E. P. Dwight,

Rail Joint.

No. 100,738. Patented Mar. 15. 1870.

FIG. 1.

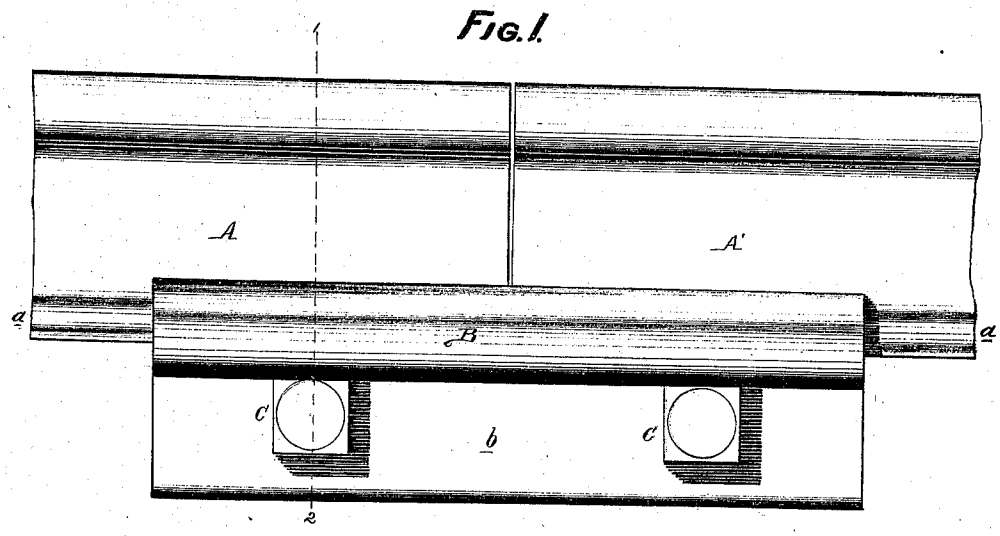


FIG. 2.

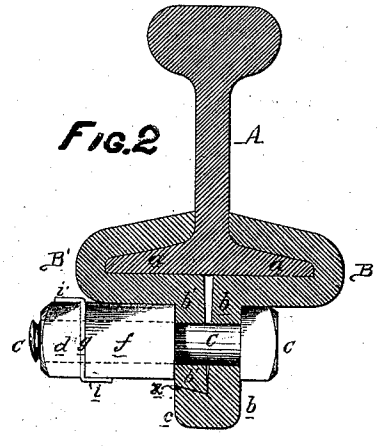
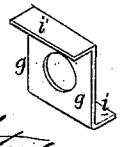


FIG. 3.



WITNESSES { Wm. A. Stuart
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Edmund P. Dwight
by his Attys.
Howson and Sons

United States Patent Office.

EDMUND P. DWIGHT, OF PHILADELPHIA, PENNSYLVANIA.

Letters Patent No. 100,738, *dated March* 15, 1870.

IMPROVEMENT IN 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, EDMUND P. DWIGHT, of the city of Philadelphia, in the State of Pennsylvania, have invented a new and useful Improvement in Rail-Joints; and I do hereby declare the following to be a full, clear, and exact description of the same, which will enable others skilled in the art to which it appertains to make and use my invention, reference being had to the accompanying drawing which forms a part of this specification, and in which—

Figure 1 is a side view of my improved rail-joint;

Figure 2, a transverse section of the same, taken on the line 1 2, fig. 1; and

Figure 3, a perspective view of the stop-washer.

The same letters denote the same parts in all the figures.

A and A′ represent the adjacent ends of two contiguous rails.

B B′ are two clamps, each constructed so as to embrace and support the bases of the rails and with the lower part bent downward to form a flange, as shown at *b b′*. The end of one of these flanges is again bent, so as to form a shoulder or second flange, which serves as the bearing for the flange of the opposite clamp.

The construction thus far described is old and well known, but my improvement upon it consists in beveling the contiguous bearing ends of the flanges, as shown at *x*, fig. 2.

Each of the clamps B B′ is perforated for the passage of bolts C. When the bolts are inserted into their position, the head of each bolt bears against the under side of one of the clamps, and a metal block, *f*, bearing against the under side of the opposite clamp, is then slipped over the bolt as far as the flange of the clamp permits. A stop-washer is then slipped over the end of the bolt and against the metal block, after which the nut *d* is screwed on, and the ends of the washer bent upon the nut and block, as shown at *i i′*, fig. 3.

In the operation of these devices, the nut cannot turn without turning the stop-washer and metal block, which latter, as well as the head of the bolt, is prevented from turning by the clamps. By this means I prevent the joint from loosening under the jar of passing trains.

What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

1. The clamps, constructed each with a flange, the end of one of which flanges is formed into a beveled shoulder for the bearing of the beveled end of the opposite flange.

2. The combination of the clamps, bolt, metal block, stop-washer, and nut, when these parts are constructed and arranged to operate as described.

E. P. DWIGHT.

Witnesses:

WILLIAM R. WRIGHT,

GEORGE E. BUCKLEY.