

Geo. Webb.
Railroad Chair.

N^o 61,491.

Patented Jan. 22, 1867.

Fig. 1.

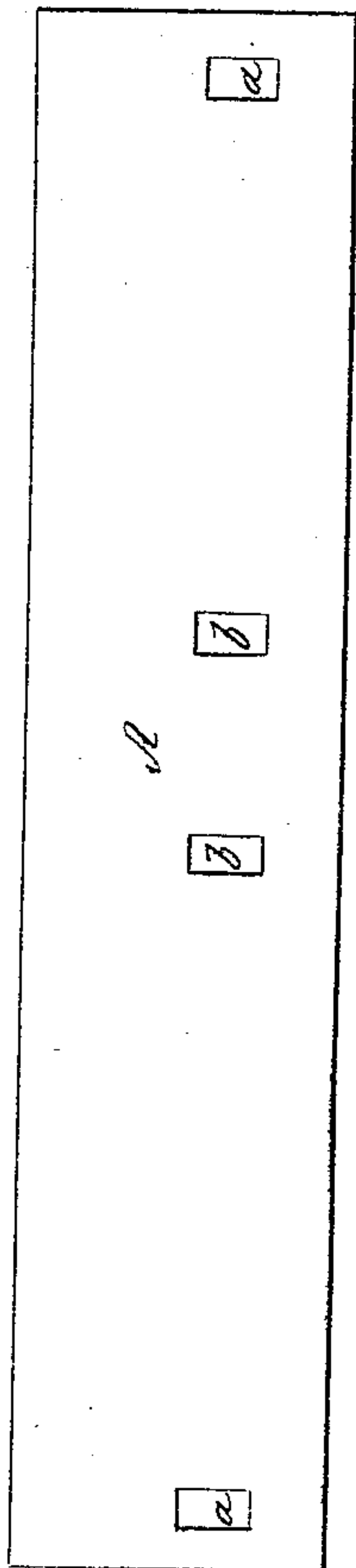


Fig. 2.

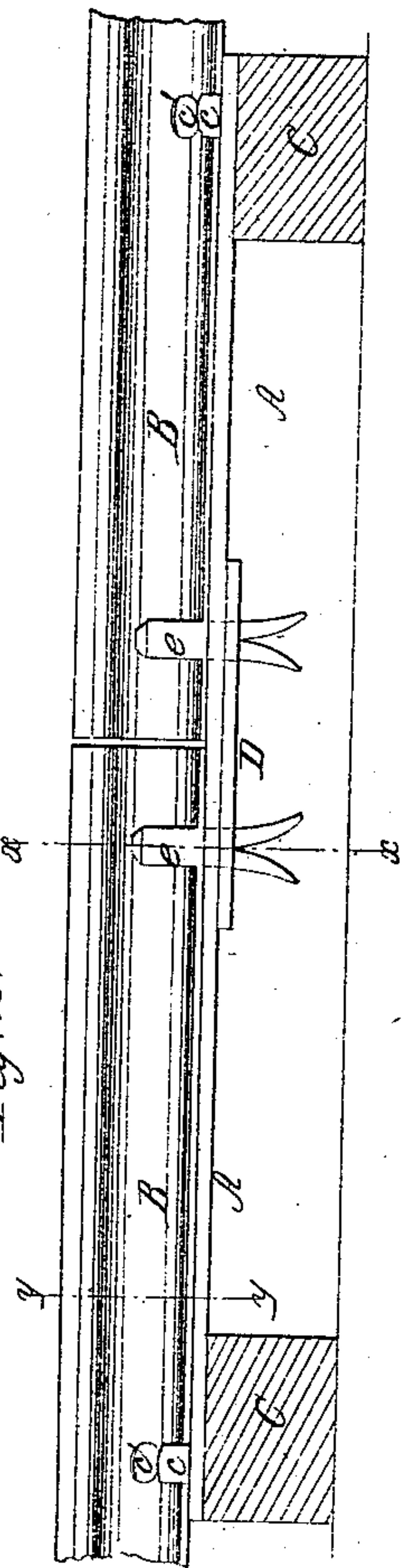


Fig. 4.

