

W. M. Martin,

Railroad-Rail Joint,

Nº 57,530,

Patented Aug. 28, 1866.

Fig: 3.

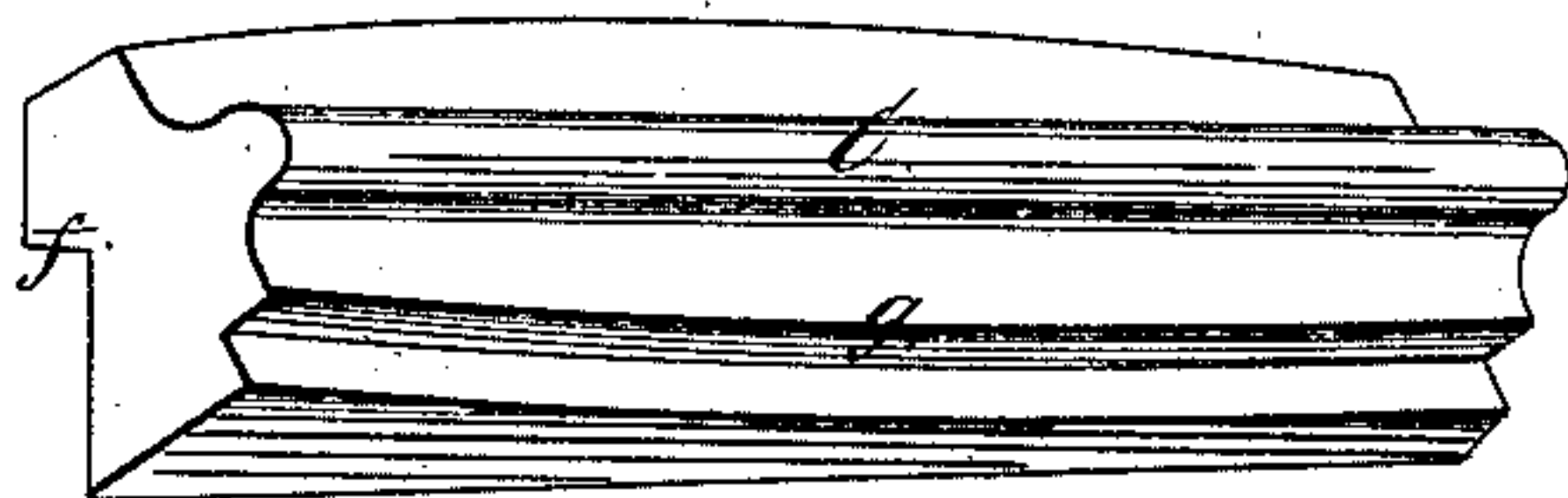


Fig: 1.

