

C. R. SCHELLERT.
Railroad-Joint.

No. 223,249.

Patented Jan. 6, 1880.

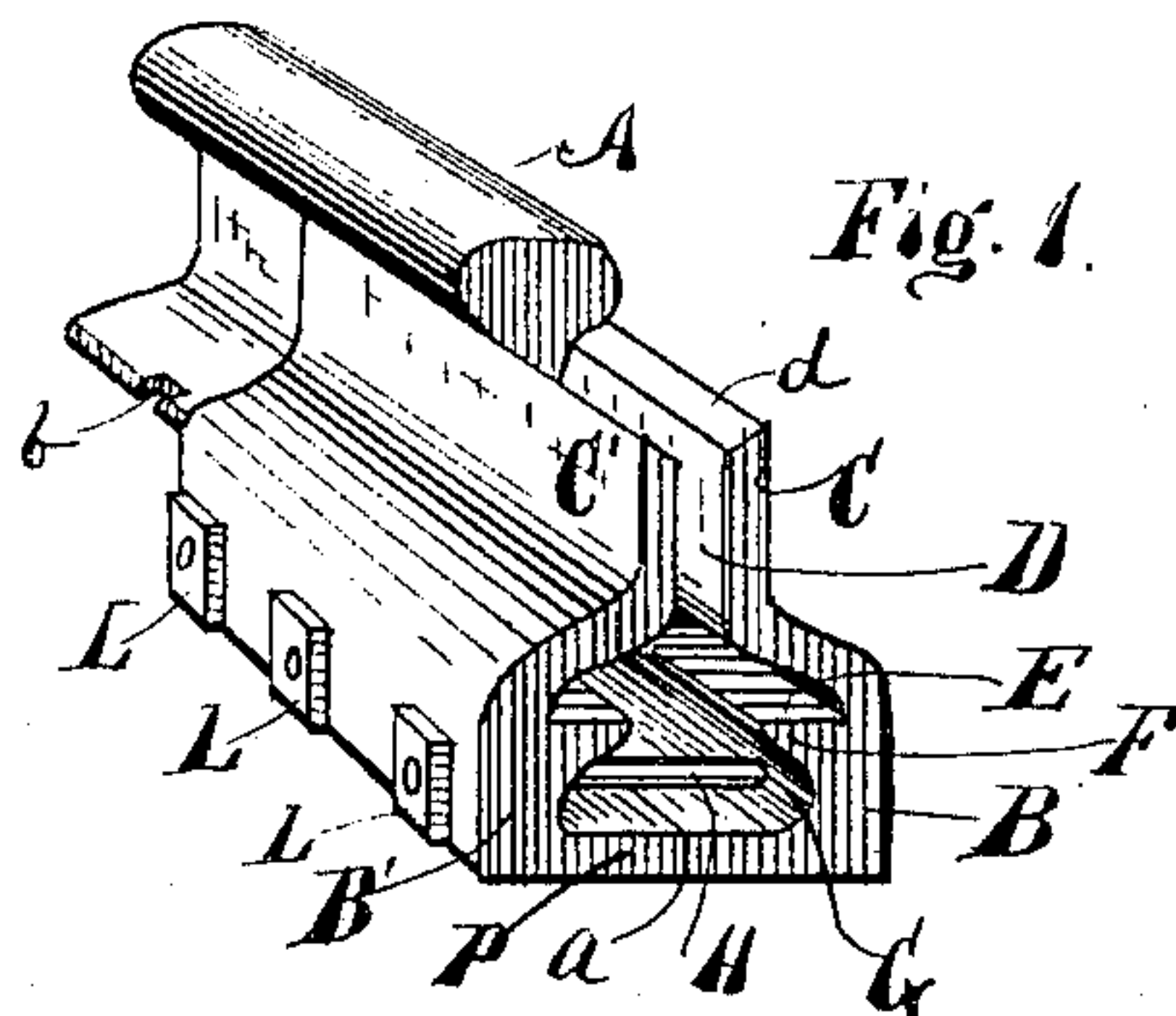


Fig. 1.

