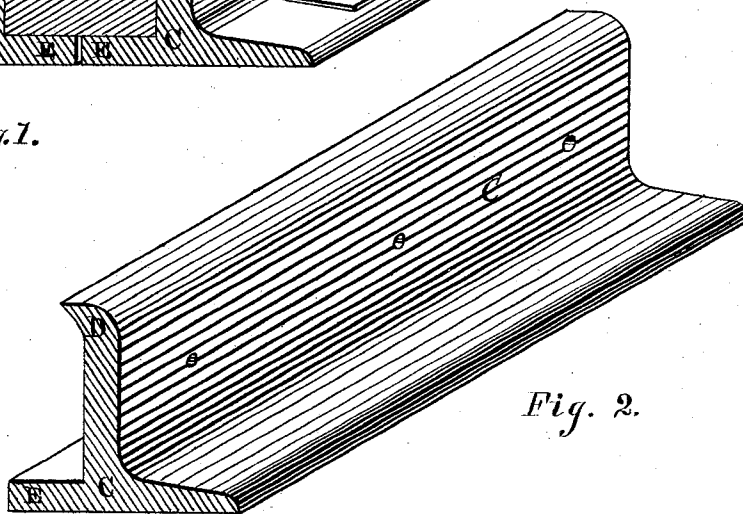


Fig. 2.

Witnesses.

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GEORGE POTTS, OF UNIONPORT, OHIO.

IMPROVEMENT IN RAILROAD-TRACKS.

Specification forming part of Letters Patent No. **148,242**, dated March 3, 1874; application filed March 21, 1873.

To all whom it may concern:

Be it known that I, GEORGE POTTS, of Unionport, in the county of Jefferson and in the State of Ohio, have invented a new and Improved Railroad-Bed for the Support of Rails; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon.

Figure 1 is a perspective and end-sectional view of the rail and bed. Fig. 2 is a perspective view of one of the flanged or T-shaped metal pieces.

The invention consists in a continuous elastic bed for a railroad-rail, which dispenses with all ordinary forms of fastenings for the same, and allows it a free vertical movement.

The rail A, which has the ordinary flanged base, rests on a continuous bed formed of a wooden bar, B, which is rectangular in cross-section. The base of rail and all of bar B are inclosed in the space formed by the inverted T-shaped metal bars C, whose inner or horizontal base-flanges E meet beneath the bar B. These bars or pieces C are tied together by metal plates G and the screw-bolt F, whose

nuts *a* are prevented from becoming loose by the elasticity of the wooden bar. The vertical part of each of the bars C is curved or bent inward at the top, forming ribs or flanges which bear on the base of rail A. By this arrangement the rail is provided with an elastic bed, and allowed free vertical movement, while other fastenings, as nails or bolts, are unnecessary, and entirely dispensed with. The bed or support for the rail is a continuous one, and greatly lessens the wear of rails and rolling-stock, while conducing equally to comfort of passengers.

I disclaim the combination of flanged chair-pieces and wooden blocks with a railroad-rail; but claim—

The continuous bed for the rail A, formed by the combination, with the wooden bar B, supporting the same, of the bars C E, whose vertical parts terminate with a rib or flange, D, bearing on the base of the rail and securing it in place, yet allowing its free vertical movement, as set forth.

GEORGE POTTS.

Witnesses:

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