

(No Model.)

G. W. BAKER.
RAILWAY RAIL COUPLING.

No. 265,479.

Patented Oct. 3, 1882.

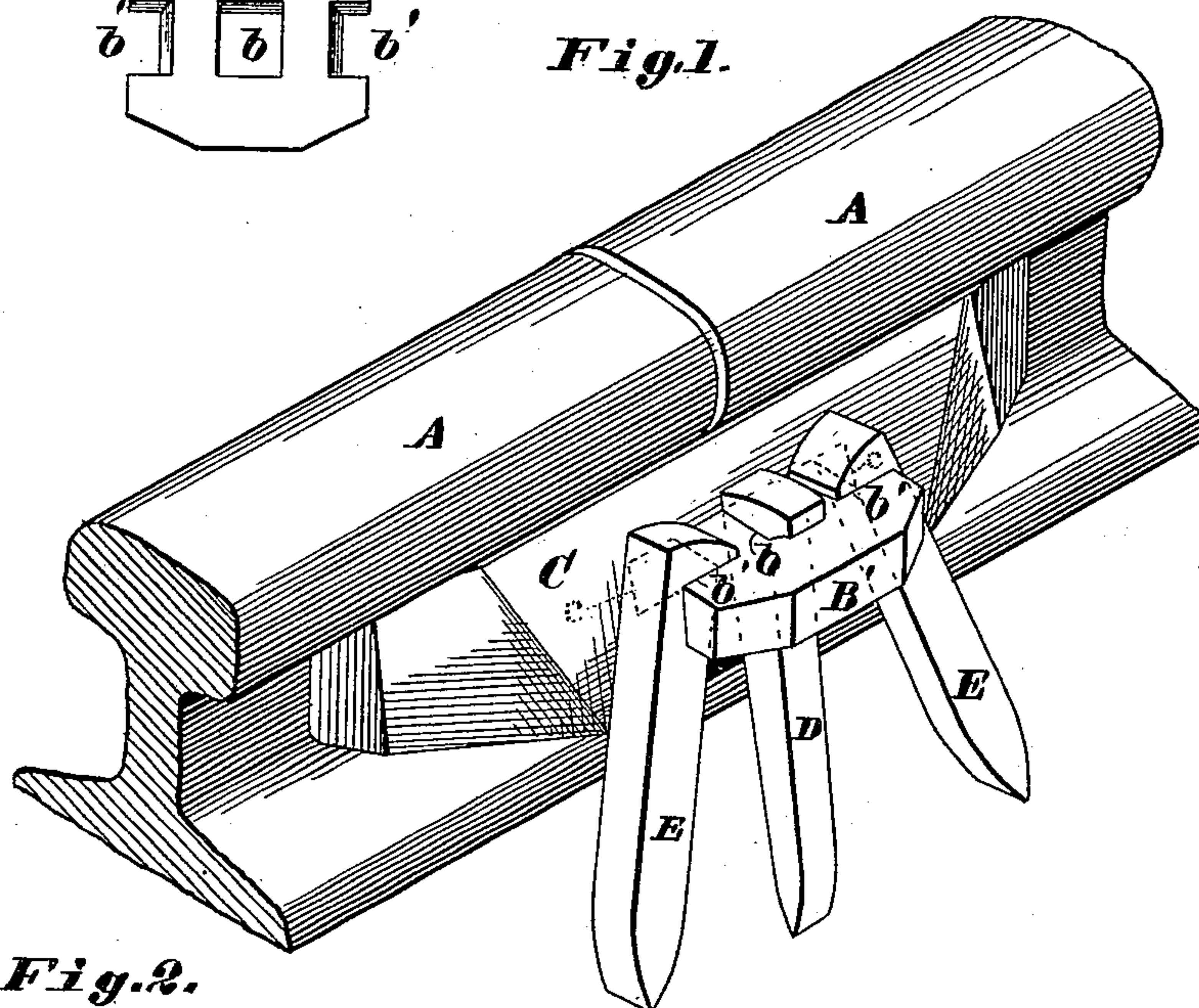
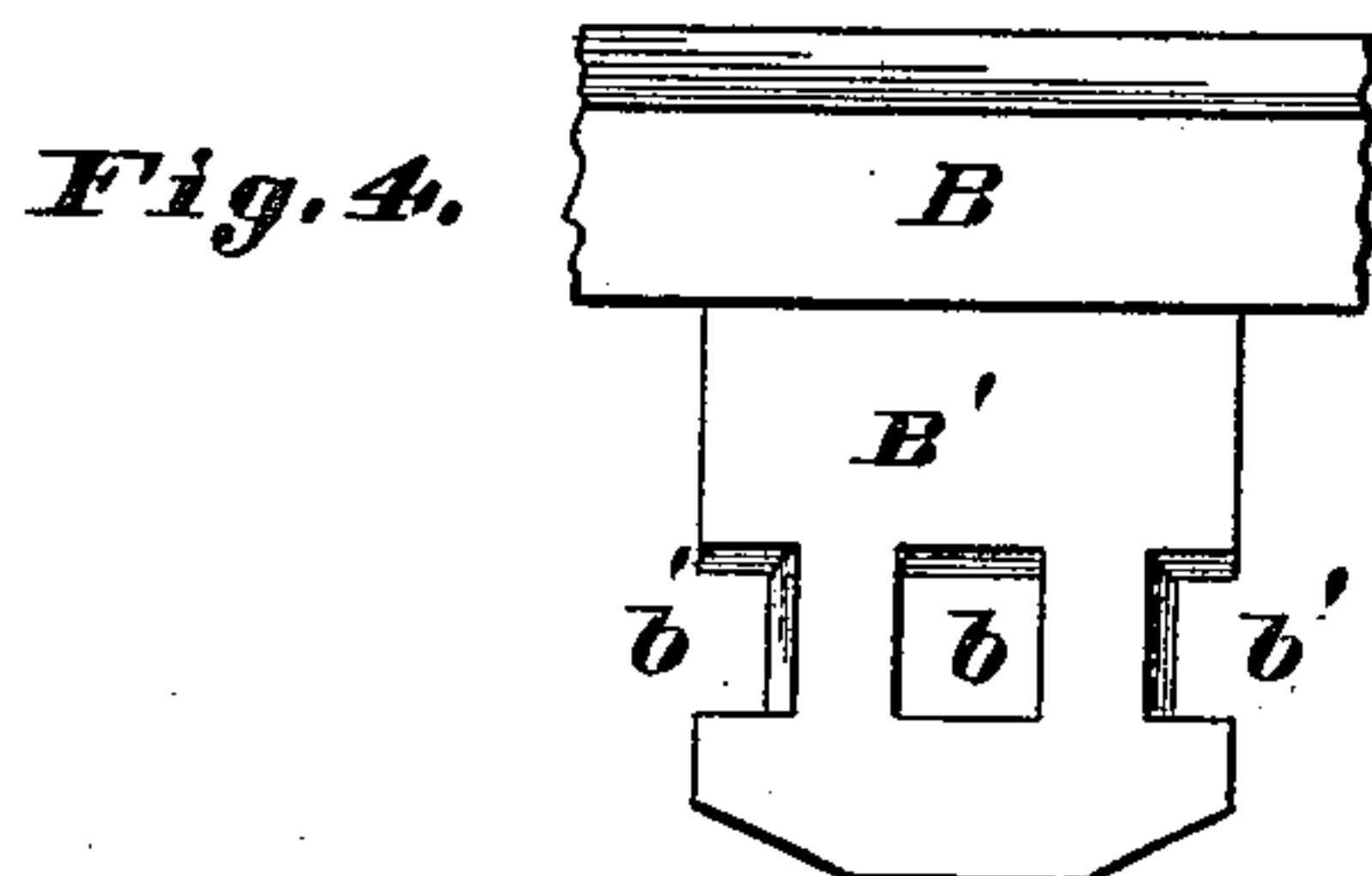


