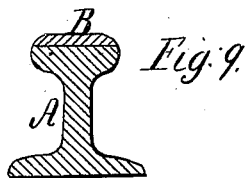
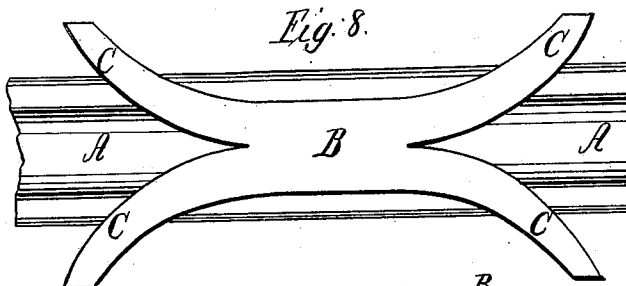
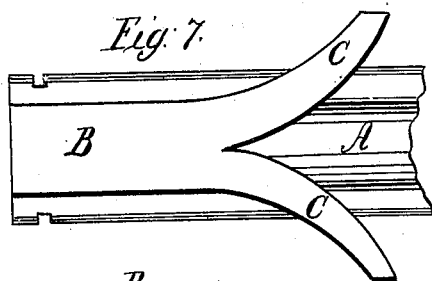
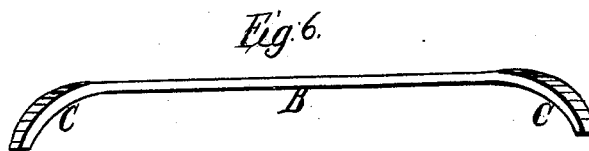
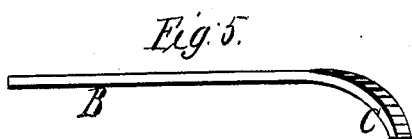
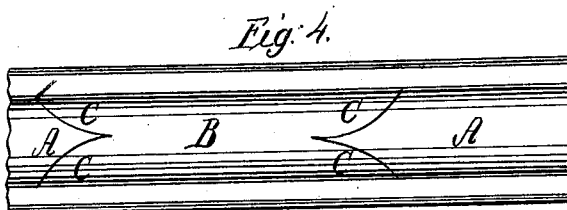
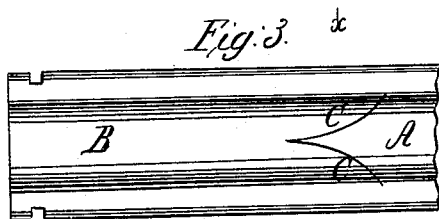
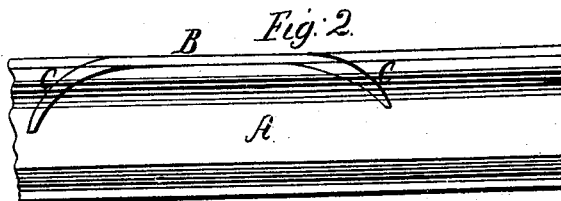
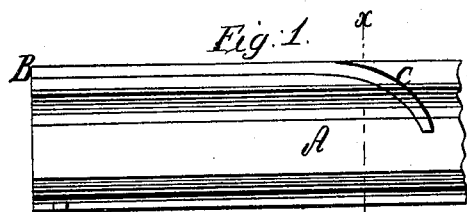


*J. T. Barnett.*

*Patch for Railroad.*

*N<sup>o</sup> 113,004.*

*Patented Mar. 28, 1871.*



*Witnesses;*  
*William Sahler*  
*Miner Brook*

*Inventor;*  
*John T. Barnett*

# UNITED STATES PATENT OFFICE.

JOHN T. BARNETT, OF DECATUR, ILLINOIS.

## IMPROVEMENT IN PATCHES FOR RAILROAD-RAILS.

Specification forming part of Letters Patent No. **113,004**, dated March 28, 1871.

I, JOHN T. BARNETT, of Decatur, in the county of Macon and State of Illinois, have invented certain Improvements in Patch for Repairing Railroad-Iron, of which the following is a specification:

### *Nature and Objects of the Invention.*

My invention relates to a patch so made that when it is rolled upon a bar of railroad-iron it will be true and level with the bar upon which it is rolled.

### *Description of the Accompanying Drawing.*

Figure 1 is a side view of a bar of railroad-iron with the patch rolled thereon. Fig. 2 is a side view of a patch rolled upon the center of a bar of railroad-iron. Fig. 3 is a plan of Fig. 1. Fig. 4 is a plan of Fig. 2. Fig. 5 is a side view of patch, as shown in Fig. 1. Fig. 6 is a side view of patch, as shown in Fig. 2. Fig. 7 is a plan of Fig. 5. Fig. 8 is a plan of Fig. 6. Fig. 9 is an elevation of end of rail, showing the patch. Fig. 10 is a sectional view taken through the line *x x* in Fig. 1.

### *General Description.*

A is a bar of railroad-iron. B is the patch, which is split or forked at the end or ends, as shown at C C.

Railroad-iron that is worn at the ends of the rail or in the center of the rail can be repaired

with these patches. The patch is placed upon the rail, and the split or forked part, as shown at C C, bent under the head of the rail and down onto the neck of the rail, and then heated and rolled in the usual manner. By this arrangement of the split or fork in the patch, the split or fork, coming under the part of the rail that is lowest when worn, is raised up by passing through the rolls, and the rail is made true and level on the top or head of the rail. The split or fork being left of the same thickness as the patch, adds strength to the rail in the weakest part, as a patch made square at the end batters and wears at the splice.

In Figs. 2, 4, 6, and 8 is shown a patch designed to be used upon the center of a rail, the patch being split or forked at both ends. This patch can be rolled upon any railroad-iron.

The patches can be made of any length, as is desired, for to repair upon the rail.

### *Claim.*

I claim as my invention—

The split or forked patch B, made and used in the manner as hereinbefore set forth.

JOHN T. BARNETT.

Witnesses:

WILLIAM GABLER,  
MINOR BROOK.