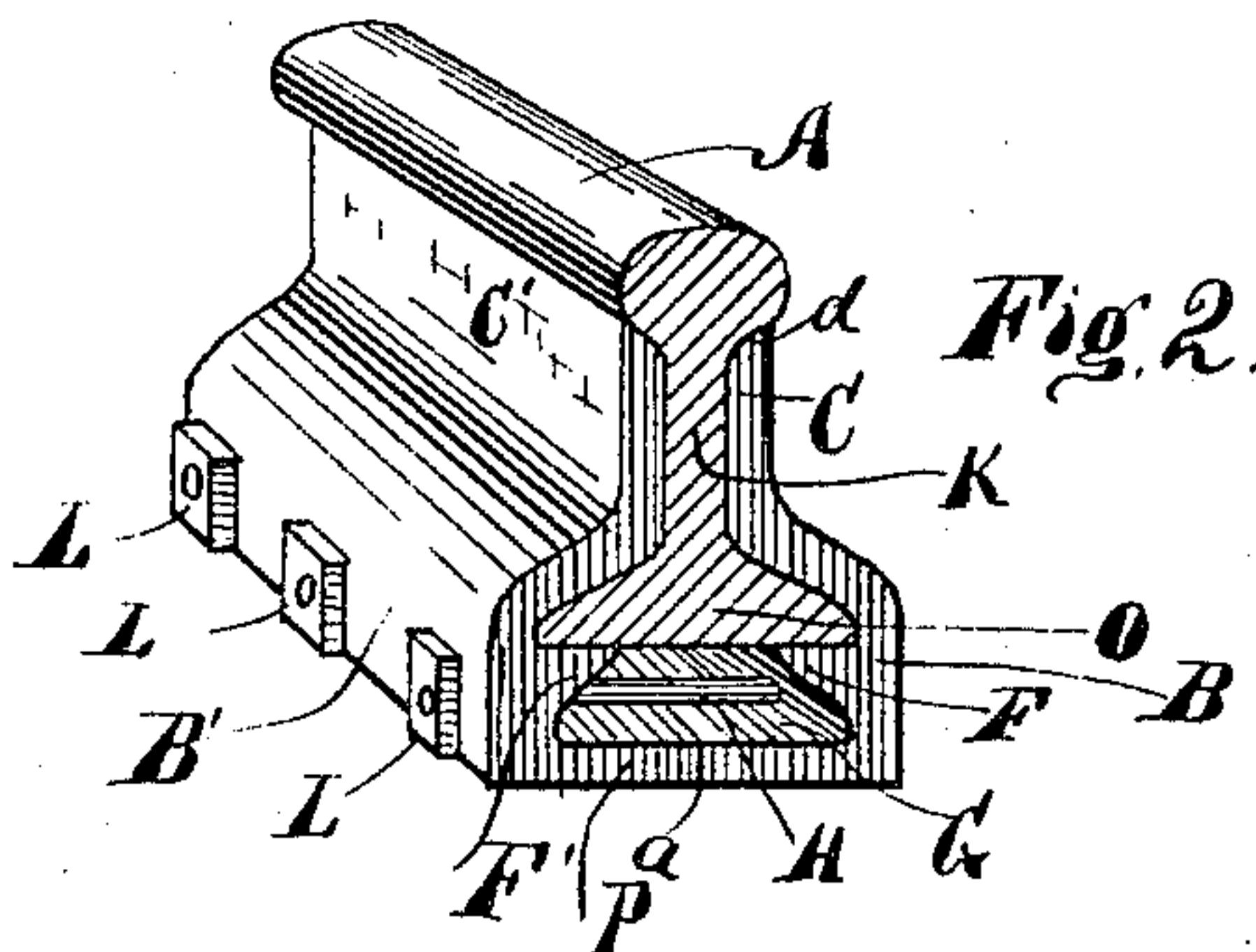


Fig. 2.

