

A. B. DAVIS.

Improvement in Rail Splice-Piece.

No. 126,035.

Patented April 23, 1872.

Fig. 1.

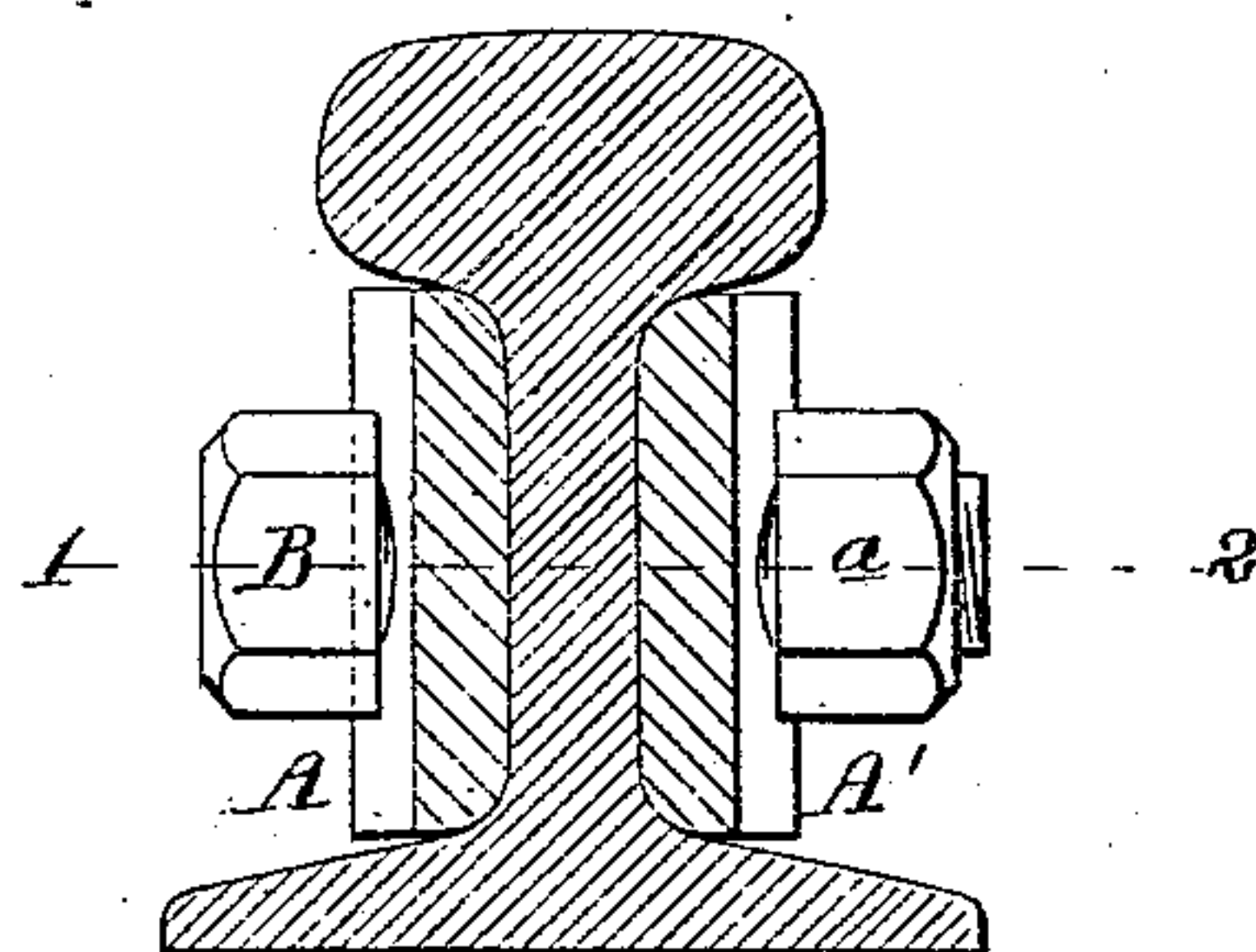


Fig. 2.