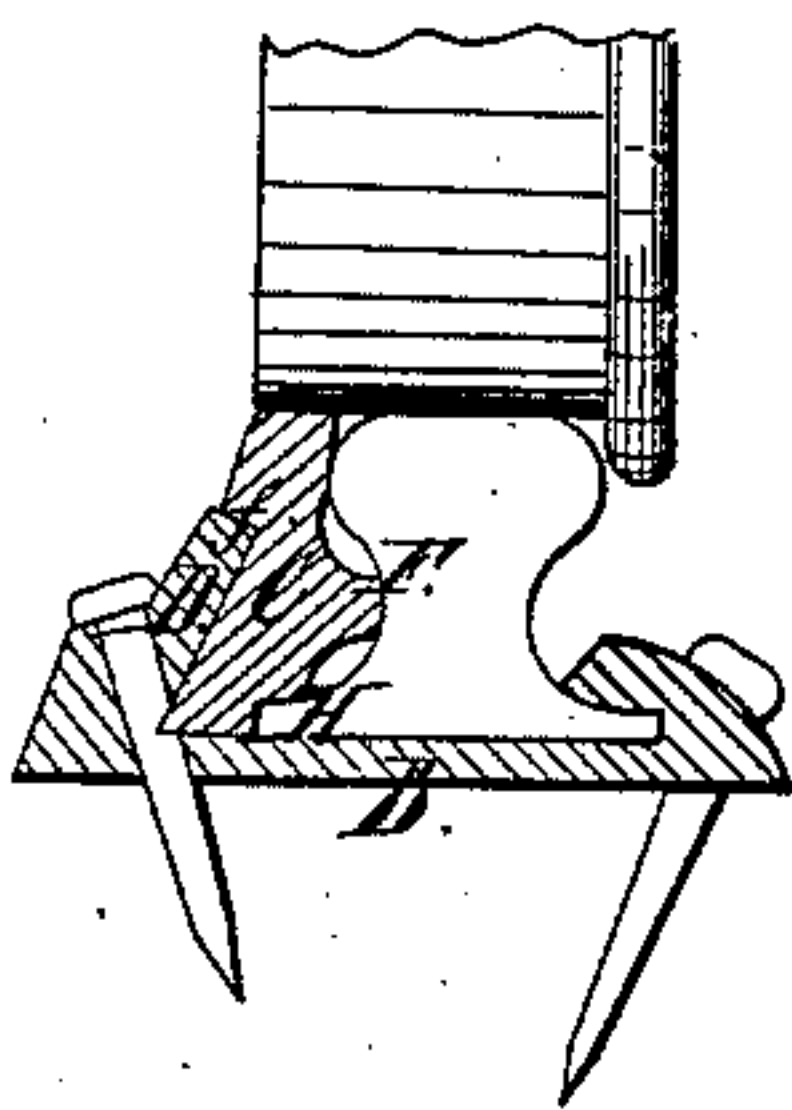
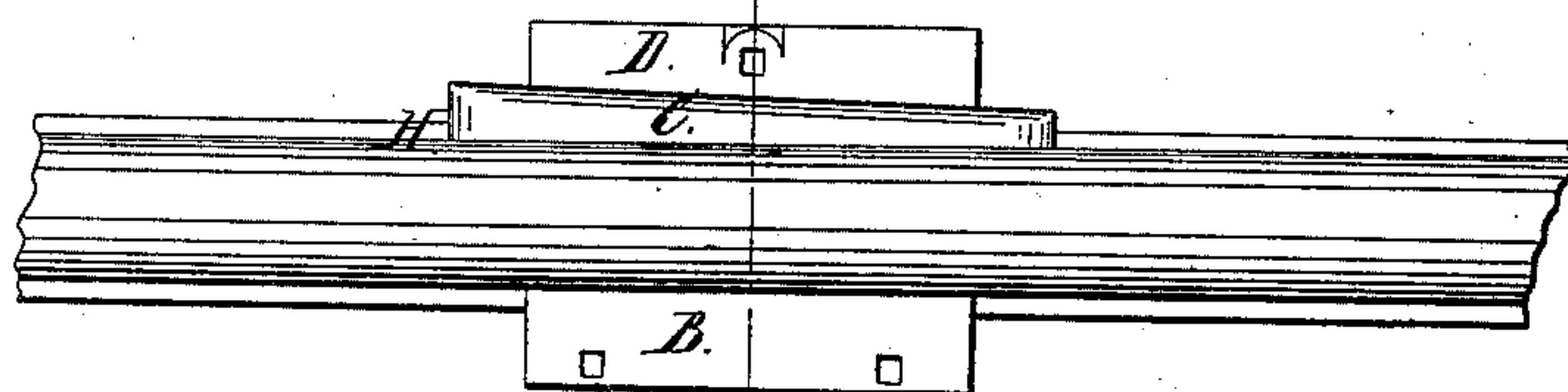


Fig: 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

W. M. MARTIN, OF NEW YORK, N. Y.

IMPROVEMENT IN RAILROAD WEDGE-RAILS.

Specification forming part of Letters Patent No. 57,530, dated August 28, 1866.

To all whom it may concern:

Be it known that I, W. M. MARTIN, of the city, county, and State of New York, have invented a new and Improved Railroad-Chair and Auxiliary Rail; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a transverse section of the invention. Fig. 2 is a top view of the same. Fig. 3 is a perspective view of the auxiliary rail next to the rails.

Similar letters of reference indicate corresponding parts.

This invention consists in producing a fastening for the ends of the rails, consisting of a chair and wedge-shaped auxiliary rail combined, which will carry the wheels of the engines and cars over the joint without jolting, and which will steady and support the rails laterally, and allow them to be slightly depressed vertically in case of the sinking of the tie or sleeper, as is frequently the case in hastily-constructed road-beds.

The chair B is made in such a manner that its outer clamp, D, slopes inward, both vertically and longitudinally, so that when it is applied to the rails a tapering socket is left to receive and hold the wedge-shaped auxiliary rail C. The auxiliary wedge-shaped rail C fits into this socket, resting and bearing with its shoulder *f* equally upon the clamp D, the inside bottom of the chair B, and upon the lower projection, H, of the rails, and also bear-

ing laterally against and supporting the rails at their upper projections E and in the cavities or necks F, and coming up as high as the faces of the same. (See Fig. 2.) Said auxiliary rail is slightly beveled or rounded off upon its face, and also upon the surface *g*, Fig. 3, which is intended to rest upon the lower projection or flange, H, of the rails. The object of beveling the face is to allow the wheel to be taken up gradually, and that of beveling the surface *g* is to prevent the wedge being forced or raised out of the chair when the ends of the rails and the chair are depressed, which raising would burst the outer flange from the chair.

The chair is fastened to the ties by spikes, one of which passes through the edge of the wedge, and also holds it in place.

Both the chair and auxiliary rail may be made of iron or any other suitable material; but the auxiliary rail, to be durable, should be faced with steel.

The process of adjustment is very simple, the wedge being driven in or out by a blow from a hammer.

What I claim as new, and desire to secure by Letters Patent, is—

The wedge-shaped auxiliary rail, with a curved face and three downward-bearing surfaces, one bearing on the clamp D, one on the bottom of the chair, and one, which is curved lengthwise, upon the lower flange of the rails, substantially as and for the purposes herein set forth.

W. M. MARTIN.

Witnesses:

M. M. LIVINGSTON,
W. HAUFF.