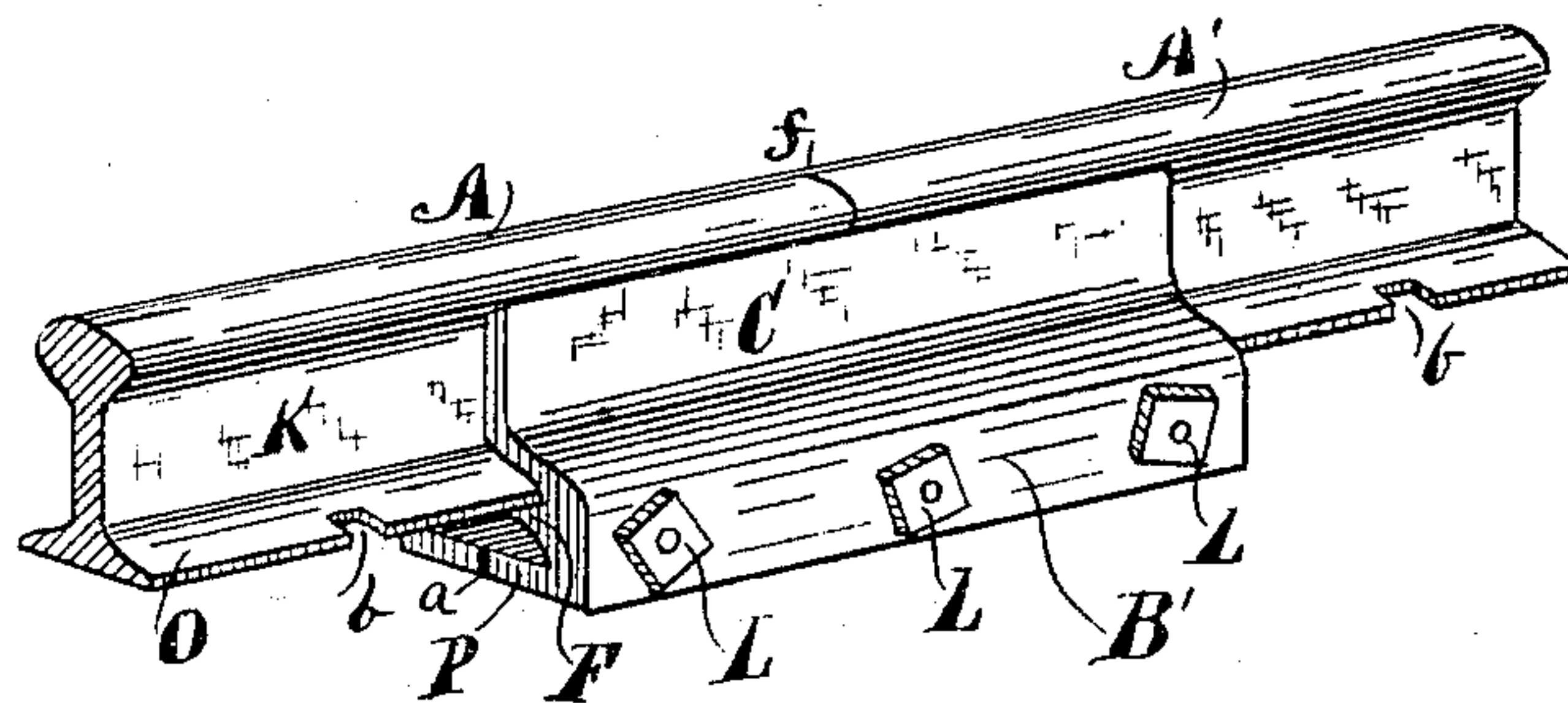


Fig. 3.

WITNESSES;

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UNITED STATES PATENT OFFICE.

