

J.H. Swett.

Railroad Rail-Joint.

N^o 79,515.

Patented Jun. 30, 1868.

Fig: 1.

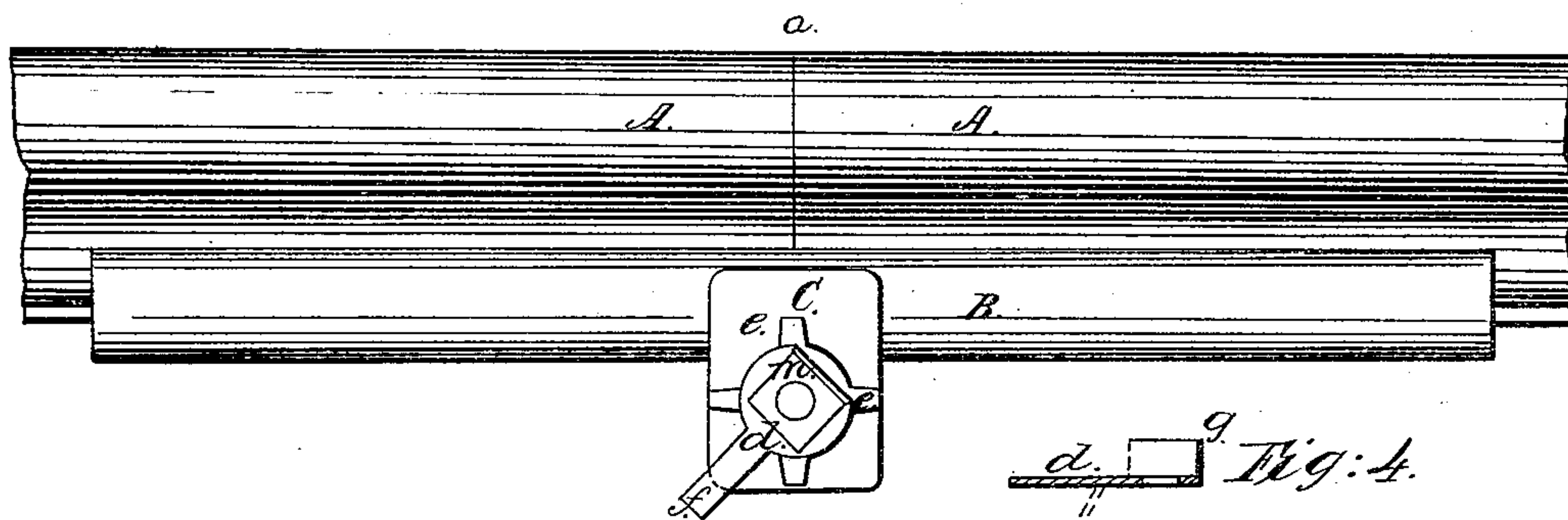


Fig: 2.

