

(No Model.)

R. RABY, Jr.
RAILROAD RAIL JOINT.

No. 298,776.

Patented May 20, 1884.

Fig. 1.

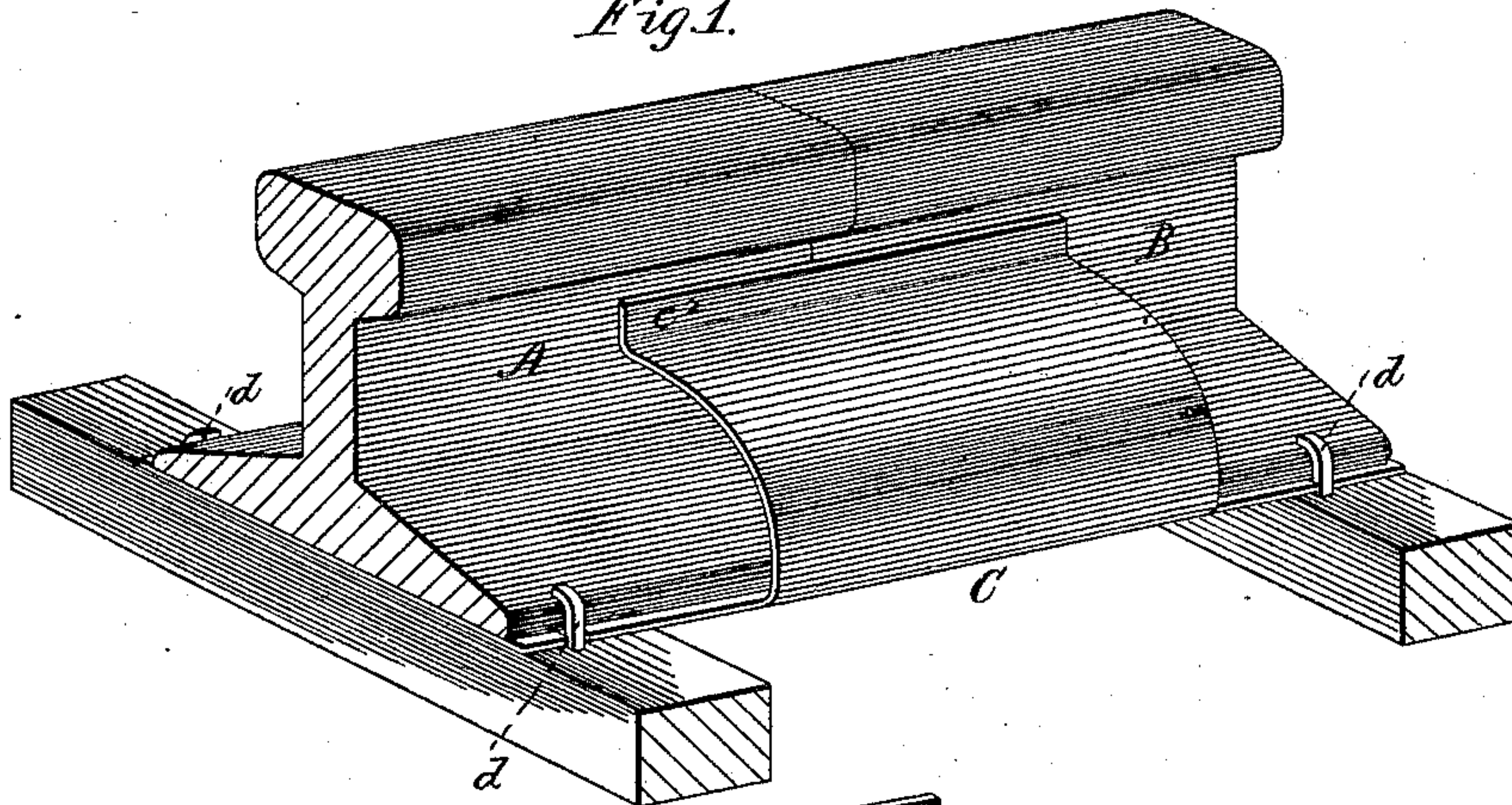


Fig. 2.