CHARLES R. SCHELLERT, OF INDIANAPOLIS, ASSIGNOR TO HIMSELF AND
RICHARD ATTRIDGE, OF BRIGHTWOOD, INDIANA.

RAILROAD-JOINT.

SPECIFICATION forming part of Letters Patent No. 223,249, dated January 6, 1880.

Application filed October 27, 1879.

To all whom it may concern :

Be it known that I, CHARLES R. SCHELLERT, of Indianapolis, county of Marion, and State of Indiana, have invented a new and
5 useful Improvement in Joint-Splices for Railroad-Tracks, of which the following is a description, reference being had to the accompanying drawings.

The object of my invention is to afford a
10 more perfect support to rails at their joints than has heretofore been done, and to afford a support at the place of fracture of broken rails, and to obviate the necessity of punching bolt-holes in the web of the rails.

15 My invention consists of the new construction and arrangement of the fish-plates, and in the new combination of elements, as will be hereinafter first fully described in the specification, and then set forth in the claim.

20 In the accompanying drawings, in which like letters of reference in the different figures indicate like parts, Figure 1 represents a perspective view of my improved joint, showing the end of one rail in position. Fig.
25 2 also represents a perspective view of the joint with the rail cut off at the end of the joint, to show the manner in which the rail is supported; and Fig. 3 is a perspective view of two rails united together by my improved
30 joint.

A A' represent the tread, K the web, and O the base-flange of the rails. The joint is composed of two pieces, B B', each of which is a duplicate of the other, and rolled or cast
35 into the shape shown.

The plate parts C C' are made to fit snugly against the web K of the rail on each side. The longitudinal grooves E are to receive the sides of the lower flange, O, of the rail, which
40 rest on the projecting flange F F', as shown.

Below the flange F F' the parts B are recessed out by the grooves G, for the purpose of tightening the parts, and below the grooves or hollow space G the bottom P is formed in
45 two parts, one-half of which forms part of each side of the joint-plates B, coming together in the center at a, as shown.

Each section B B' is perforated with two or more holes below the flanges F F', and between said flanges and the bottom flanges, P, to receive the bolts H, by means of which and the nuts L the sides B B' of the joint are se-

curely clamped to the web of the rail, and the base-flange O supported at the bottom and top, thus clamping the ends of the rail or
55 broken sections as in a vise.

The lower part of the joint B B' is intended to be located between two ties; but it may be located on a tie, if desired.

The rails, by using my improved joint, re-
quire no bolt-holes through the webs to weaken them, but are provided with notches b in the lower flange, O, for the purpose of introducing a spike and preventing the rails from drawing out of the joint at either end.
65

It is obvious that the rails A, when supported by my improved joint B B', are much stronger and firmer than heretofore, and that there is no danger of breaking the rails at bolt-holes, or butting the ends of the rails or
70 breaking the plates as the wheels pass over them; nor is there any danger of the bolts coming loose, because the head of the rail is supported by the upper edges, d, of the sides C C'.
75

The web is clamped between the plates C C'. The flange O is clamped in the grooves E E, and rests on the flanges F F', which forms a rigid support for all parts of the rail.

There is one other important advantage, and
80 that is, in case a rail should become fractured one of my improved joints can be attached to the fractured parts, and form a strong and safe rail, without the necessity of drilling holes in the webs of the fractured parts.
85

What I claim as new is—

As an article of manufacture, the joint-splice composed of the two parts B B', each part having an upward-projecting flange or side plate, C, to act as fish-plates, a longitudinal recess, E, for the flange O of the rail to fit in, the longitudinal flange F, forming the lower part of the recess E, for the rail-flange to rest on, and a lower flange, P, with another longitudinal recess between it and the flange
95 F, combined with the bolts and nuts H L, as shown and described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES R. SCHELLERT.

Witnesses:

E. O. FRINK,
RCHD. ATTRIDGE.