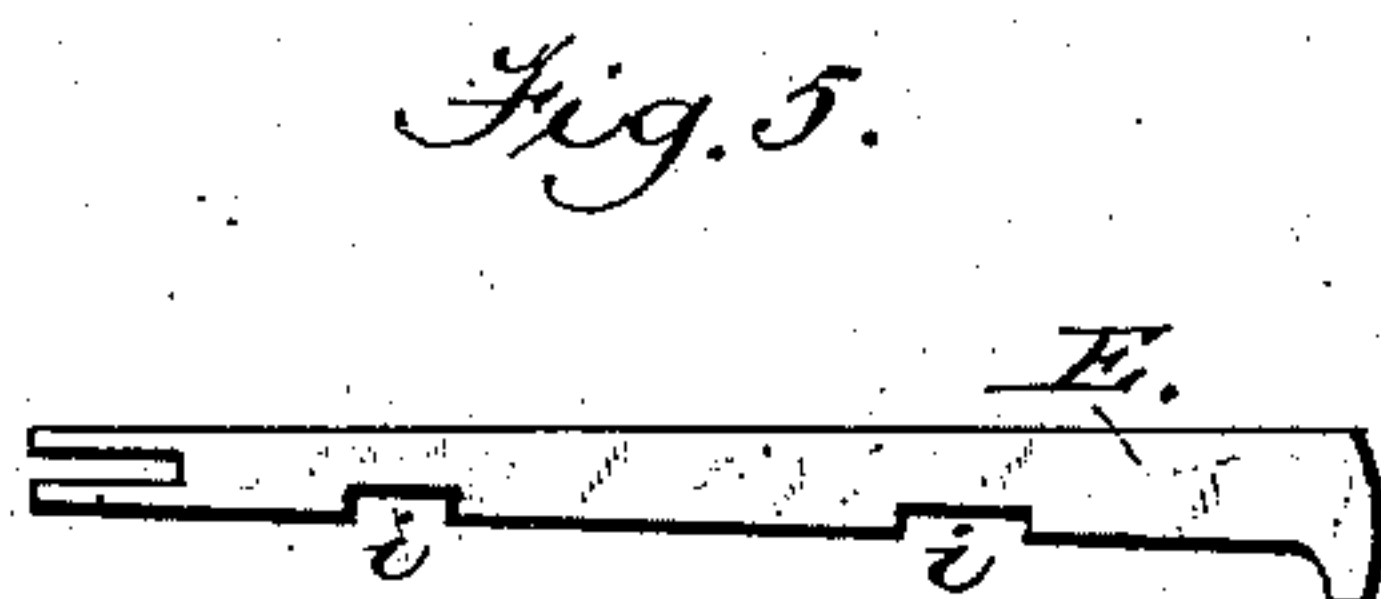
