

No. 685,523.

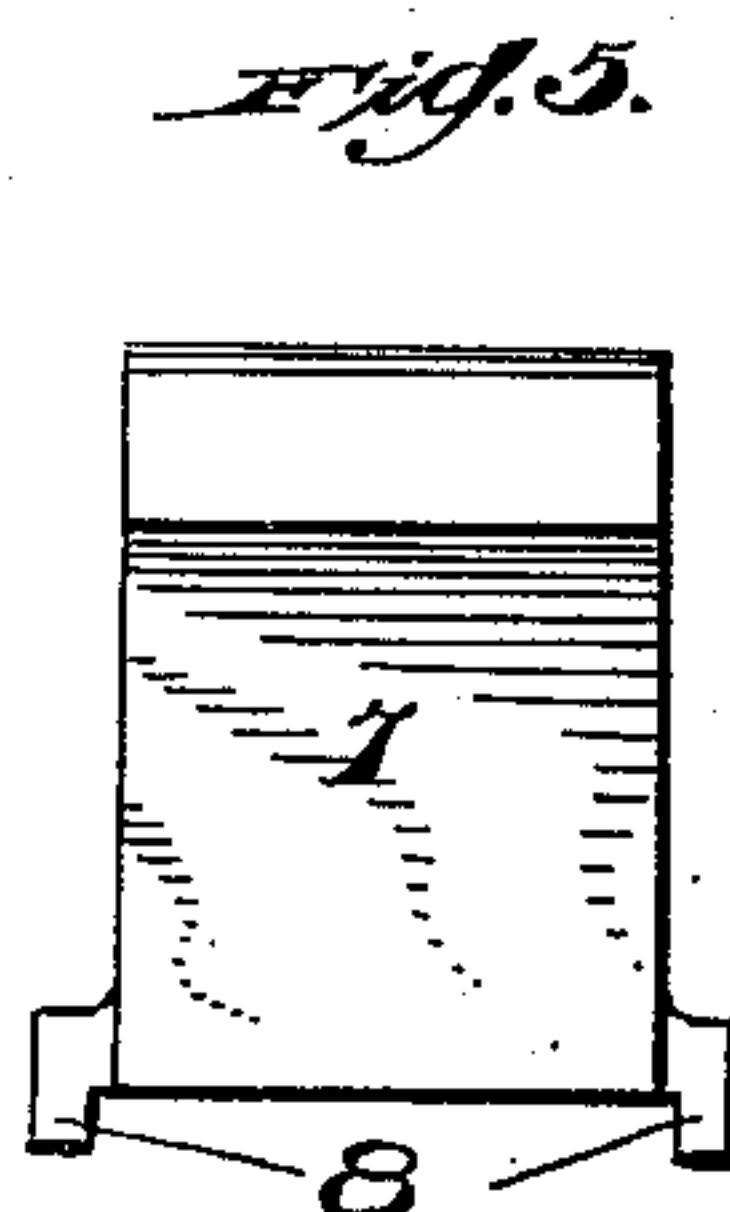