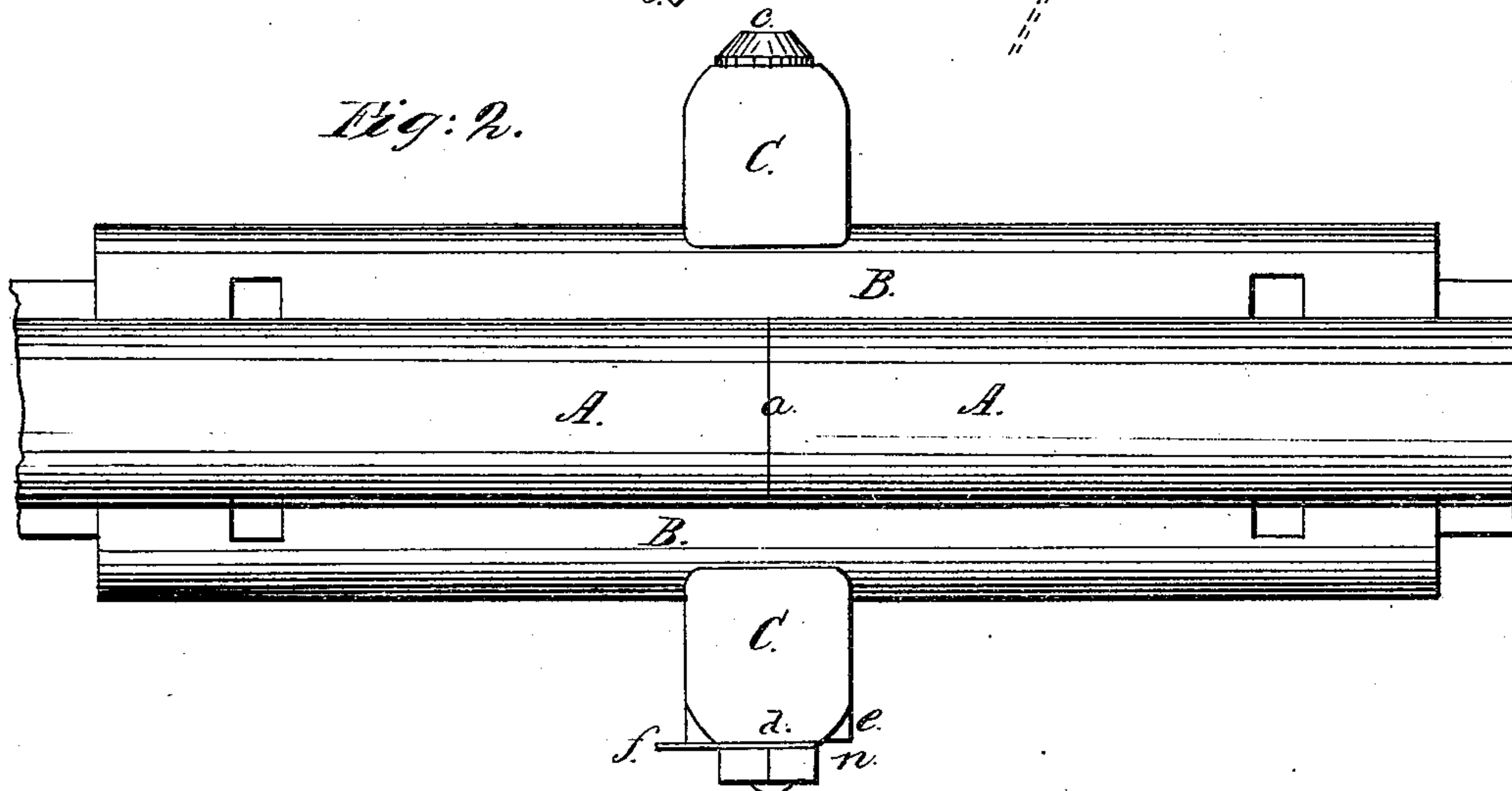
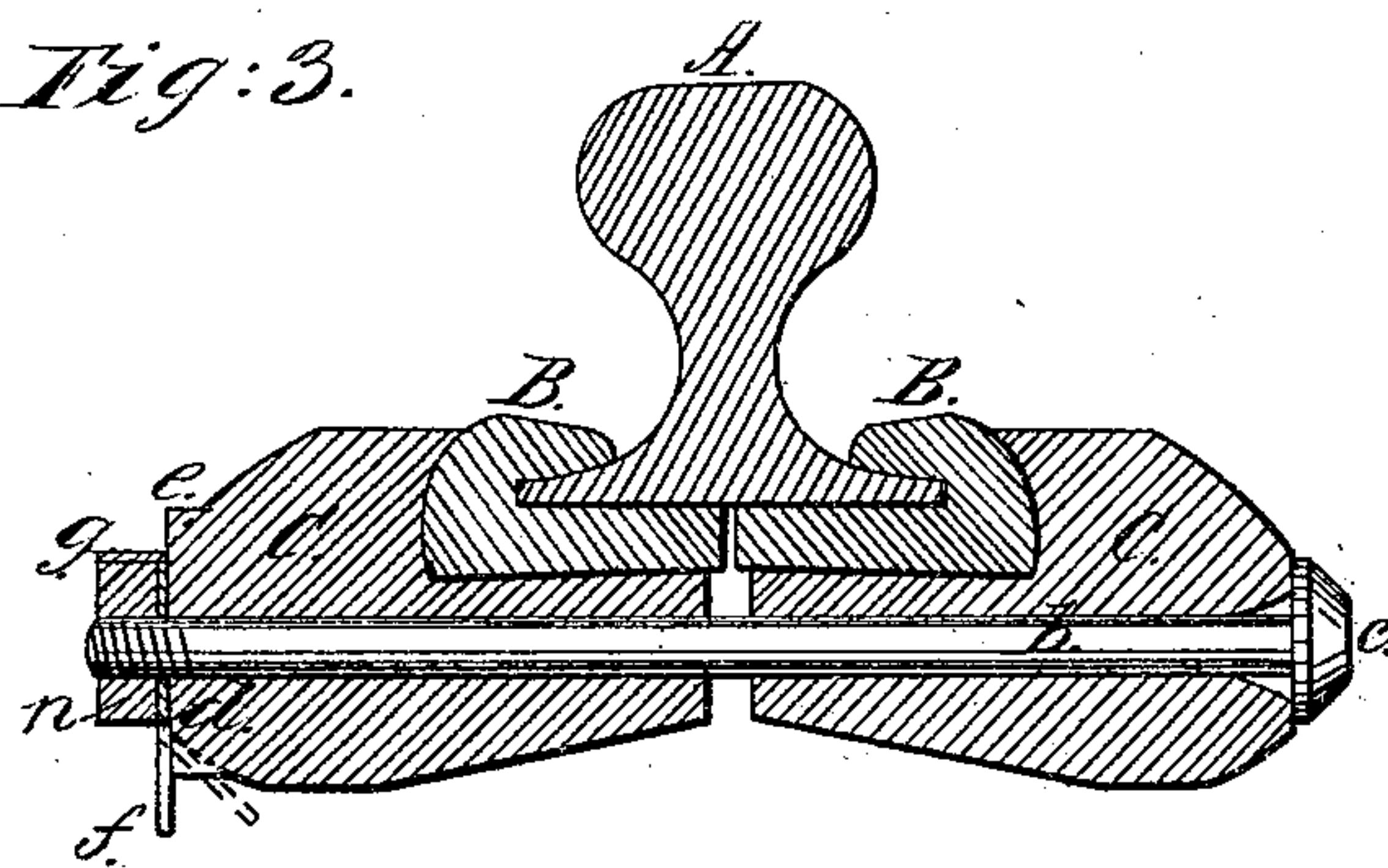


