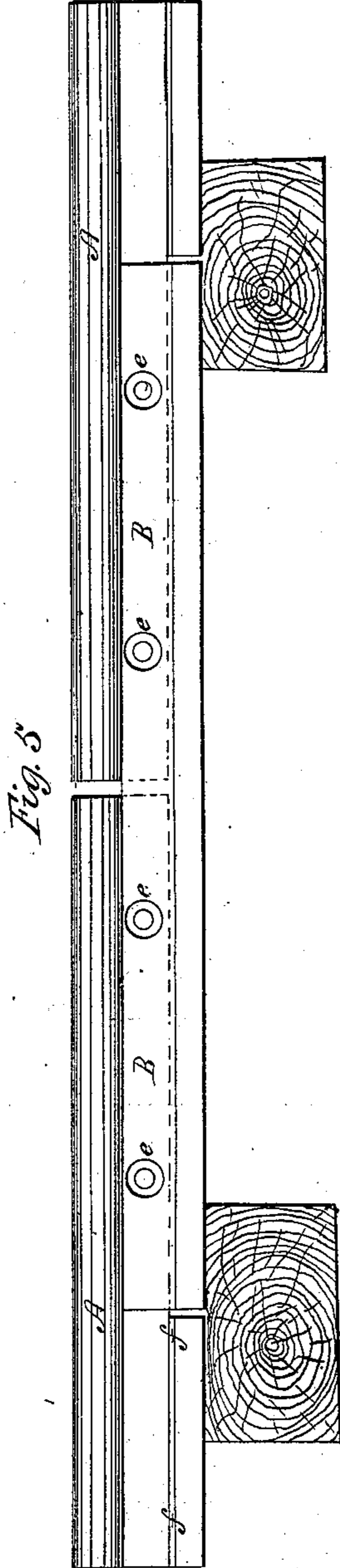
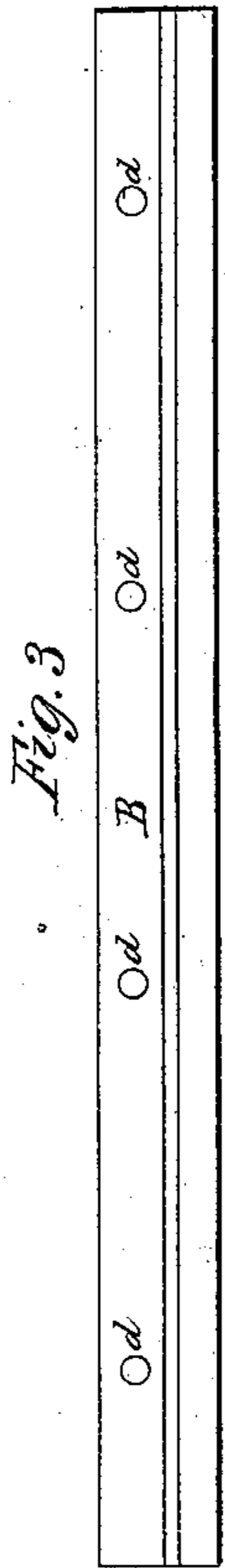
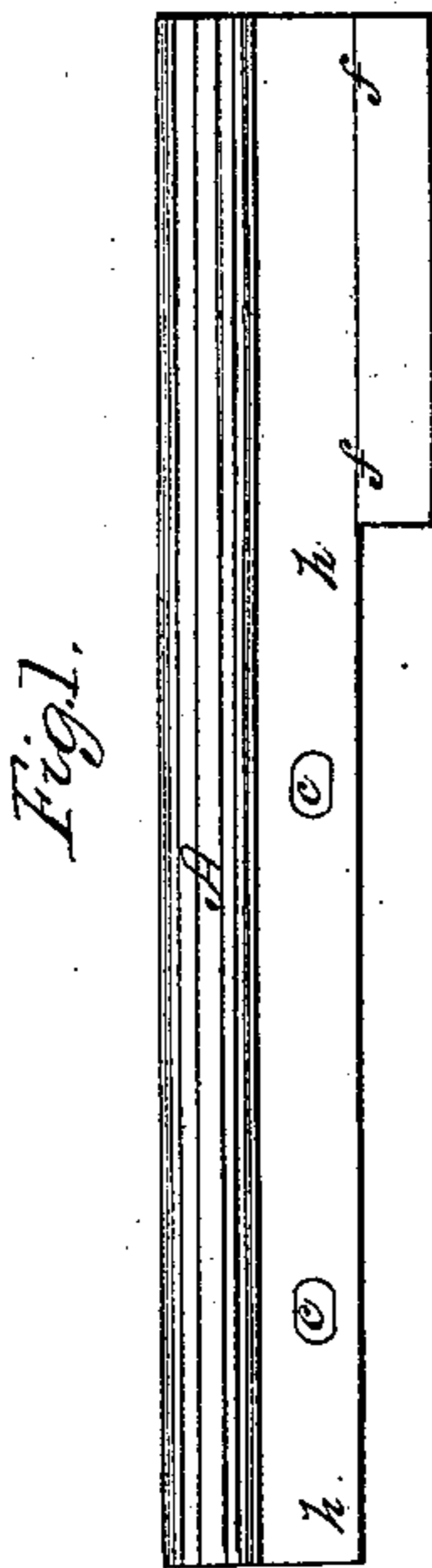
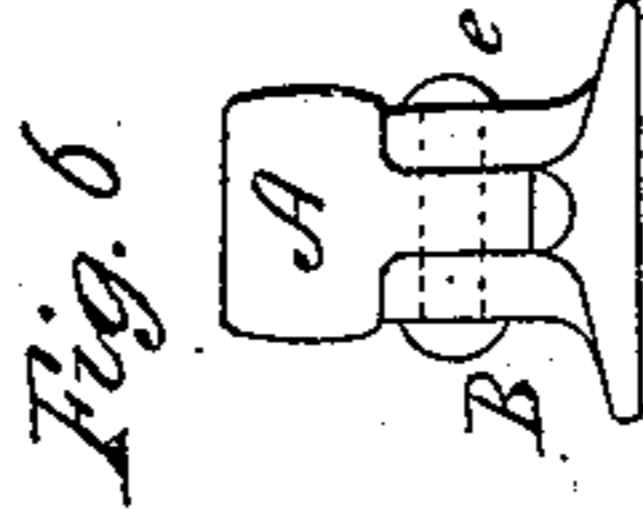
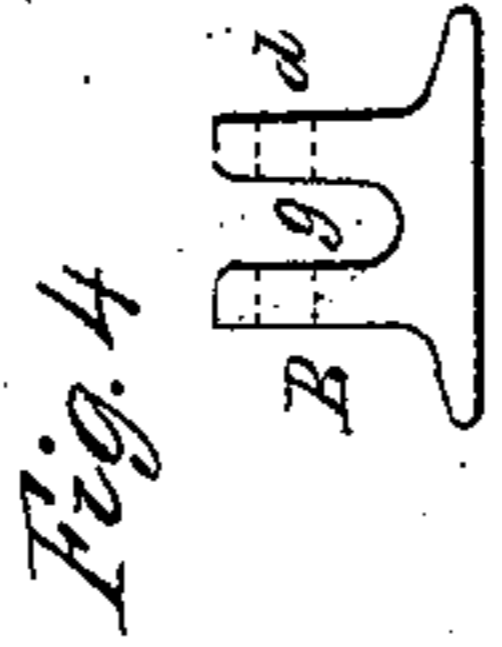
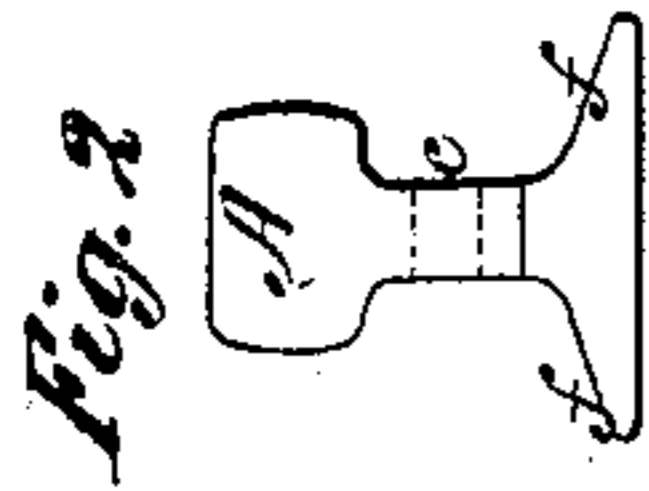


