

(No Model.)

S. YOUNG.
RAIL JOINT.

No. 603,752.

Patented May 10, 1898.

Fig. 1.

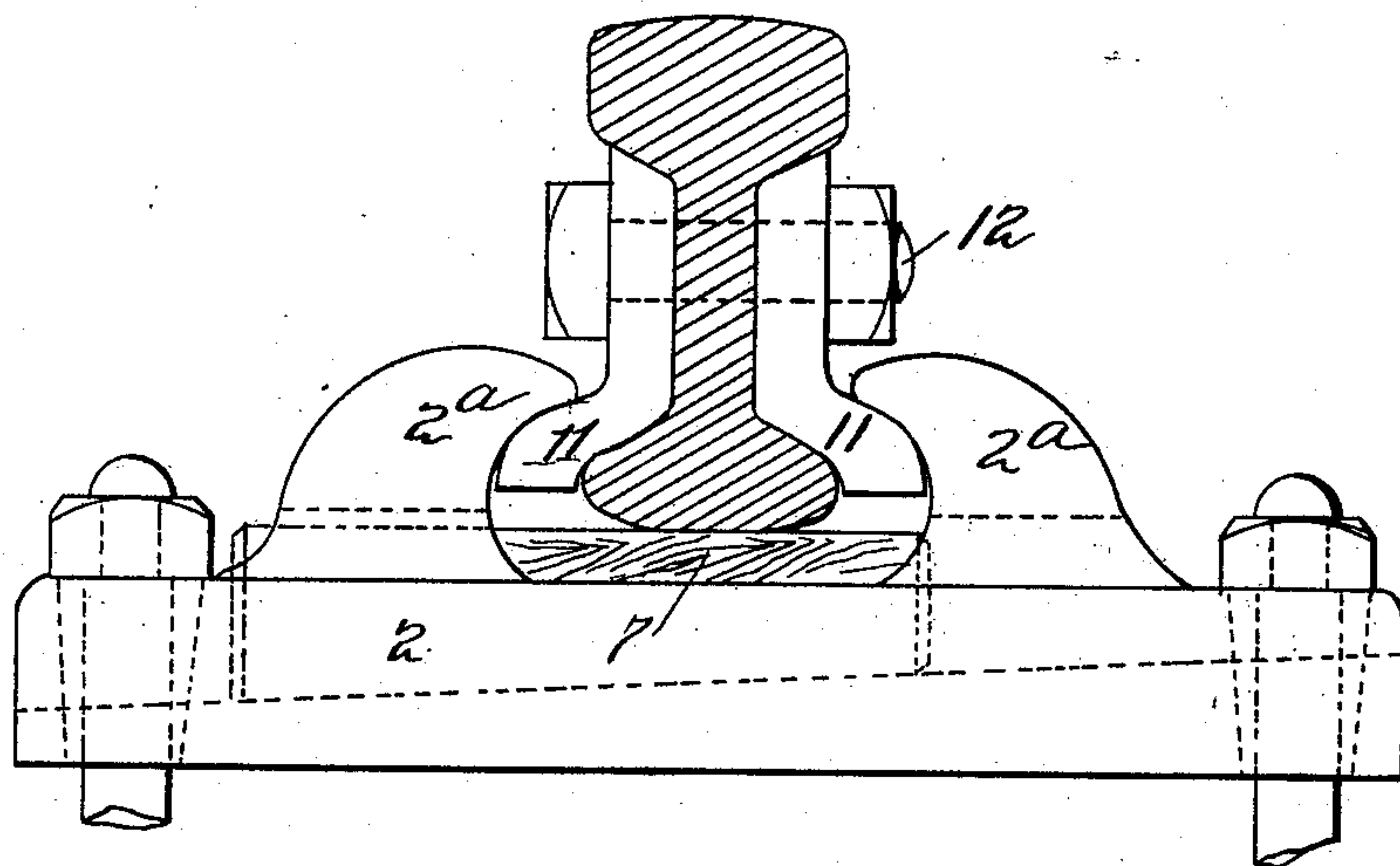
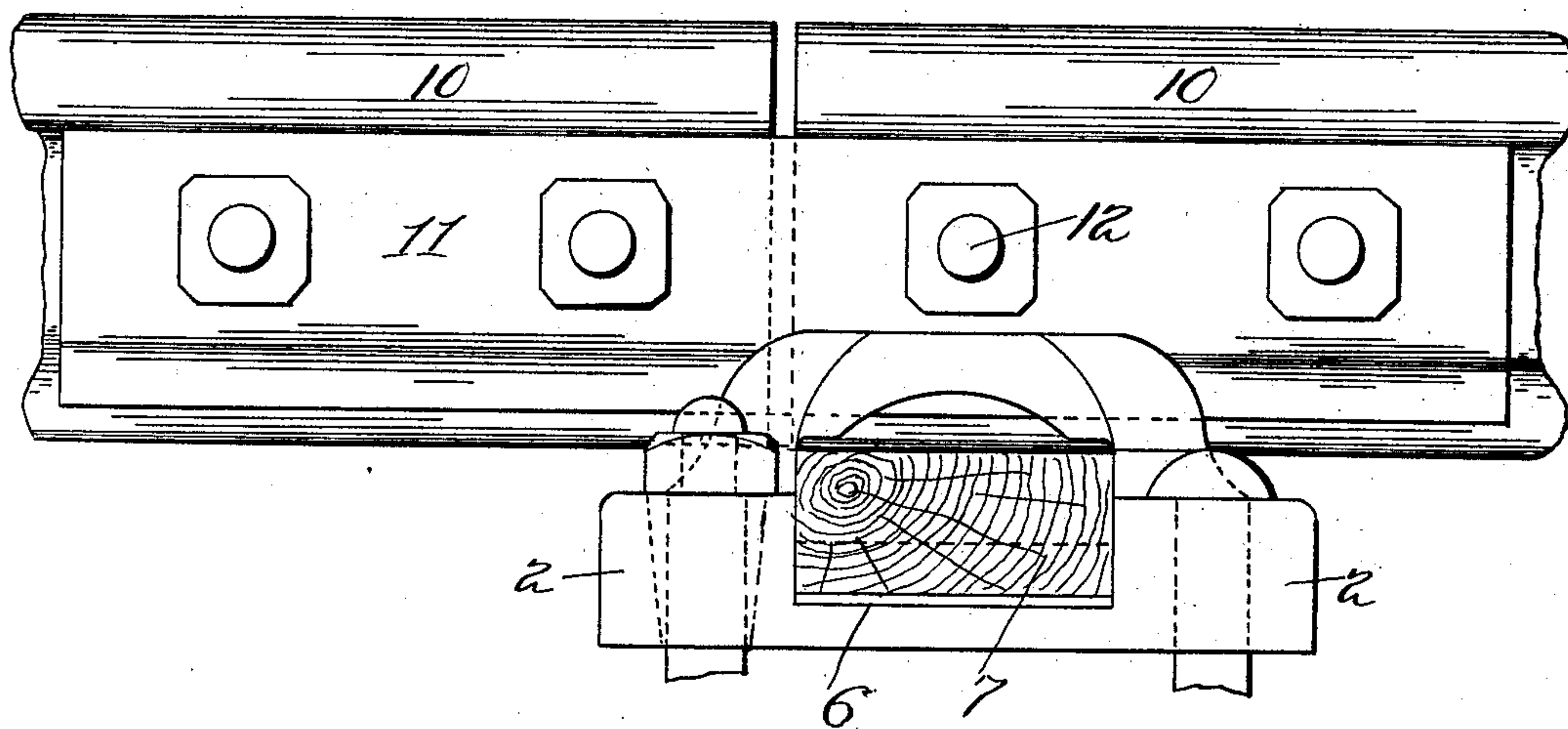