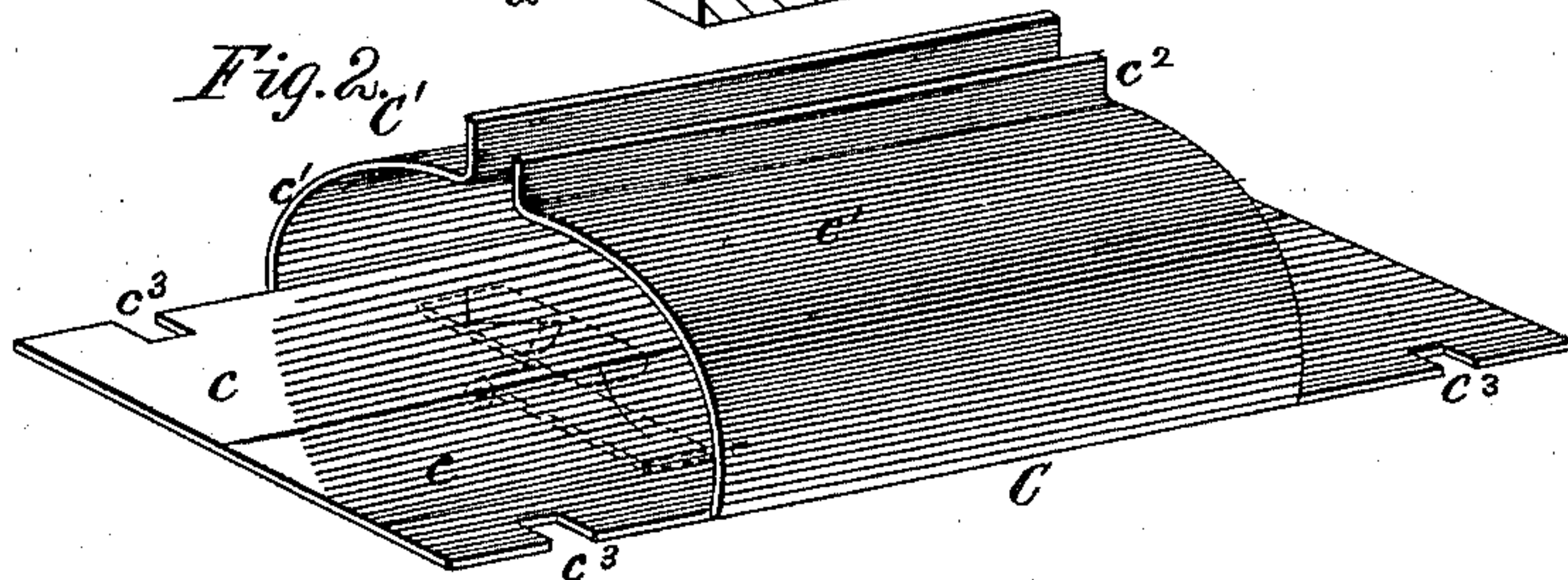


Fig. 3.