Fig: 3.



Witnesses:
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Inventor:
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United States Patent Office.

JAMES H. SWETT, OF BIRMINGHAM, PENNSYLVANIA.

Letters Patent No. 79,515, dated June 30, 1868.

IMPROVED RAILWAY-JOINT.

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, JAMES H. SWETT, of Birmingham, county of Allegheny, in the State of Pennsylvania, have invented a new and useful Improvement in Railroad-Joints; and I do hereby declare the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, like parts being indicated by like letters in the several figures.

The nature of my invention consists in a peculiar method, to be hereafter described, of making a secure joint between railroad-rails or bars.

To enable others skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

In the drawings—

Figure 1 represents an elevation of two sections of rails with my improvement attached.

Figure 2 is a top view of same.

Figure 3 a sectional view, whilst

Figure 4 is a perspective view of a peculiar washer.

A A represent sections of rails, and *a* the joint.

B B are jaws, one on each side of the rails, and "breaking joints" with the same.

C C are the two parts of my clamp, connected by a bolt, *b*, headed at one end, as at *c*, whilst a nut, *n*, is on the other or screw-end, between which nut and the clamp there is a washer, *d*.

The rails and jaws are properly punched for spikes, allowance being made for usual contraction and expansion. It will be seen the jaws do not abut against each other, neither the two parts of the clamp, this being intended to allow for expansion of such parts.

e is a lug or lugs on part of clamp. The number of these can be regulated at pleasure, their purpose being a detent, to prevent (through the washer *d*) the nut "unscrewing" from the passage of trains. The jaws are intended to be of wrought iron, easily rolled like "chairs," and they may be of any desired length, say sufficient to bridge two close ties. One or more clamps can be applied to the same.

After the clamp is "screwed up," the lip *f* of the washer *d* is turned (or bent) down between the lugs on one side of the clamp. The other end of the washer is turned up, as at *g*, against one side of the nut. It will thus readily be seen that the nut *n* cannot "unscrew" or get loose whilst the lip or handle of the washer is between the lugs *e* in a bent-down position. It can also be readily perceived that my clamp can be adjusted at pleasure, that is, the nut can be "screwed up" or "unscrewed," to allow for any contraction or expansion.

The bolt *b* should be so formed at the headed end as to prevent turning.

I am aware of the patents of H. W. Gray, September 20, 1859, also that of O. J. Hall, March 4, 1862, as also that of D. W. Crocker, (railroad-chairs,) March 6, 1860; and further, I was aware of the same before presenting my application, judging neither of these conflicted with my application.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

In combination with the abutting ends of two railroad-rails, the divided jaws B, and the divided clamp C C, said clamp being drawn up tight against the jaws, and the jaws against the rails, by a through-bolt and nut, for the purpose of strengthening the joint, substantially as described.

Witnesses:

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