H. D. LEISHMAN.

RAILROAD RAIL-JOINT.

No. 173,225. Patented Feb. 8, 1876.

Fig. 1.

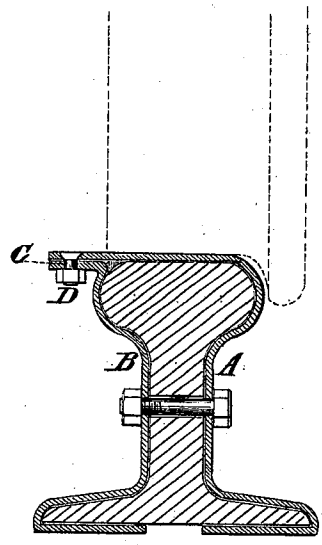


Fig. 2.

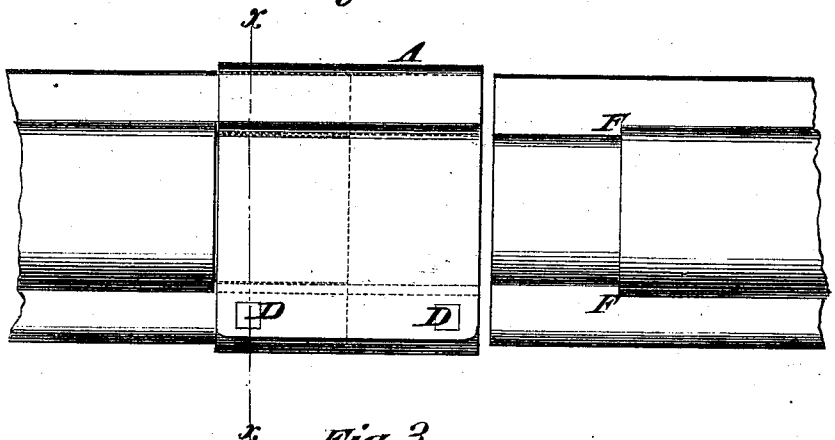
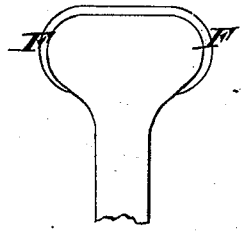


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

HENRY D. LEISHMAN, OF YATES CITY, ILLINOIS.

IMPROVEMENT IN RAILROAD-RAIL JOINTS.

Specification forming part of Letters Patent No. **173,225**, dated February 8, 1876; application filed January 15, 1876.

To all whom it may concern:

Be it known that I, HENRY D. LEISHMAN, of Yates City, in the county of Knox and State of Illinois, have invented a new and Improved Rail-Joint, of which the following is a specification:

My invention consists of a clasp of two separate plates, wholly inclosing, or nearly so, the rail ends to be jointed and fastened together and to the rails, by bolts going through the web of the rails, and by projecting flanges on the outside bolted together, thus making a substantial joint-clasp which can be applied to the rails, and removed without disturbing them after they have been placed in position, which cannot be done with the clasps made in one piece, to slide on the ends of the rails.

Figure 1 is a transverse section of a rail-joint made with my improved clasp, the section being taken on line *x x* of Fig. 2. Fig. 2 is a plan view, and Fig. 3 is an end view, of one of the rails prepared for the clasp.

Similar letters of reference indicate corresponding parts.

A and B represent the two plates composing the clasp, the same being separate and independent plates, suitably bent to fit the sides of the rail and meet together, or nearly so, under the tread, and the inside one being constructed to extend over the top of the rail and along an outwardly-projecting flange, C, of the outside plate, to be fastened to said outside plate by bolts D. At the middle of the web the plates are bolted through the rail, in the same manner as fish-plates, thus clasping and firmly securing the joint.

The ends of the rail-heads are reduced in size the thickness of the plates, as shown at F, to make the clasp flush with the sides and top.

The facility with which this clasp can be applied and removed makes it more useful and economical than aforesaid clasps made in one piece, so that they have to be fitted on over the ends of the rails.

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

The improved rail-joint clasp, consisting of the two separate plates A B, fitted to the base and sides of the rail, and one of which extends over the top and along an outer projection of the other, and is bolted thereto, while both plates are bolted through the webs of the rails, substantially as specified.

HENRY D. LEISHMAN.

Witnesses:

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CHARLES L. ROBERTS.