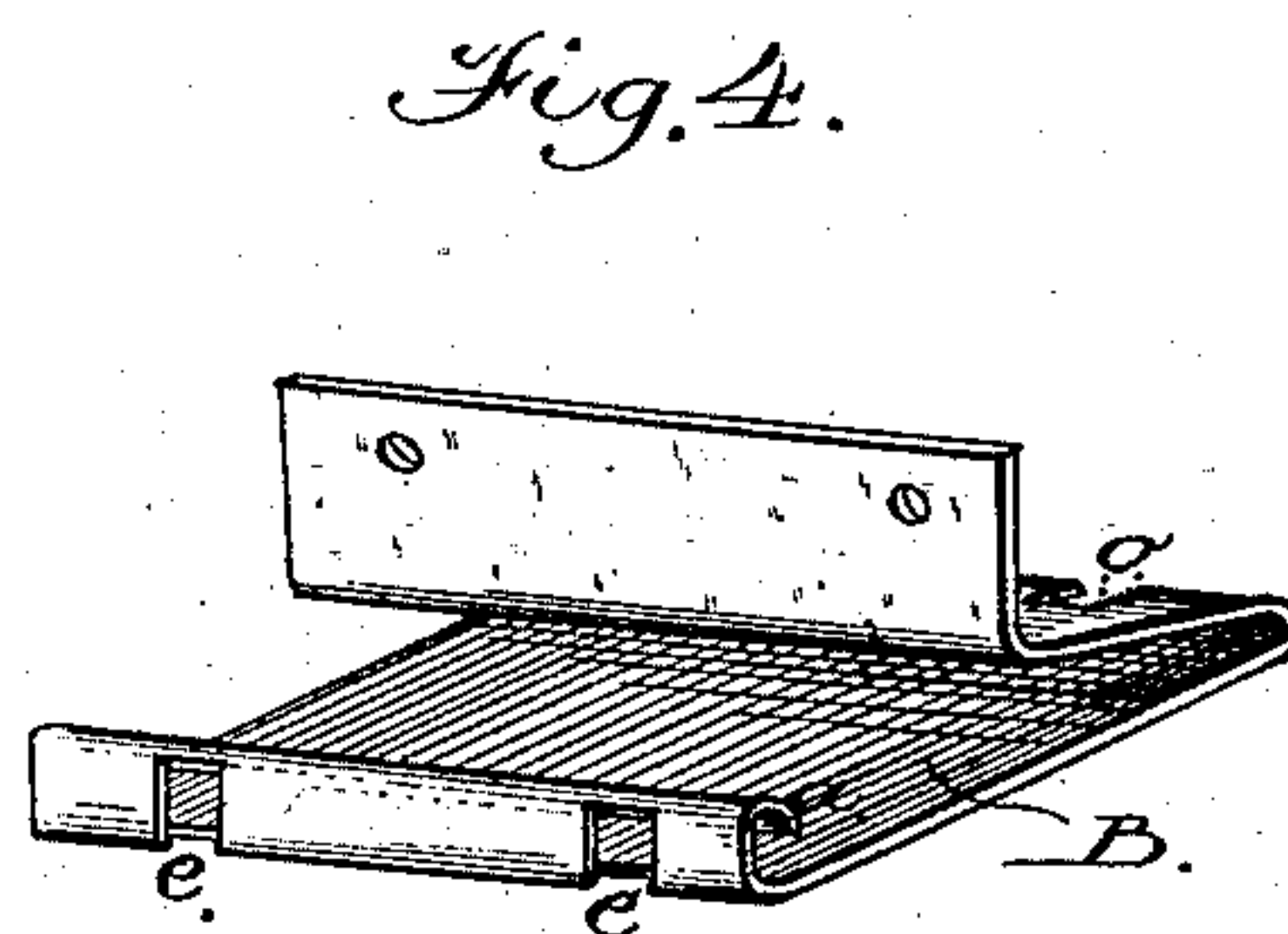
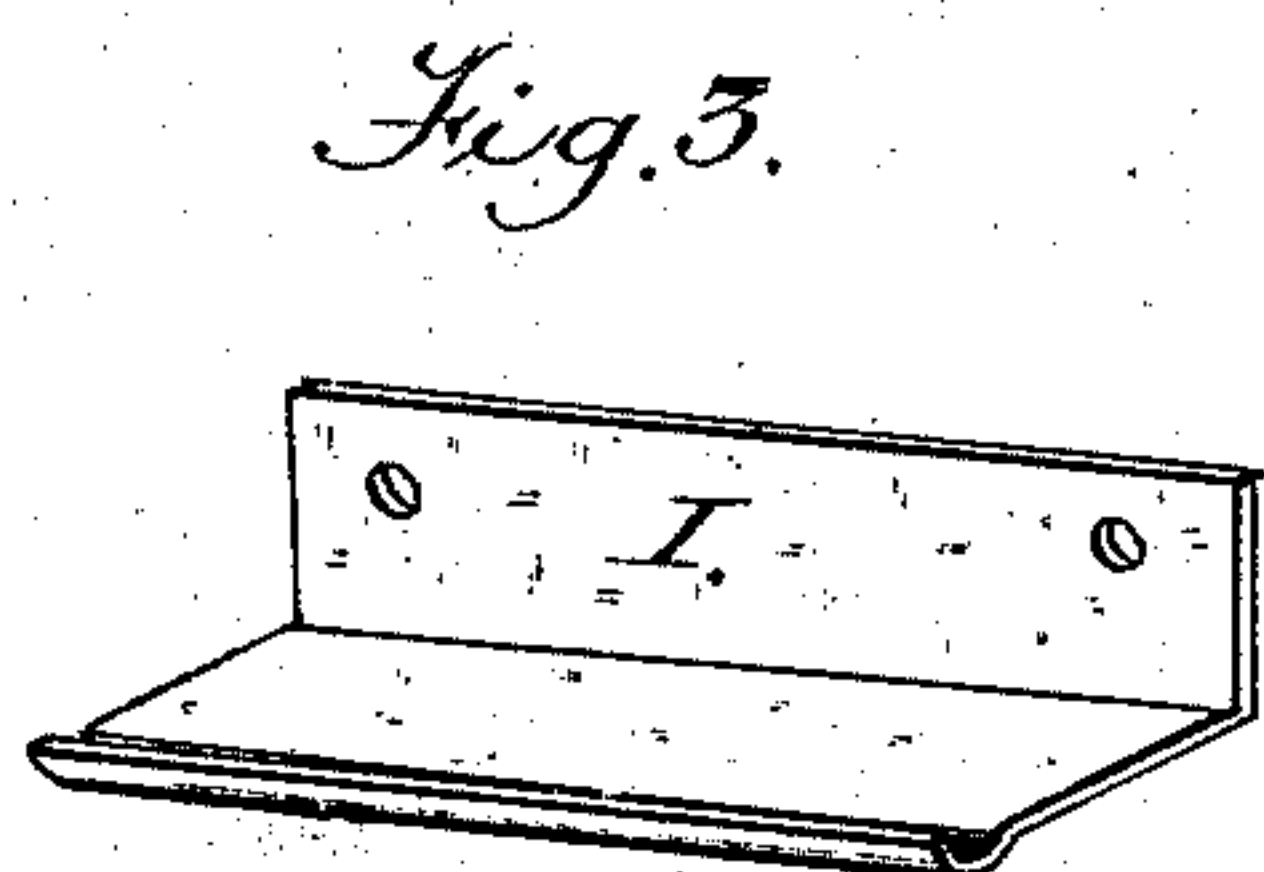