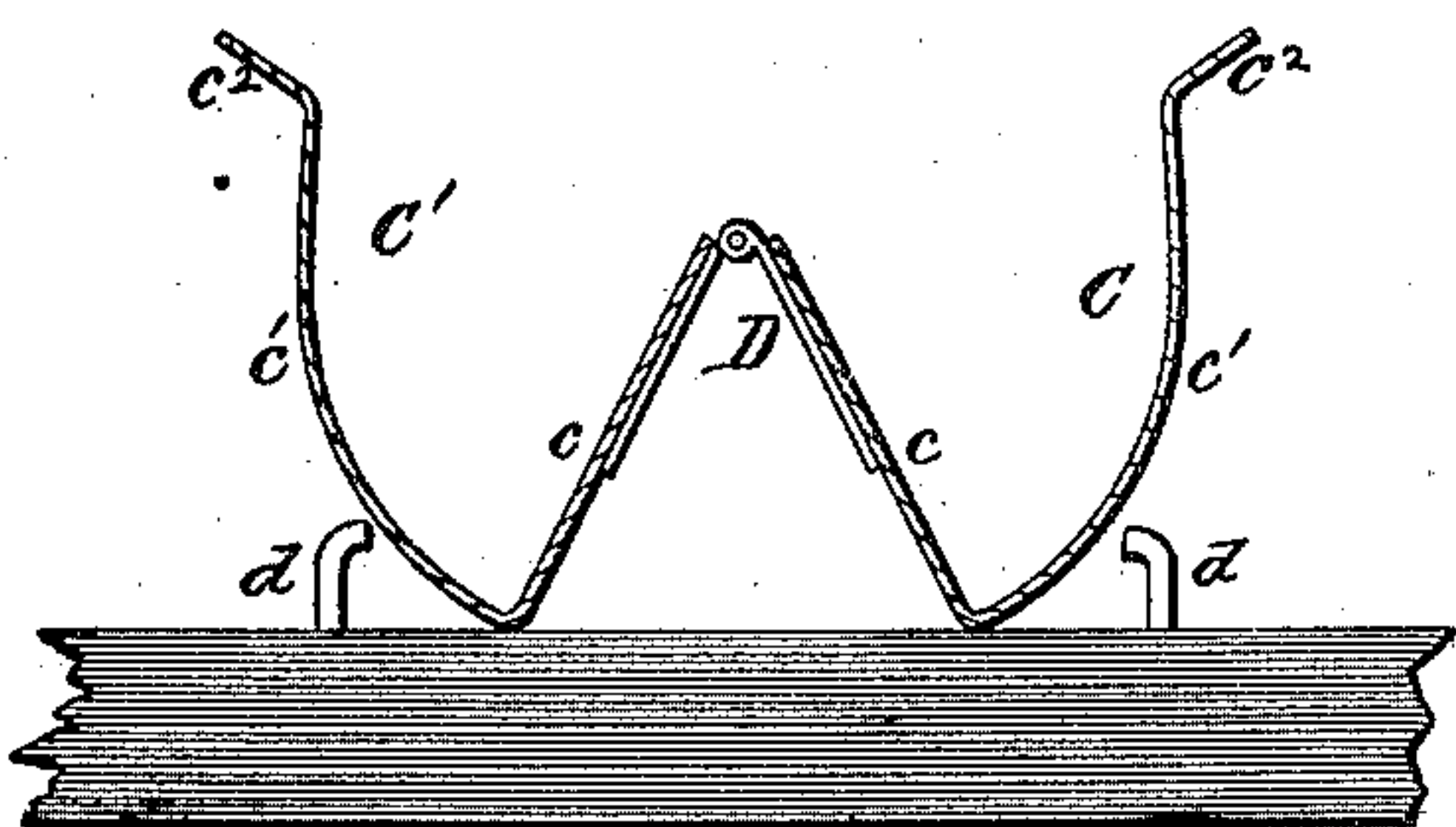
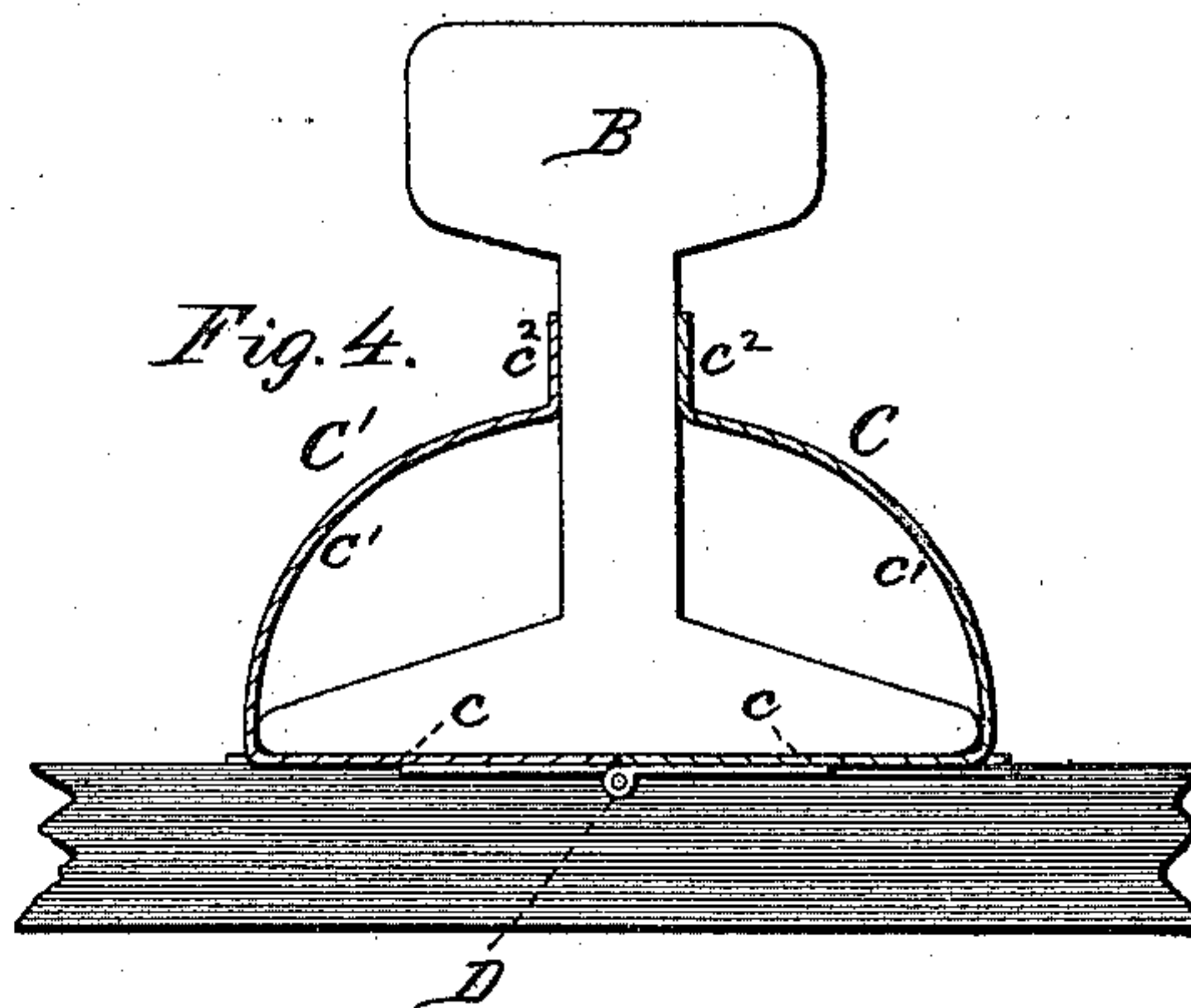


