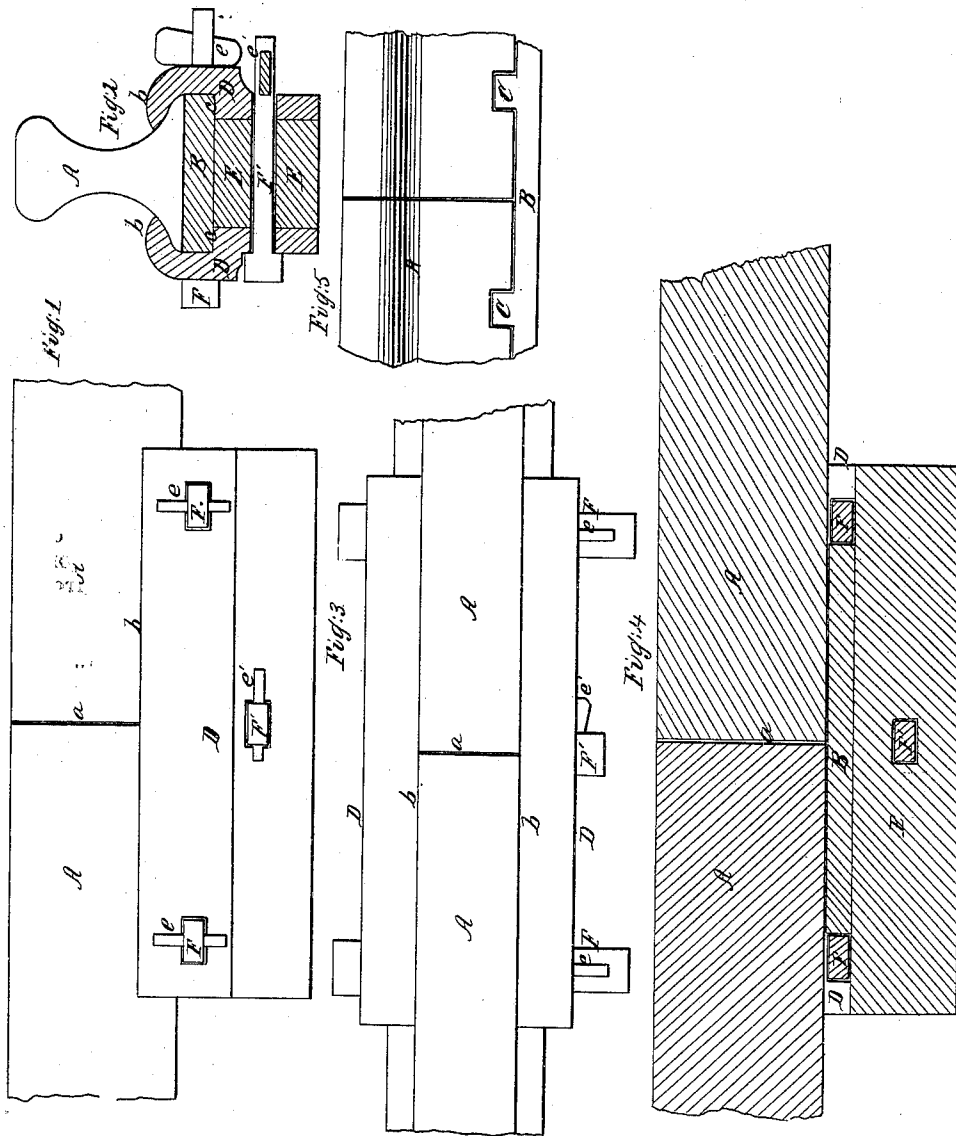


B. F. GOSSIN.  
RAILROAD SUPPORT.

No. 41,293.

Patented Jan. 19, 1864.



Witnesses

*R. T. Campbell*  
*John P. Jacobs*

Inventor

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# UNITED STATES PATENT OFFICE.

BENJAMIN F. GOSSIN, OF CINCINNATI, OHIO.

## IMPROVEMENT IN RAILROAD-SUPPORTS.

Specification forming part of Letters Patent No. 41,293, dated January 19, 1864.

*To all whom it may concern:*

Be it known that I, BENJAMIN F. GOSSIN, of Cincinnati, State of Ohio, have invented a new and useful Improvement in Supports for the Joints of Railroad-Rails; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation of two parts of a rail as supported by my invention. Fig. 2 is a top view of the same; Fig. 3, a transverse section in the line *xx* of Fig. 1, and Fig. 4 a longitudinal section of the same. Fig. 5 shows a side elevation of the two sections of rail and the tie-supporting plate.

Similar letters of reference in the several figures indicate corresponding parts.

The improvement herein represented consists in a new mode of employing the invention patented to me on the 14th day of April, 1863, whereby the main advantage of that invention is retained, and at the same time the punching of the rails through their neck is rendered unnecessary.

In some instances the plan of my patent above referred to is preferable, because the joint of the rails can be made on or between the cross-ties of the road, and also because the up extending jaws support the "cap" of the rail, and were it not for the punching through of the neck of the rails it would be universally preferred; but, as this punching through to receive or admit the wedge keys tends to weaken the rails to some extent, many roads adopt the plan which obviates the same.

To enable others skilled in the art to make and use my invention, I will proceed to describe the same with reference to the drawings.

A A represent two sections of a T-railroad; B, a web or base supporting plate arranged under the joint *a* of the two sections A A. C C are lugs on the upper side-edge of the plate B. These lugs fit into notches formed in the two sections of railroad, and by this means a longitudinal separation of the rail-sections is prevented at the joint *a*. There may be a slight play allowed at these notches,

so as to accommodate the expansion of the rails.

D D are two jaws constructed, respectively, with an overlapping portion, *b*, and an underhanging shoulder, *c*. The portions *b b* hug the upper surface of the base of the rails, while the portions *c c* support and bear up under the side bottom portions of the plate B, as represented. From the shoulders *c c* the jaws extend downward and form a long deep groove or channel, and into this channel the "sleeper" or heavy longitudinal timber E is admitted, as represented. F F F' are three transverse wedge-keys for fastening the plate B and rails A together, and uniting the whole firmly to the sleeper or supporting-bed E. The keys F F pass through the jaws at such points that they come at opposite ends of the plate B and bear up against the bottom of the rails. The other key, F', passes through the lower extremities of the jaws and the sleeper or timber E. These keys are retained either by "linchpins" *e e e'*, or by screw-nuts, accordingly as the ends of the keys are finished.

It is obvious that I secure the plate B on all sides, and still it does not protrude through the jaws or through the rails. This, however, was patented to me at a previous date. It is also obvious that the extensions of the jaws provide a means whereby to secure the rails to the sleepers or to elevated foundation timbers, and thus the punching through the necks of the rails for this purpose is rendered unnecessary.

I do not claim per se jaws with extensions. Nor do I claim per se the combination of shouldered jaws, a base-plate, and keys in the manner shown; but

What I do claim as my invention and desire to secure by Letters Patent as an improvement on my invention patented 14th of April, 1863 is—

The shouldered jaws D D, constructed with extensions, in combination with the plate B, end keys F F, support E, and key F', all arranged and operating substantially as and for the purpose described.

Witnesses: BENJ. F. GOSSIN.

J. W. CARTER,  
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