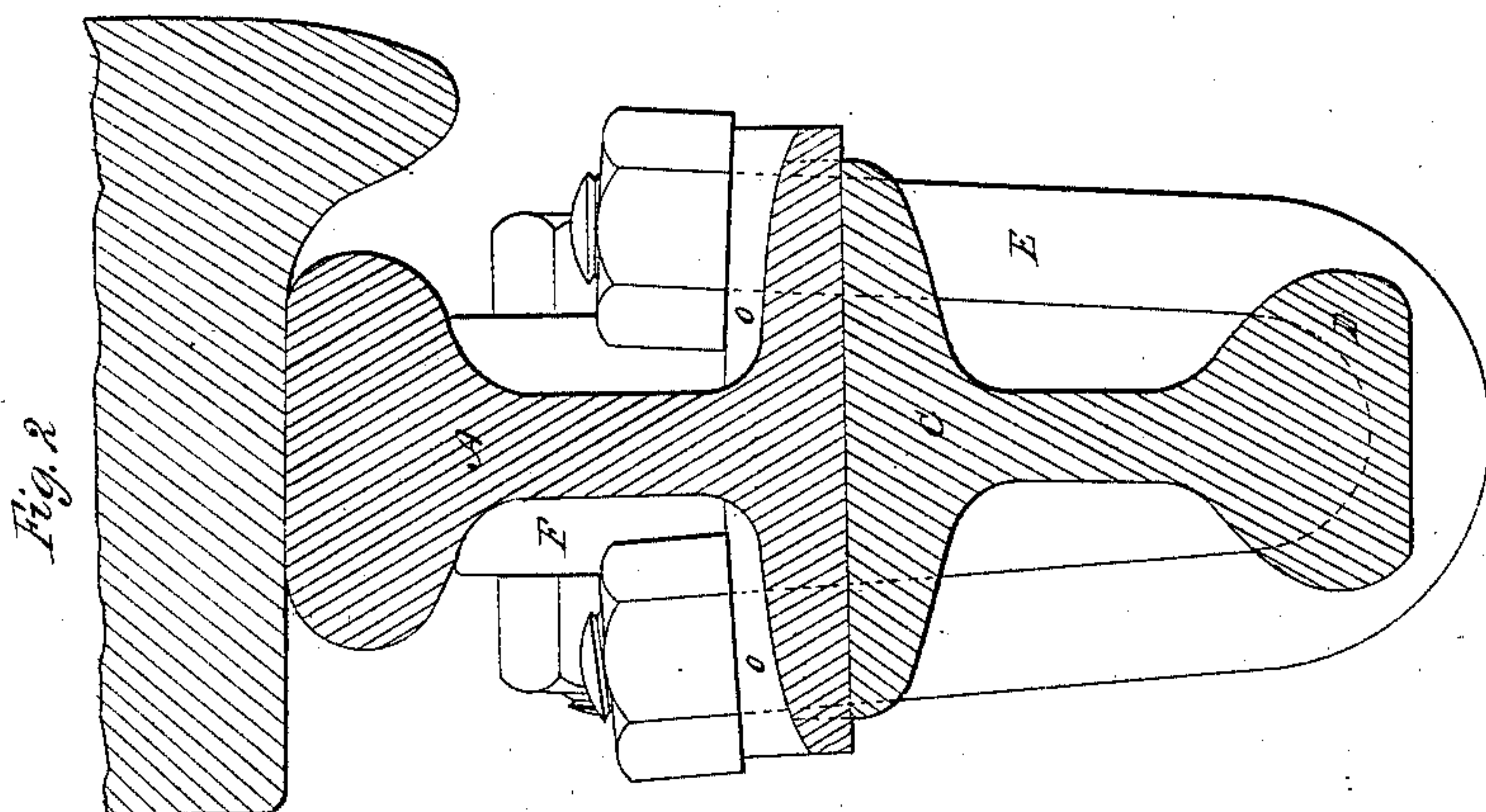
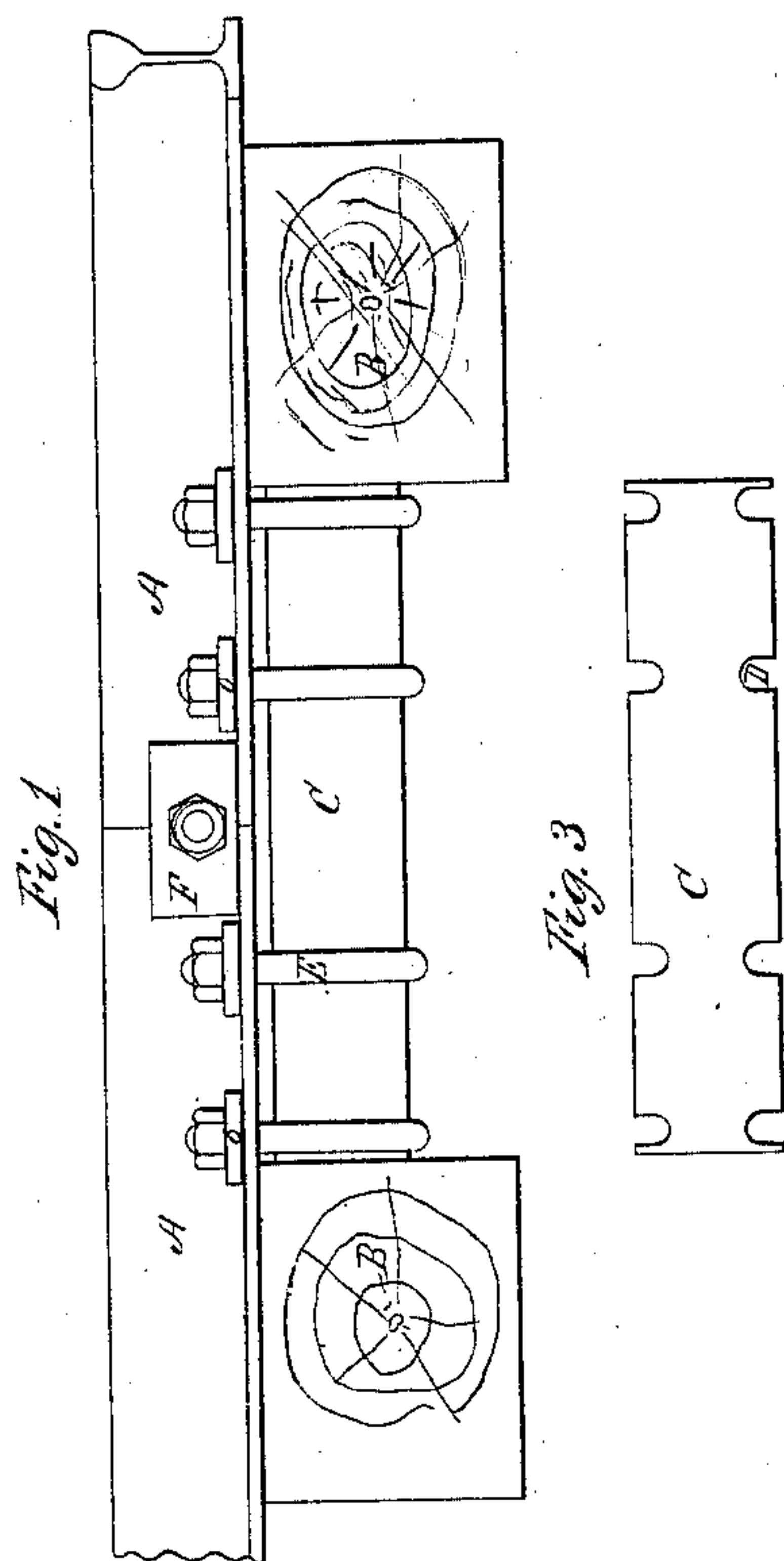


