

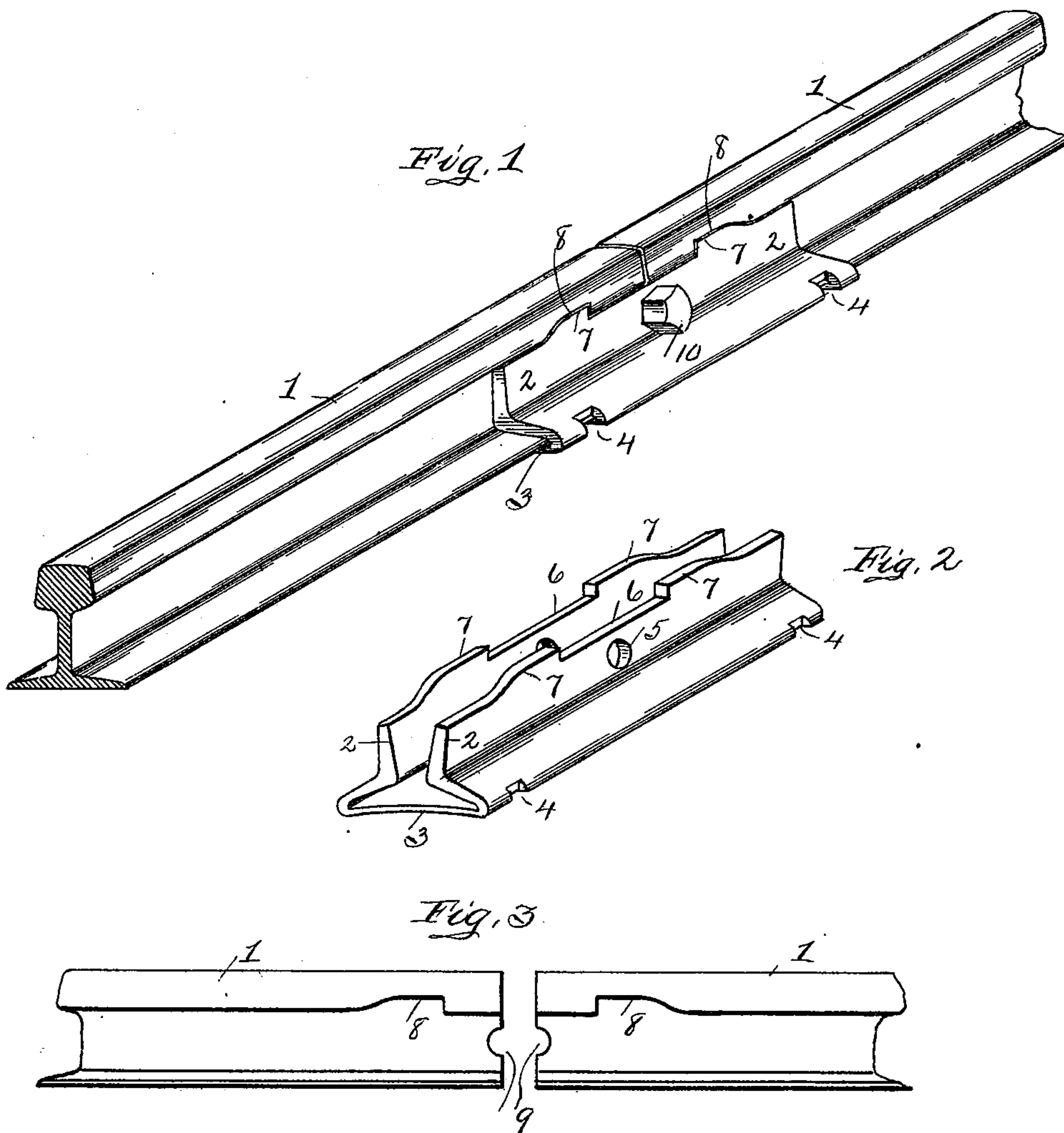
No. 671,916.

Patented Apr. 9, 1901.

N. L. DALLARD.
RAIL JOINT.

(Application filed June 28, 1900. Renewed Mar. 14, 1901.)

(No Model.)



Witnesses:
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UNITED STATES PATENT OFFICE.

NOAH L. DALLARD, OF WHEELING, WEST VIRGINIA.

RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 671,916, dated April 9, 1901.

Application filed June 28, 1900. Renewed March 14, 1901. Serial No. 51,201. (No model.)

To all whom it may concern:

Be it known that I, NOAH L. DALLARD, a citizen of the United States of America, residing at Wheeling, in the county of Ohio and State of West Virginia, have invented certain new and useful Improvements in Railway-Rail Splices; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to an improved railway-rail splice; and it consists in the certain details of construction and combination of parts, as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is a perspective view of a railway-rail joint coupled together with my improved splice-bar, the same being constructed and arranged in accordance with my invention. Fig. 2 is a perspective view of the splice-bar removed from the rails. Fig. 3 is a side elevation of the meeting ends of the rails, showing the manner in which the same are notched to connect with the splice-bar.

To construct a railway-rail joint in accordance with my invention, I form each end of the rails 1 and at each side of the tread notches 8, adapted to fit neatly about corresponding projecting portions 7, integral with the splice-bars. This splice consists in two bars 2, L or angle shaped in cross-section, the one joined to the other at the base by a thin integral web 3, and the said bars 2, when not adjusted in position with the rails 1, are bent outwardly at the top a distance equal to the width of the tread of the rail, as shown at Fig. 2 of the drawings. Formed along the top of each of the bars 2 are recesses 6 and projecting portions

7, the latter being adapted to fit neatly in the notches when the splice-bars are in position.

A single bolt-opening 5 is formed in each of the bars and is in a position to register with semicircular recesses 9, formed in the web of the rails 1.

In operation the splice-bars are slid over the end of the rails and the same brought close together. The bolt 10 is passed through the openings 5, and when screwed tightly in position the said bolt will draw the projections 7 into the notches 8 and the inner sides of the bars tightly against the web of the rails 1.

Slight modifications and changes may be made in the details of construction without departing from the spirit of the invention. Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

The herein-described railway-rail splice, consisting of the two parallel bars 2, joined the one with the other by a thin flexible integral portion 3, the projecting portions 7 formed along the top of the said bars, the bolt-openings 5 the one in alinement with the other, in combination with the notches 8 formed in the tread of the rails, and the recesses 9 formed in the web of the same, and the bolt 10 for drawing and securing the bars in position, all arranged and combined, substantially as described.

In testimony whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

NOAH L. DALLARD.

Witnesses:

M. F. DRYDEN,
H. C. PETERMANN.