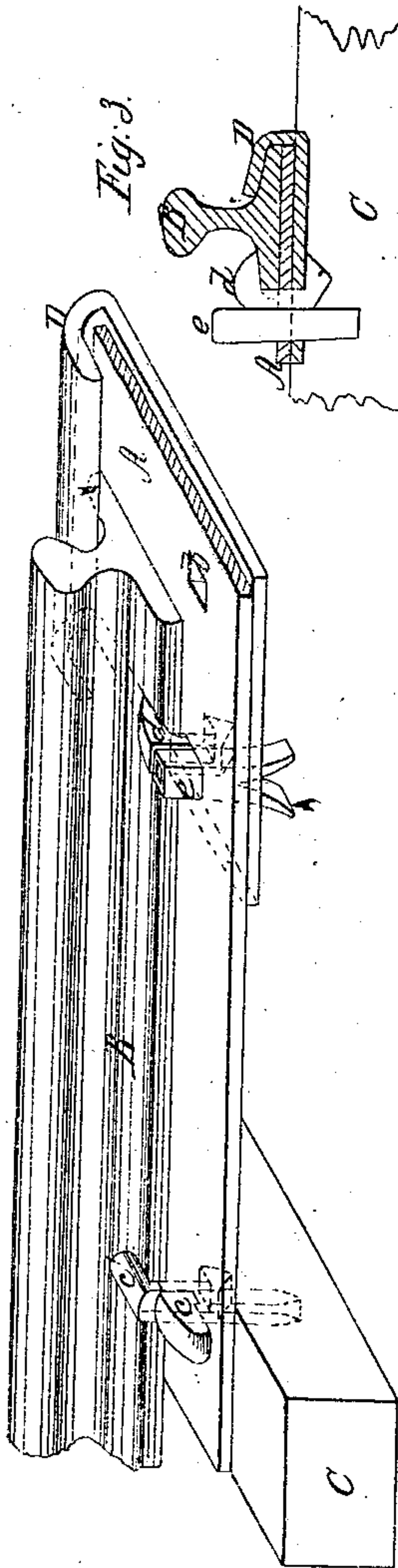


Fig. 3.

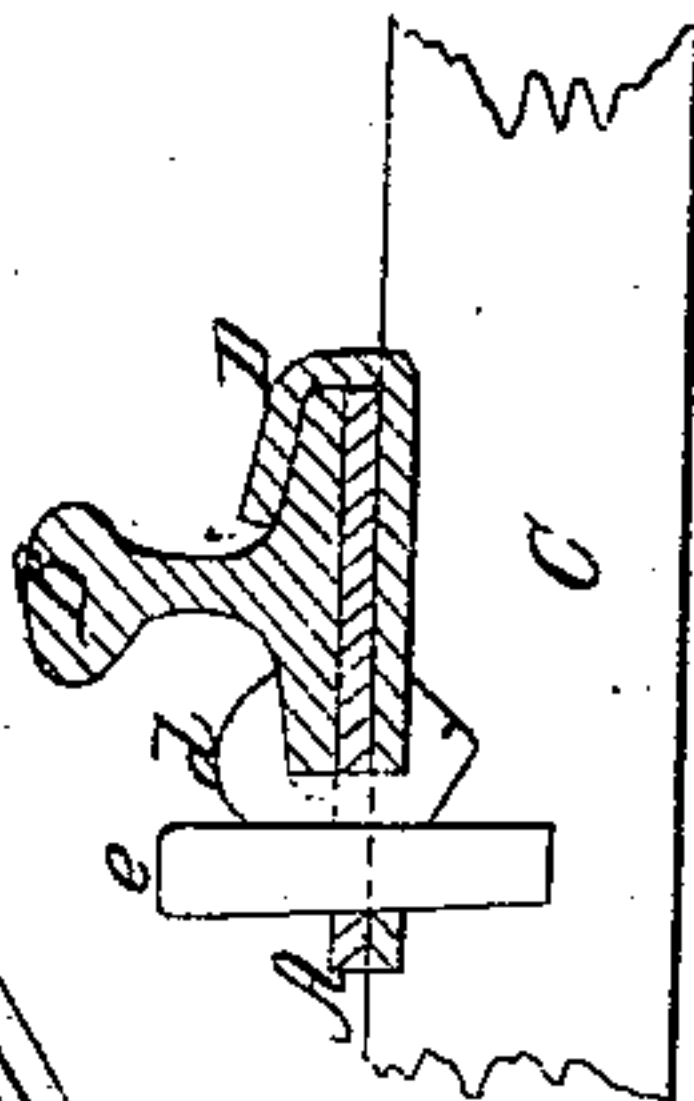
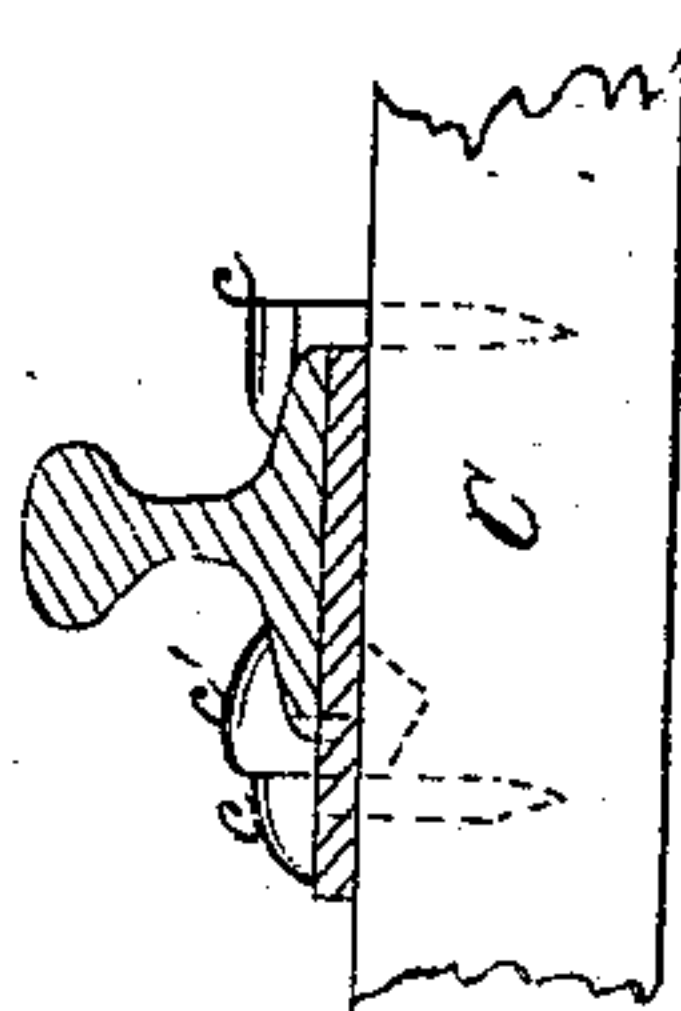