J. Anthony,
Railroad-Rail Joint,

Patented Aug. 13, 1867.

N^o 67,626.



Witnesses:
Chas. H. DeMott
J. W. DeMott

Inventor:
Joseph Anthony

United States Patent Office.

JOSEPH ANTHONY, OF GREENBUSH, NEW YORK.

Letters Patent No. 67,626, dated August 13, 1867.

IMPROVED JOINT-SPLICE FOR RAILROAD RAILS.

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, JOSEPH ANTHONY, of Greenbush, Rensselaer county, State of New York, have invented certain Improvements in the Construction of Joint-Splices for Railroads; and I declare the following specification, with the drawings accompanying it, to be a full and perfect description of my invention.

Figure 1 represents my device in elevation.

Figure 2, the same in cross-section.

Figure 3, the splice piece in plan.

Similar letters in the different figures denote the same parts.

My invention relates to joining the ends of bars of railroad iron together so as to make them in use more continuous.

The method of constructing my improved splice for joining together the ends of bars of railroad iron so as to make them more continuous is as follows: The ends of the bars A A to be joined by the splice should be placed centrally between the two sleepers or supports B B on which they are to rest. Underneath them, and between the sleepers mentioned, is placed in an inverted position a piece of T-shaped railroad iron, C, equal, or nearly so, in length to the space between the two supports, as shown in fig. 1. This splice is fitted by forging or punching at suitable intervals such indentations, D, (shown in figs. 2 and 3,) as are necessary to receive the open-link bolts E, which enclose it and extend up through holes formed in the foot of the rails above. With rails having an unfavorable inclination of the upper surface of the foot, I use the bevelled washers o to make a fair bearing for the nuts, as shown in figs. 1 and 2. I also use the ordinary fish-plates F with such rails, the heads of which (by being comparatively square underneath) may be better held in place thereby, the said plates being fastened by one or more bolts, as shown in figs. 1 and 2.

The operation of the foregoing splice is as follows: The tendency of the ends of the rails to settle is resisted by the stiffness of the splice and the strength of the bolts which enclose and connect it with the rails above. Any load to be borne on the rails at their ends is, by the splice and fastenings described, transferred to the adjacent sleepers, and the true and proper plane of the rails is in a greater degree maintained, and consequently a large portion of the loss resulting from low and defective joints is obviated.

Splices of various forms have heretofore been made and fastened beneath the ends of rails, but they have been expensive to manufacture, and have not had a form to give the greatest strength of the metal. I have remedied this difficulty by using a piece of the railroad bars in common use, with slots cut into it as described, and fastening it to the rails by the open link-bolts clasping around the bottom.

What I claim as my invention, and desire to secure by Letters Patent, is the combination of the following devices as and for the purpose herein set forth:

1. The combination of the rails A A, the splice-rail C, and the open-link bolts E.
2. The combination of the rails A A, the splice-rail C, the open-link bolts E, and the bevelled washers o.
3. The combination of the rails A A, the splice-rail C, the open-link bolts E, the bevelled washers o, and the fish-plates F.

JOSEPH ANTHONY.

Witnesses:

RICH. VARICK DE WITT,

D. W. DE WITT.