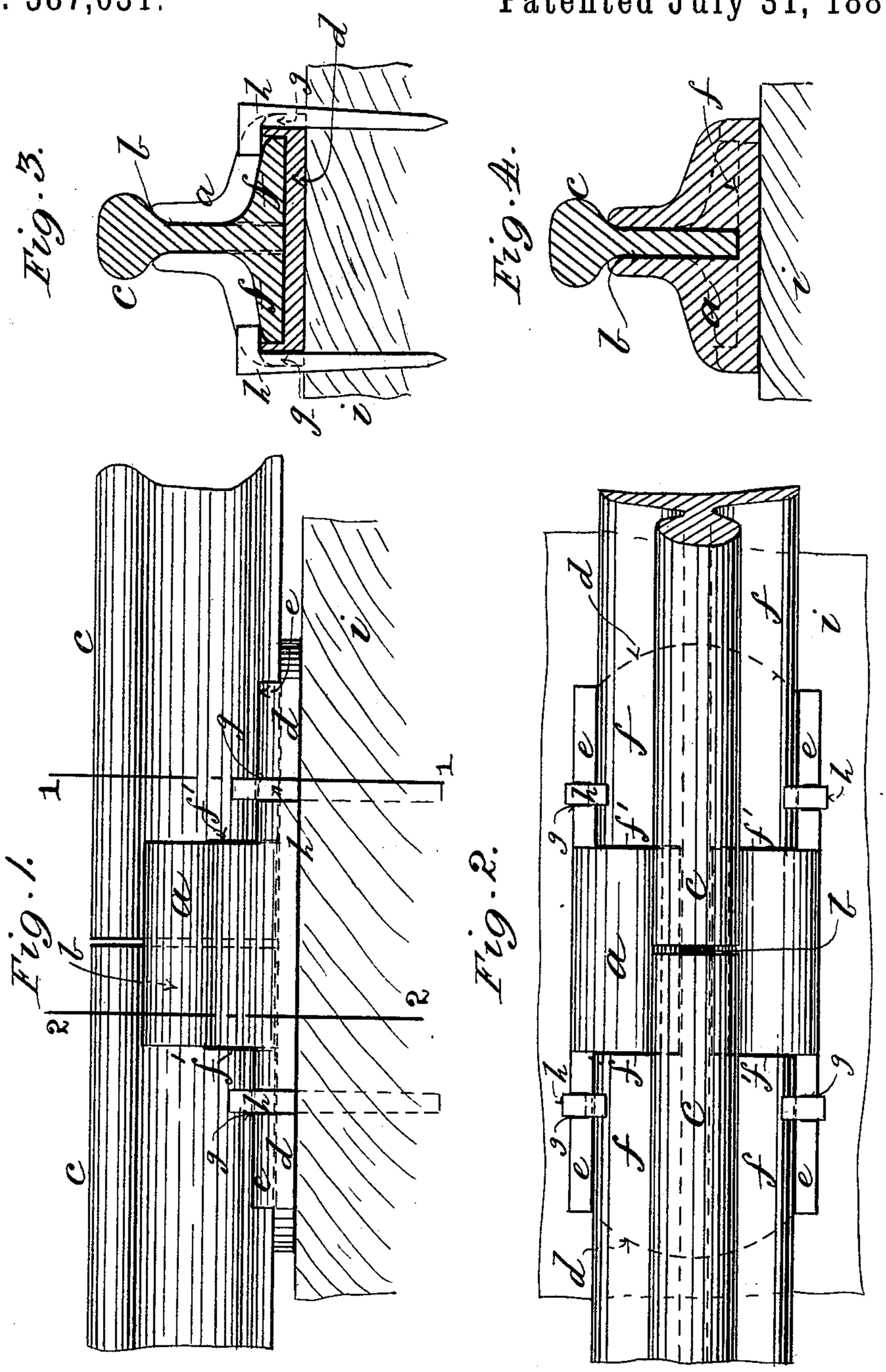
(No Model.)

L. AMAN.

RAILROAD FISH JOINT.

No. 387,031. Patented July 31, 1888.



WITNESSES.
S. L. Schrader.
J. L. Connsby

INVENTOR,
Leo Aman, by
Paul Bakewell,
his attorney.

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

LEO AMAN, OF ST. LOUIS, MISSOURI.

RAILROAD FISH-JOINT.

SPECIFICATION forming part of Letters Patent No. 387,031, dated July 31, 1888.

Application filed March 8, 1888. Serial No. 266,562. (No model.)

To all whom it may concern:

Be it known that I, LEO AMAN, a citizen of the United States, residing at the city of St. Louis, State of Missouri, have invented a certain new and useful Improvement in Railroad Fish-Joints, of which the following is a full, clear, and exact description.

My invention relates to improved means of fishing or joining the ends of railroad-rails, and has for its object to obtain a firm support for the ends of the rails and effect their junction without weakening the rails by holes through their webs, as at present required with ordinary fish-plate fastenings.

It consists in the use of a chair having a central longitudinal slot, in which the end portions of the web of the rail are placed, and a base extending beyond the ends of the chair, said base being provided with vertical flanges at its edges for the lateral support of the flanges of the rail.

On the accompanying drawings, Figure 1 represents a side elevation of my improved rail-joint; Fig. 2, a plan; and Figs. 3 and 4 transverse sections thereof on lines 1 1 and 2 2, respectively, in Fig. 1, like letters of reference denoting like parts in all the figures.

a represents a chair made of iron or other suitable material, and formed with a central longitudinal slot, *b*, of a width slightly exceeding the thickness of the webs of the rails *c* to be joined, and extending vertically from the top of the chair *a* to its base *d*, which extends horizontally to a suitable distance from each end of and in line with the chair *a*, these extended portions of the base *d* being formed on their side edges with flanges *e*, which project somewhat above the upper surface of the base *d*.

For a certain distance from the end of each rail *c* corresponding with the required length of its joint the bottom head or flanges, *f*, of the rail *c* are cut away, and the end portion to this extent of the web of the rail *c* for its entire depth to the bottom of the latter is placed within the slot *b* of the chair *a*, so that the rabbeted ends *f'* of the flanges *f* bear against the solid end of the chair *a* on each side of its slot *b* and the bottom of the rail *c* rests upon the extended portions of the chair-base *d* between its side flanges, *e*, as shown.

In the side edges and flanges *e* of the base *d*, at suitable distance from the ends of the chair *a*, are upright slots *g*, through which the spikes *h* are driven into the sleeper *i*, the heads of the spikes *h* projecting over and bearing on the bottom flanges, *f*, of the rail *c*, which are thereby joined and securely held with the chair *a* in position on the sleeper *i*.

I claim—

In a railway-joint, the combination of the rails having portions of their bottom flanges cut away, and a slotted chair having a base extending beyond the ends of the slotted chair, said base having vertical flanges for the lateral support of the rail, substantially as and for the purposes specified.

In testimony whereof I have affixed my signature, in presence of two witnesses, this 3d day of March, 1888.

LEO AMAN.

Witnesses:
S. L. SCHRADER,
PAUL BAKEWELL.