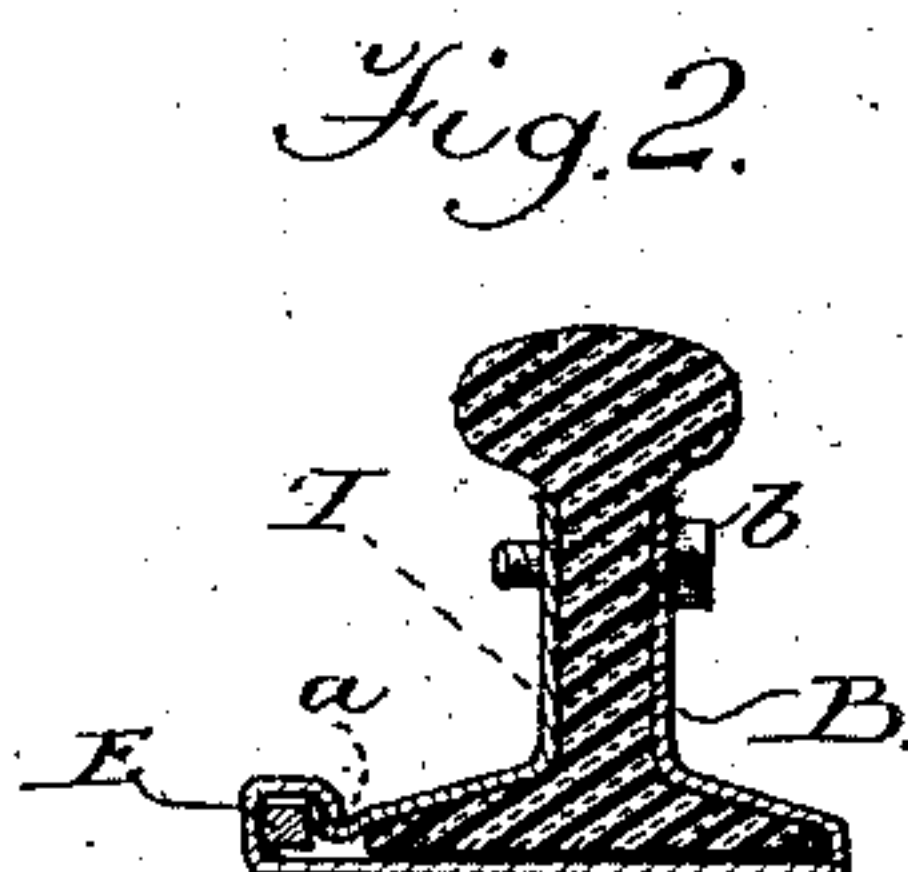