Fig. 5.



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GEORGE WEBB, OF WILLIAMSPORT, PENNSYLVANIA.

Letters Patent No. 61,491, dated January 22, 1867.

IMPROVED RAILROAD CHAIR.

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, GEORGE WEBB, of Williamsport, in the county of Lycoming, and State of Pennsylvania, have invented a new and useful Improvement in Connecting the Ends of Railroad Rails; 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 is a top view of a joint or base-plate.

Figure 2 is a side elevation of two rails connected by the device of my invention.

Figure 3 is a transverse section, taken in the plane of the line *x x*, fig. 2, showing the attachment of the device to the ends of the rails.

Figure 4 is a perspective view of one rail with the device of my invention attached.

Figure 5 is a transverse section, taken in the plane of the line *y y*, fig. 2, showing the fastening of the rails and the joint-plate to the sills.

Similar letters of reference indicate like parts.

This invention relates to an improved device for connecting the ends of railroad rails, and consists of a wrought-iron plate made a little broader than the base of the rails, and placed under their ends to break joints. The base-plate extends under the rails to the sills on each side of the joint, and is spiked down upon them, so that the two ends of the rails rest upon the plate, and are secured to it by means of a flanged clamp and gibs and keys.

The advantages of this device are simplicity and cheapness, combined with strength, security, and durability which are possessed by the connection. It secures the rails continuously with great rigidity, without excessive strain on any part of the metal, and is adapted to any form of rail, requiring only the ordinary spike and punch holes with no extra work on the rail. It can readily be attached to rails broken by accident, by punching two holes only in the base with an ordinary guide-punch, without disturbing the rails.

Fig. 1 represents a top view of the base or joint-plate A, which, as shown by fig. 2, lies under the ends of the rails B B, and rests upon the ties or sills C C, to which it is spiked with ordinary hook-headed rail spikes. Rectangular holes, *a a*, are punched in the ends of the plate A near one edge, for receiving gibs to secure the rails to the plate, and preserve the line of the combination, and also to prevent the rail from upsetting, and from crawling on heavy grades. Through the holes *a a* spikes are driven into the sills; and in the middle part of the plate also, near one edge, two other rectangular holes, *b b*, are made for receiving gibs and keys to hold the joint clamp D. As shown in figs. 3 and 5, one side of the rails is laid flush with the edge of the base-plate, and the rails and plate are held down together upon the sills C C by spikes *c*, the heads bearing upon the base of the rail in the ordinary way. But, on the opposite side of the rails, the plate projects outside of the base of the rail, and a spike, *c*, is driven through each of the holes *a a*, alongside of the gib *c'*, which passes through them and also through ordinary punch holes in the base of the rail, while the spikes *c* pass through the plate only, and fasten it to the sills, as shown in figs. 4 and 5. The joint-clamp D is a plate flanged or turned up on one side, in the usual manner of rail chairs, to catch upon the base of the rail, as shown in figs. 3 and 4, the flat part of the plate lying under the base-plate A, to which it is fastened by gibs, *d d*, which pass through the holes *b b* of the base-plate, and hook upon the base of the rail, and which are forced up and held in place by ordinary split keys, *e e*, which also pass through the holes *b b* in the base-plate A.

I am aware that various devices have been employed for connecting the ends of rails, and that clamp-plates, gibs, keys, and spikes have been applied to this purpose, the use of which, separately and in any other connection or combination than that above described, I disclaim; but,

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

1. The joint-plate A, resting on the ties C, in combination with the flanged clamp D and rail B, constructed and secured in the manner as and for the purpose specified.
2. The combination of the joint-plate A, flanged clamp D, gibs *d*, split keys *e*, as and for the purpose specified.

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Witnesses:

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