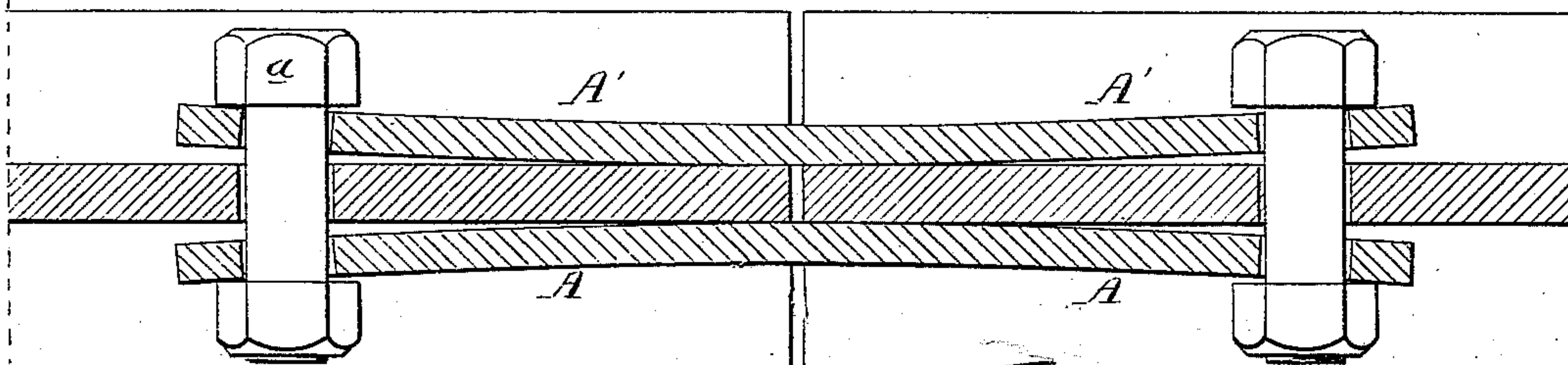
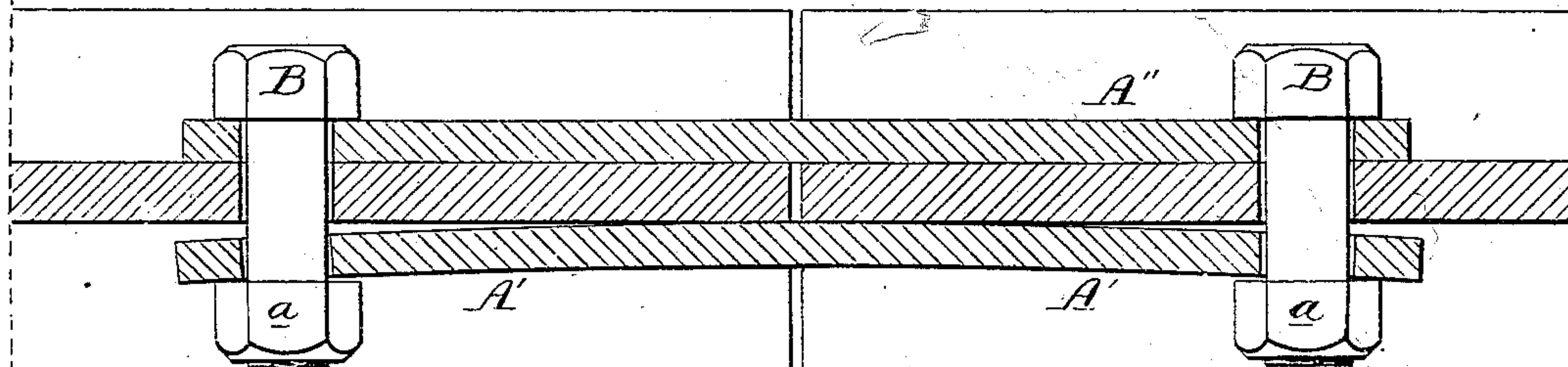


Fig. 3.



Witnesses:
Albert H. Tottis
J. H. Henderson

Inventor:
A. B. Davis
By his atty
H. H. H. H. H.

UNITED STATES PATENT OFFICE.

AUGUSTUS B. DAVIS, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN RAILWAY RAIL-SPLICES.

Specification forming part of Letters Patent No. 126,035, dated April 23, 1872.

Specification describing an Improved Rail-Splice, invented by AUGUSTUS B. DAVIS, of the city and county of Philadelphia, State of Pennsylvania.

Improved Rail-Splice.

My invention consists of two bars, one or both of which is elastic, the said bars being adapted and bolted to adjoining rails, substantially in the manner described hereafter, and the whole forming a simple and economical device for serving the twofold purpose of splicing two adjoining rails and retaining the nuts of the bolts.

In the drawing, Figure 1 is a transverse section of a rail with my improved elastic splice; Fig. 2, a sectional plan on the line 1 2, Fig. 1; and Fig. 3, a modification of my invention.

On reference to Figs. 1 and 2, A and A' are two substantial but slightly elastic splicing-bars, which I prefer to make of steel, but which may be made of wrought-iron, rendered slightly elastic by cold rolling or otherwise. Whether these bars be of steel or iron, I consider it best to bend them while cold to the desired segmental form represented. The bars are made to fit the adjoining rails, as shown in Fig. 1, and are secured, with their convex sides against the rails, by simple bolts B B, on tightening the nuts *a a* of which the bars will become flat, or nearly so, and yet possess such inherent elasticity that their tendency to re-

coil and assume their original segmental form will prevent the nuts from turning.

On tightening the nuts the bars will have a slight tendency to spring outward in the middle, and this may be counteracted by the introduction of a bolt near the ends of the rails; but this bolt is not essential in carrying out my invention, although it is to be preferred for the heavier class of rails demanding long bars.

My improved rail-splice possesses the advantages of simplicity and economy, as it consists of plain rolled bars secured directly to the rails by ordinary bolts, which require no nut-retaining devices.

In Fig. 3 one bar, A², is flat and rigid, while the other is curved and elastic. I, however, prefer the plan illustrated in Figs. 1 and 2.

I claim as my invention—

A rail-splice composed of two bars, one or both of which is elastic and is curved outward at the ends, so as to bear with a constant pressure against the bolt-head, nut, or washer, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

AUG. BALL DAVIS.

Witnesses:

WM. A. STEEL,
JOHN K. RUPERTUS.