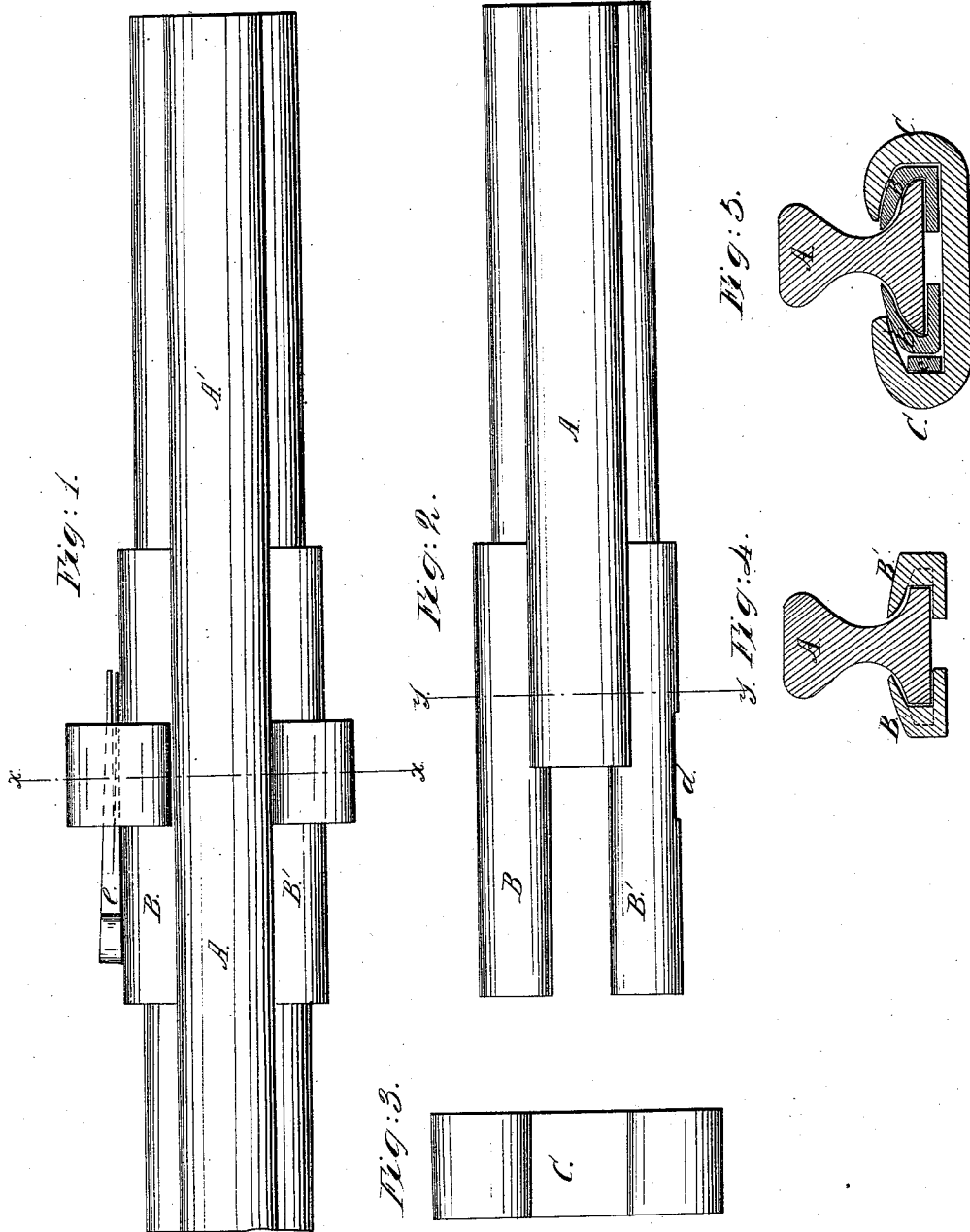


J. S. Schoonover.

Railroad Rail-Joint.

N^o 82,645.

Patented, Sept. 29, 1868.



Witnesses:
J. H. Phelps
H. W. Martin

Inventor:
James S. Schoonover

United States Patent Office.

JAMES S. SCHOONOVER, OF CORRY, PENNSYLVANIA.

Letters Patent No. 82,645, dated September 29, 1868.

IMPROVED RAILWAY-RAIL 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 S. SCHOONOVER, of Corry, in the county of Erie, and in the State of Pennsylvania, have invented a certain new and useful Suspension Railroad-Rail-Joint Fastening; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in a device for uniting the joints of rails which guarantees a firmness, durability, and consequent increased security from accident unequalled by any of the ordinary methods of rail-joint fastenings.

In order to enable others skilled in the art to make and use my invention, I will now proceed to describe its construction and operation, referring to the annexed drawings, which form a part of this specification, and in which—

Figure 1 is a plan of two rails united in accordance with my improvement hereinafter set forth.

Figure 2, a plan of one rail with jaws upon its flanges.

Figure 3, a plan of the gripe.

Figure 4, a cross-section, taken at line *y y*, fig. 2; and

Figure 5 is a cross-section of my improvement complete, taken through line *x x*, fig. 1.

A A' represent two rails, made in any of the known and usual ways, which are joined together.

The jaws B B' are grooved, as seen in figs. 4 and 5, into which the flanges of the rails enter.

These jaws are held firmly in place by means of notches in the flanges of the rails, and corresponding pins on the inner side of the jaws, as shown by dotted lines in fig. 4, thereby preventing a forward or backward motion of the jaws upon the flanges of the rail.

The jaw B' has a depression or indentation, *d*, of sufficient width to receive and hold in its place the gripe or clasp C, which consists of a metal bar, with its ends bent over upwards to enclose the jaws B and B'.

When thus clasp ing the rails and jaws, it binds the whole together by means of the key *e*, which is made in the shape of a wedge, and inserted between said clasp and the jaw B.

The key *e* is split, so as to form a spring-wedge.

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

The jaws B B', provided with the pins or ribs on their inner surface, engaging with the corresponding notches on the bases or flanges of the rails, as shown in fig. 4, and with the recess *d* for preventing the end-play of the clamp C, in combination with the split wedge E and the clamp C, all constructed and arranged substantially as set forth.

In testimony that I claim the foregoing, I have hereunto set my hand, this 12th day of June, 1868.

JAMES S. SCHOONOVER.

Witnesses:

C. M. ALEXANDER.

J. M. MASON.