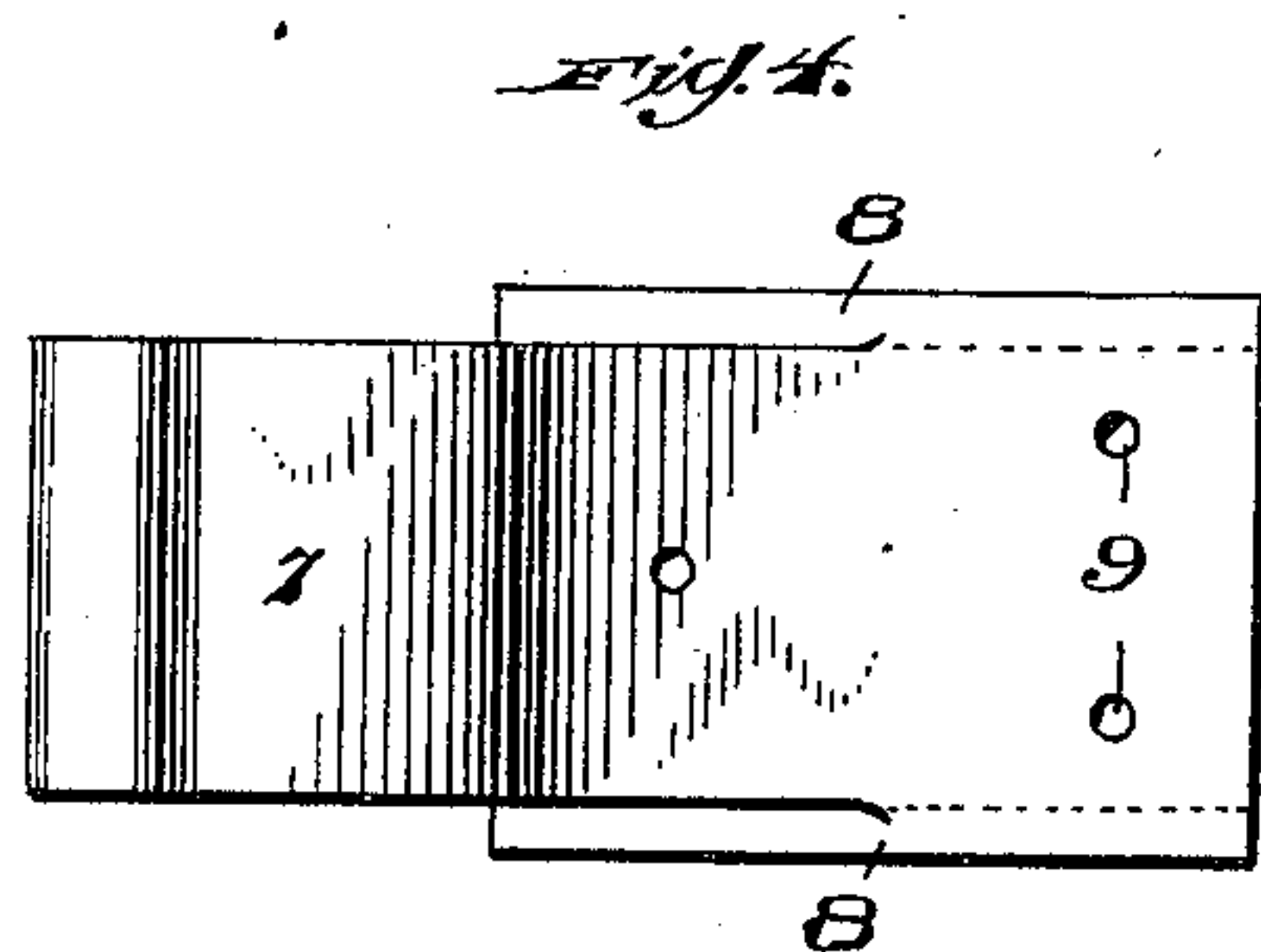
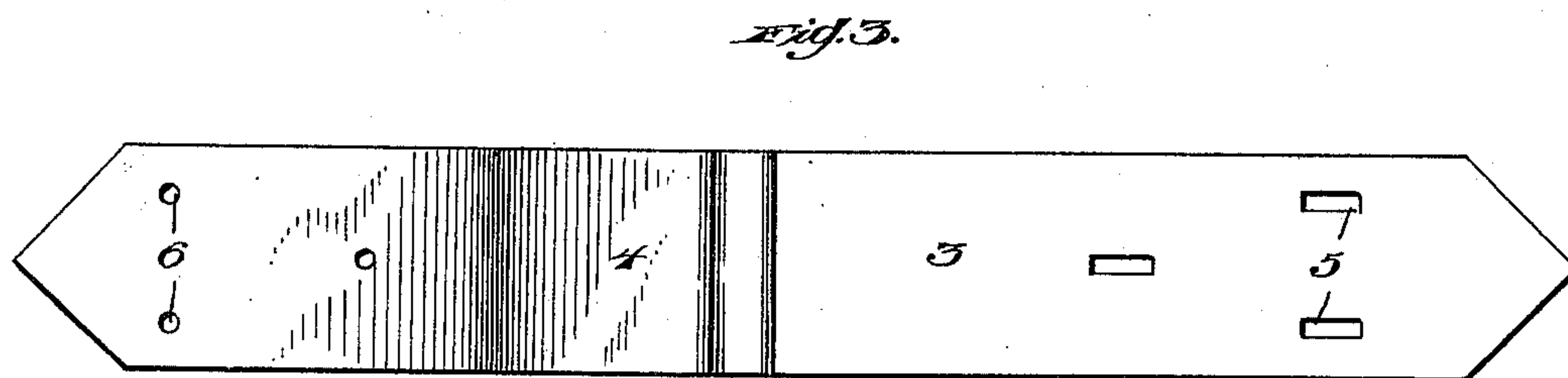