Fig. 2.

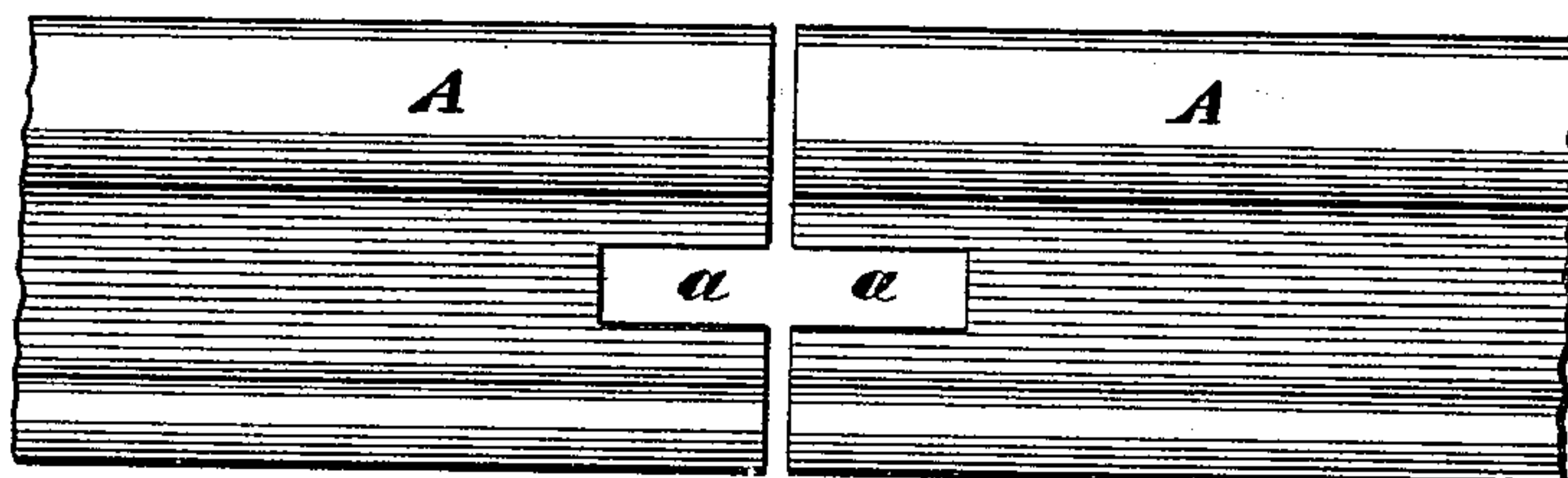
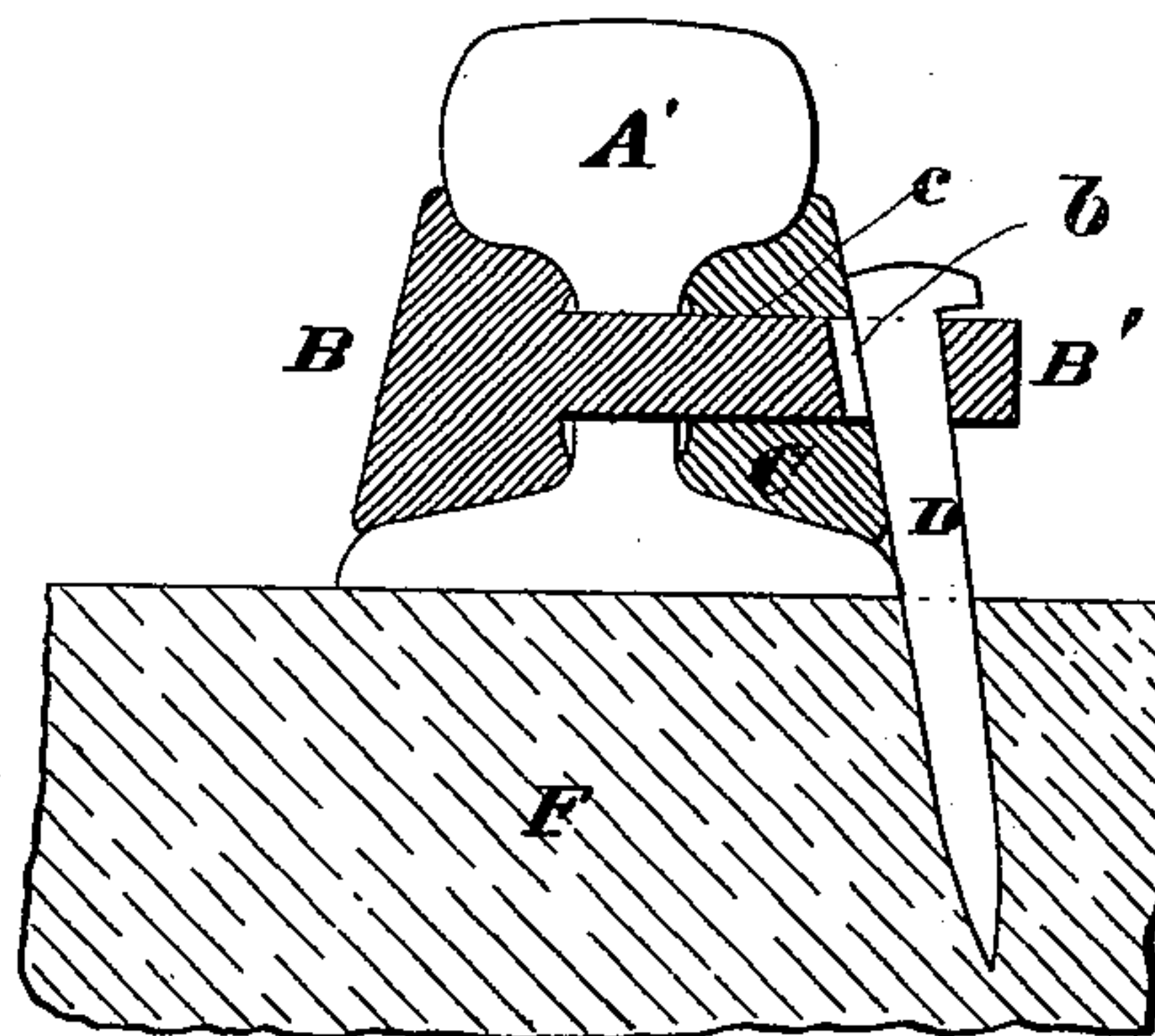