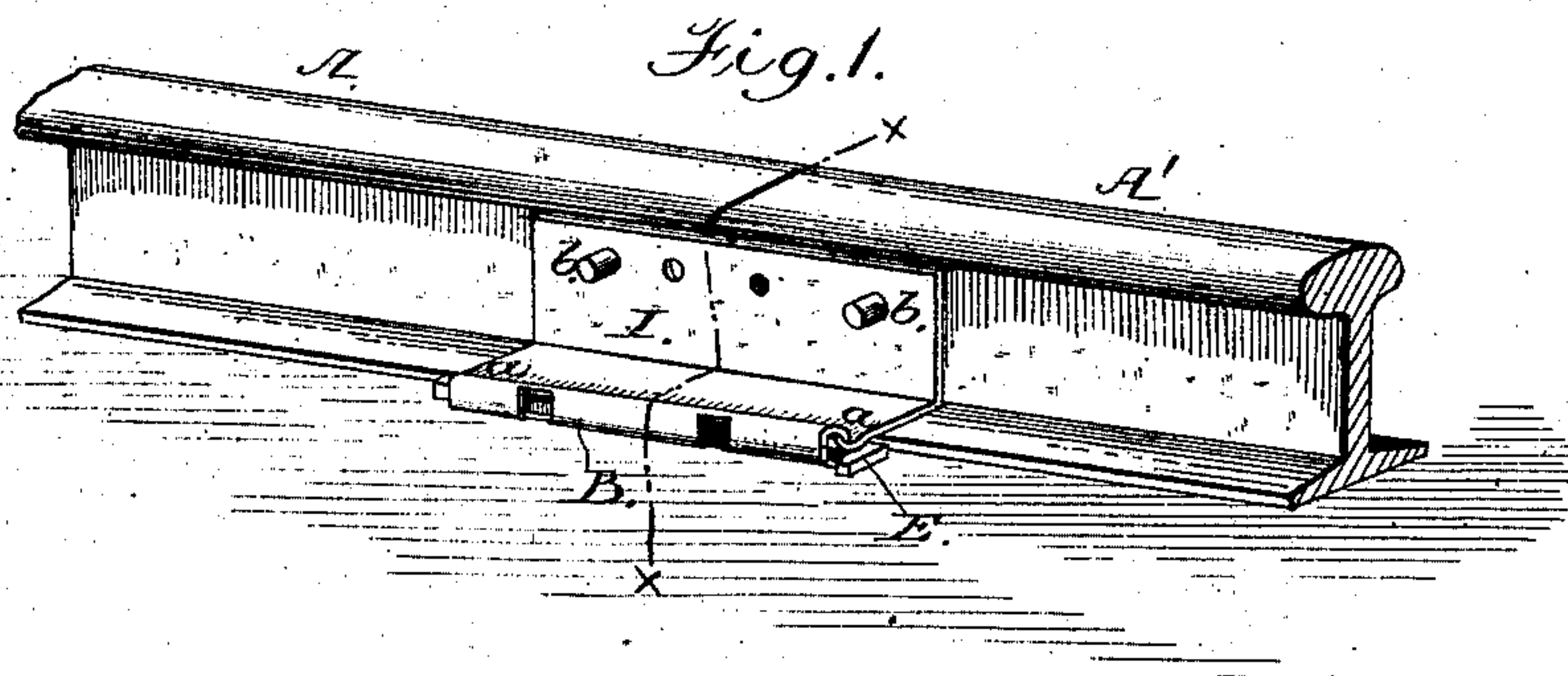