Fig. 4.



Witnesses:

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UNITED STATES PATENT OFFICE.

RICHARD RABY, JR., OF YORK, PA., ASSIGNOR OF TWO-THIRDS TO ALFRED A. LONG, OF SAME PLACE, AND SAMUEL A. SHROFF, OF COLUMBIA, PA.

RAILROAD-RAIL JOINT.

SPECIFICATION forming part of Letters Patent No. 298,776, dated May 20, 1884.

Application filed November 22, 1883. (No model.)

To all whom it may concern:

Be it known that I, RICHARD RABY, Jr., of the borough of York, in the county of York and State of Pennsylvania, have invented certain new and useful Improvements in Railroad-Rail Joints; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming part of this specification, and to the figures and letters of reference marked thereon.

My invention has for its object to provide an improved rail-joint, consisting of certain details of construction, which I will first describe, and then point out particularly in the claim at the end of this specification.

Referring to the accompanying drawings, Figure 1 represents a perspective view of two rails united by my improved joint-fastening; Fig. 2, a similar view of the joint-fastening detached; Fig. 3, a cross-sectional view showing the position of the fastening before the rails are inserted. Fig. 4 is a similar view with the rails entered and in place.

Similar letters of reference in the several figures denote the same parts.

The letters A and B represent the two rails to be united.

My improved fastening is composed of two parts, CC', each consisting, preferably, of a single piece of cast or wrought iron or steel, having an elongated flat portion or base, *c*, and an upwardly and inwardly curved part, *c'*, either with or without a straight flange, *c²*. The hinges D D, by which the two parts are united, are constructed so that the parts may be joined or separated by simply sliding the parts longitudinally of each other, as will be readily understood, one part carrying the pin-
tles of the hinges, and the other part the eyes or sockets thereof. To secure the rails together, the fastening is opened, as shown in Fig. 3, and laid upon the ties or sleepers, and the ends of the rails brought down between the curved parts *c'* and onto the raised central portion along the line of the hinges. The pressure of the rails on this raised central portion causes the parts of the fastening to assume the position shown in Fig. 4—that is to say, with the bases of the rails resting upon the flat base portions *c* of the fastening, and with the ends of the curved parts *c'* bearing firmly and tightly against the webs of the

rails, as also shown in the last-mentioned figure.

From the described construction and arrangement of the parts of the fastening it will be apparent that the greater the pressure applied upon the ends of the rails the tighter will the plates *c'* bind the webs of the rails and tend to hold the latter more firmly in position. Under ordinary circumstances the grip of the fastening upon the rails will be sufficient to hold it in place and prevent it from slipping longitudinally on them; but to effectually guard against any displacement, notches or recesses *c³ c³* may be made in the base-pieces *c* to receive bolts or spikes *d d*, driven into the ties or sleepers, as shown in Fig. 1. As before stated, the flange *c²* may be left off, if desired, and the ends of the parts *c'* alone caused to bear against the webs of the rails.

When, for any purpose, it is desired to move one of the rails, it can be accomplished by sliding one section of the fastening on the other till they are unhinged, then removing one part or section, and finally loosening the spikes of the rail and taking it from the other part or section laterally.

My improved mode of fastening, while it causes the rails to be firmly grasped and held in place upon the ties, does not prevent the necessary expansion and contraction of the rails under the influence of heat and cold. Inasmuch as the sections of the fastening extend from tie to tie under the rails, the ends of the rails are firmly supported and prevented from vertical movement.

I am aware of the patents to Hendershott, No. 42,480, April 26, 1864, and Ruane, No. 173,180, February 8, 1876, and do not wish to be understood as claiming anything shown therein; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

The two-part rail-fastening, consisting of the sections having the lateral and upwardly-projecting parts and united by a hinge which permits the sections to be taken apart so as to remove one rail without disturbing the other rail, substantially as described.

RICHARD RABY, JR.

Witnesses:

MELVILLE CHURCH,
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