M. O. Davidson,

Railroad Rail Joint,

N^o 23,758.

Patented Apr. 26, 1859.



Witnesses;
Miguel de Aldamas
John D. Knapp

Inventor;
M. O. Davidson

UNITED STATES PATENT OFFICE.

M. O. DAVIDSON, OF NEW YORK, N. Y.

MODE OF CONNECTING AND SUPPORTING RAILROAD-RAILS.

Specification of Letters Patent No. 23,758, dated April 26, 1859.

To all whom it may concern:

Be it known that I, M. O. DAVIDSON, a citizen of the United States, residing at New York, in the county and State of New York, have invented certain new and useful Improvements in the Modes of Connecting and Supporting Railroad-Rails, of which the following is a specification.

It is the object of my improvement to provide a continuous support for the ends of the rails, and for their being securely held in position, and for the expansion and contraction of the rails. This is effected by using what I call a bridge rail splice which having its support on cross-ties or other bearing, and being of suitable dimensions, affords a continuous and adequate support for the ends of the rails. The mode of effecting this, is by having the lower web of the rail, cut away at the ends for about sixteen inches, leaving the section of the rail at the ends, of the form represented in Figures 1 and 2, the part of the rail cut away being shown by shading lines.

The bridge rail splice is of the form represented in Fig. 4.

The rail rests either by its head on the top of the bridge rail splice, as represented in Fig. 6; or by its stem on the web of the bridge rail splice.

Figs. 3 and 5 represent the junction of

the ends of the two rails by the bridge rail splice.

A, A, are the rails.

B, is the bridge rail splice shown in section in Fig. 4.

e, e, e, e, are rivets by which the parts are firmly secured together.

The holes e, e, in the stem of the rail, are to be of oblong form horizontally, to allow for the expansion and contraction of the rail.

The bridge rail splice may have its bearing cross-ties at the ends as represented in Fig. 5, or it may have an additional bearing in the middle of its length, or it may have a continuous bearing.

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

The use of a rail having its lower web cut away for about 15 inches at the ends, in combination with the use of a bridge rail splice of a form suitable to receive and support securely the stem of the rail after its lower web has been cut away, and of a length of about 30 inches, or of the distance from center to center of cross-ties at the ends of the rails, substantially in the manner and for the purpose herein set forth.

M. O. DAVIDSON.

Witnesses:

H. T. CLEVELAND,
J. R. TRIMBLE.