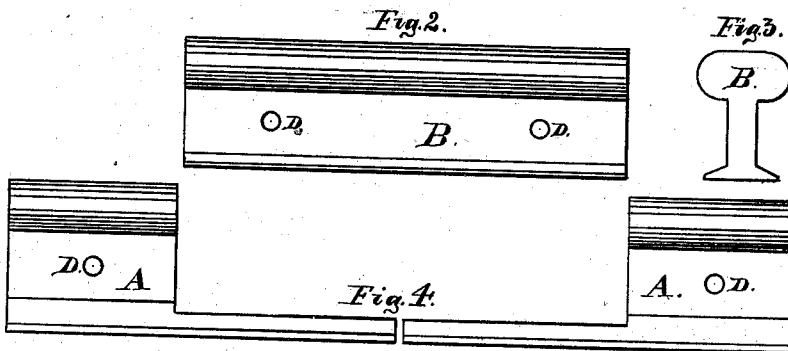
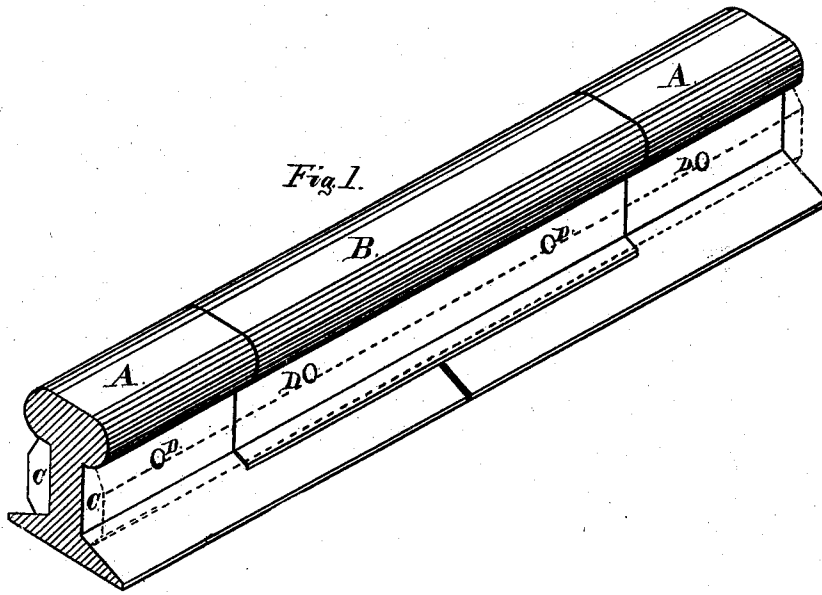


L. WINSLOW.

• RAILROAD RAIL-JOINT.

No. 174,049.

Patented Feb. 22, 1876.



Witnesses: *John McKee*
John Thomson

Inventor
Lorenzo Winslow.

UNITED STATES PATENT OFFICE

LORENZO WINSLOW, OF ROCHESTER, NEW YORK.

IMPROVEMENT IN RAILROAD-RAIL JOINTS.

Specification forming part of Letters Patent No. 174,049, dated February 22, 1876; application filed December 17, 1875.

To all whom it may concern:

Be it known that I, LORENZO WINSLOW, of the city of Rochester, in the county of Monroe and State of New York, have invented a new and useful Improvement in Railroad-Rails; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, and to the figures and to the letters marked thereon.

Figure 1 is a perspective view of a section of two railroad-rails united in the usual way with fish-plates. A A show the ends of two rails as united by the fish-plates. C C show the fish-plates. D D D D show the bolt-holes. B is an upper section of a rail filling the recess of the two rails A A. Fig. 2 is a perspective view of the upper section of the splice-rail B. Fig. 3 is an end view of the same. Fig. 4 is a perspective view of two rails united, with the splice-section removed.

The letters in all cases indicate similar parts.

The object of my invention is to construct railroad-rails and connect them in such a manner as to prevent the ends being battered down, which is so universally the case with operating roads. It is quite obvious that my device meets the wants of railroads in this respect. The fish plates resting upon the flange

of the splice-section of the rail, and also on the main rails as well, prevents either from being depressed below or raised above the other, thus forming what is known as a continuous rail. The wheel in passing, before it leaves the end of one rail, commences a bearing upon the other, and when it reaches the joint of the two main rails it rests equally on each, passing over without a jar. It also prevents the ends of the main rails from wearing into the tie, as is now the case, requiring their frequent replacement. In laying the rails in cold weather a space of about three-eighths of an inch is open at each joint of a thirty-foot rail, to compensate for the expansion in warm weather. My improvement, being a duplex joint, requires but half the open space.

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

The rail-ends A A, recessed down to and including a portion of the base-flange, as described, in combination with the interposed sectional piece B, formed to fit the space, and the fish-plates C C, substantially as specified.

LORENZO WINSLOW.

Witnesses:

JOHN MCKEE,
JOHN THOMSON.