Fig. 3.



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GEORGE W. BAKER, OF ST. LOUIS, MISSOURI.

RAILWAY-RAIL COUPLING.

SPECIFICATION forming part of Letters Patent No. 265,479, dated October 3, 1882.

Application filed April 12, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. BAKER, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Railway-Rail Couplings, of which the following is a specification, reference being had to the accompanying drawings, making part of the same.

My invention relates to those devices for securing the ends of railroad-rails together in which the contiguous rail ends are notched for the reception of a lug extending from one plate through a mortise in the other plate; and my invention consists in securing these parts together, and at the same time to a tie, by ordinary spikes, like those by which the rails are generally secured to the sleeper, in the manner hereinafter set forth and claimed.

In the drawings, Figure 1 is a perspective view. Fig. 2 is a side view of the ends of two rails in position, the coupling device being absent. Fig. 3 is a transverse section through the middle of the joint. Fig. 4 is a top view of the lug by which the plates are locked together.

A A are the contiguous ends of two rails in one track. The ends of the rails are notched or slotted at *a* for the passage of the lug B', said lug extending from the inner side of the plate B. The slots *a* should be made at least equal in length to half the width of the lug B', so as to allow the ends of the rails A to come together at the time of their greatest

elongation. The plate B is so formed upon the inner side and edges as to fit the cap and base and the side of the web of the rail, substantially as shown in Fig. 3.

B' is a lug projecting from the middle of the inside face of the plate B and passing through the slots or notches *a* in the web of the rails.

C is a lap-plate, similarly formed to the plate B, except that in place of the lug B' the plate C is formed with a mortise, *c*, through which the lug B' passes. The plates B and C are made sufficiently strong at all parts to hold the ends of the rail from lateral or vertical displacement. The lug B' is made with a hole, *b*, for the reception of an ordinary rail-spike, D, that is driven into said hole from above, and into a tie or sleeper, (see Fig. 3,) and whose inner side bears against the face of the plate C above and below the mortise *c*, so as to hold the two plates B and C firmly in position. In the sides of the lug B' are notches *b'*, occupied by spikes E, that assist the spike D in preventing the movement of the coupling relatively to the tie F.

I claim as my invention—

The combination of side plates, B and C, lug B', with hole *b* and notches *b'*, and the spikes D E, for the purpose set forth.

GEORGE W. BAKER.

In presence of—

SAML. KNIGHT,
GEO. H. KNIGHT.