Fig. 2.



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UNITED STATES PATENT OFFICE.

SAMUEL YOUNG, OF PEEL GREEN PATRICROFT, ENGLAND.

RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 603,752, dated May 10, 1898.

Application filed September 21, 1897. Serial No. 652,478. (No model.) Patented in England February 6, 1897, No. 3,175.

To all whom it may concern:

Be it known that I, SAMUEL YOUNG, a subject of the Queen of Great Britain, residing at Peel Green Patricroft, in the county of Lancaster, England, have invented certain new and useful Improvements in Railways, of which the following is a specification, this invention having been patented to me in Great Britain February 6, 1897, No. 3,175.

My invention relates to certain improvements in railways designed to prevent some of the vibration and jarring caused when rolling-stock passes over those parts of the rails which are held in the chairs on the metal of which the rails usually rest, and also to improve the joint between the adjoining ends of rails, and, lastly, to prevent the wooden keys from coming out of their chairs.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of the chair, showing the rail in section; and Fig. 2 is an end elevation, partly in section, showing the adjoining ends of the rails in side elevation.

In the drawings the adjoining rails are shown at 10 10. The fish-plates 11 are secured by bolts 12 to the rails and are shaped to clasp partly around the lower head of the rail, which has a rounded lower face. The chair 2 has upwardly-extending projections 2^a 2^a, adapted to fit over the lower portions of the fish-plates, and is also provided with a recess 6, adapted to receive a wedge-block 7,

of wood or other suitable material. When this block is driven into the recess, the rail 10 will be raised thereby until the rail and fish-plates are all securely held in the chair. The joint of the rails is arranged so as just to clear the block 7 on that side over which an approaching train would first pass, as indicated by the arrow, Fig. 2, and in this manner of jointing there would be a minimum of concussion when the rolling-stock passes from one rail to another and less wear on the rolling-stock.

Having thus described my invention, what I claim is—

In combination with the adjoining ends of adjacent rails, the fish-plates having outwardly-extending or flanged lower edges, bolts passing through alining openings in the fish-plates and rails for securing them together, the chair adapted to be secured to the sleeper and having projections adapted to overhang the flanges of the fish-plates, and the wedge-block adapted to be driven through a recess in the chair beneath the lower edge of the rails, said wedge contacting with one rail only, substantially as described.

In witness whereof I have hereunto set my hand in presence of two witnesses.

SAMUEL YOUNG.

Witnesses:

H. B. BARLOW,
S. W. GILLET.