(No Model.)

G. S. CLEMENTS & D. S. LIGHT.
Railroad Rail Fastening.

No. 239,731.

Patented April 5, 1881.



Witnesses;

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Jno. L. Coudron.

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UNITED STATES PATENT OFFICE

GEORGE S. CLEMENTS AND DANIEL S. LIGHT, OF MILL CREEK,

RAILROAD-RAIL FASTENING.

SPECIFICATION forming part of Letters Patent No. 239,731, dated April 5,

Application filed January 6, 1881. (No model.)

To all whom it may concern:

Be it known that we, GEORGE S. CLEMENTS and DANIEL S. LIGHT, of Mill Creek, in the county of Huntingdon and State of Pennsylvania, have invented a new and Improved Joint-Bar for Railroad-Rails; and we hereby declare the following to be a full, clear, and exact account thereof, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a perspective view, showing the ends of two rails joined with our device. Fig. 2 is a vertical cross-sectional view of the rail and tie or joint bar. Figs. 3, 4, and 5 are details to be referred to.

The object of our invention is to provide a means for securely fastening the ends of track-rails of railroads; and our invention consists in a joint-covering device composed of two pieces of rolled metal clasping the ends of contiguous rails, and secured by a key which gives a lateral pressure, and is, in turn, secured by spikes driven in offsets provided for the purpose, as hereinafter more fully described and claimed.

In the said drawings, A A' represent two track-rails, the ends of which abut against each other in the usual manner. A plate of steel or iron, B, is bent to conform to the shape of the rail, starting from beneath the T on one side, passing down and over the foot of the rail, and beneath the rail to the opposite edge of the foot, when it is turned or lapped

over, as seen at *a a*. Another plate of iron, I, passes from beneath the T of the rail, down over the foot of the rail, and its edge passes beneath the lap of the rail, and *b b* pass through the rails and through plate B, and fasten them securely together. When the lap is made, an offset is left for a longitudinal key, E, which, when driven in, crowds the edges of the rails together by its lateral pressure and holds them firmly. In the bight of the lap in the rail, there are cut recesses *e e*, to receive spikes to secure the plates. In the side of the key E are cut recesses *i i*, which, when the key is driven home, register with recesses *e e*, and spikes secure both the plate and the rail. Where plate B passes around the foot of the rail, recesses *o o* are cut in the rail, to receive spikes to add to the security of the joint.

Having thus described our invention, we claim as new, and desire to secure by Letters Patent, is—

The improved rail-joint fastening device, consisting of plate B, clasping the rails on the bottom, and provided with lap *a*, and engaging in lap *a*, in combination with the said lap and key being provided with offsets for the purpose set forth.

GEORGE S. CLEMENTS
DANIEL S. LIGHT

Witnesses:

HENRY L. WILSON,
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