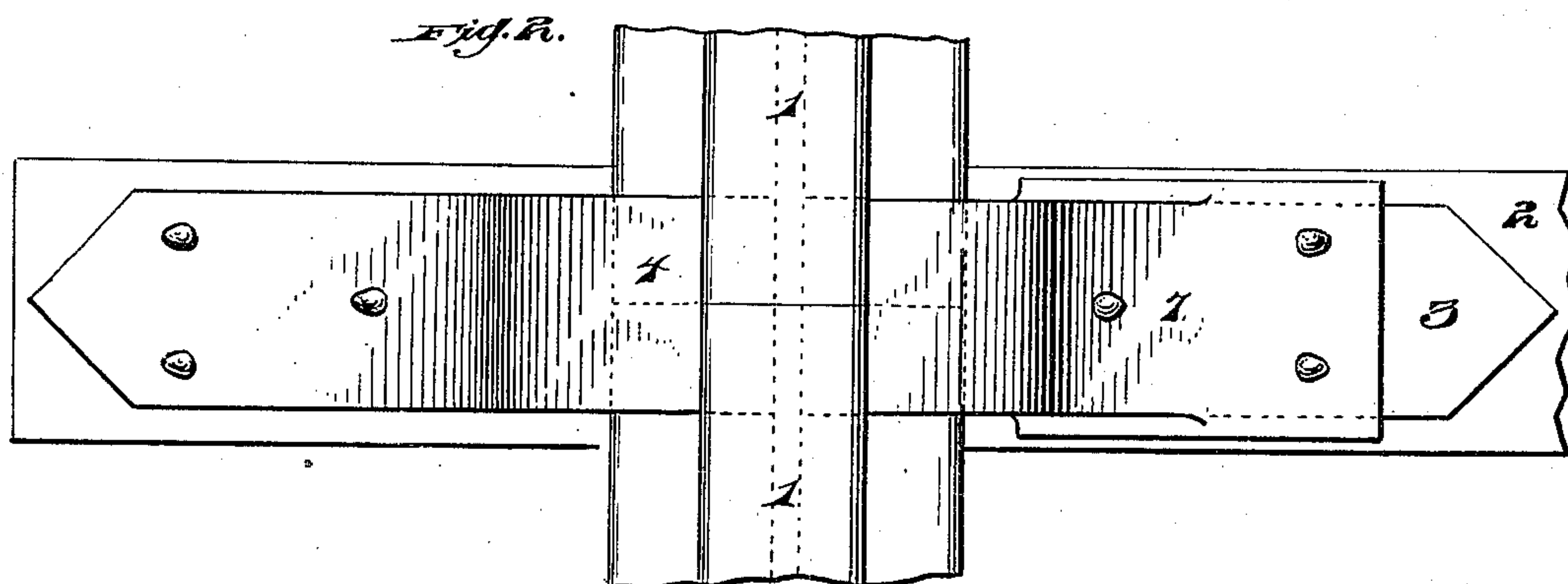
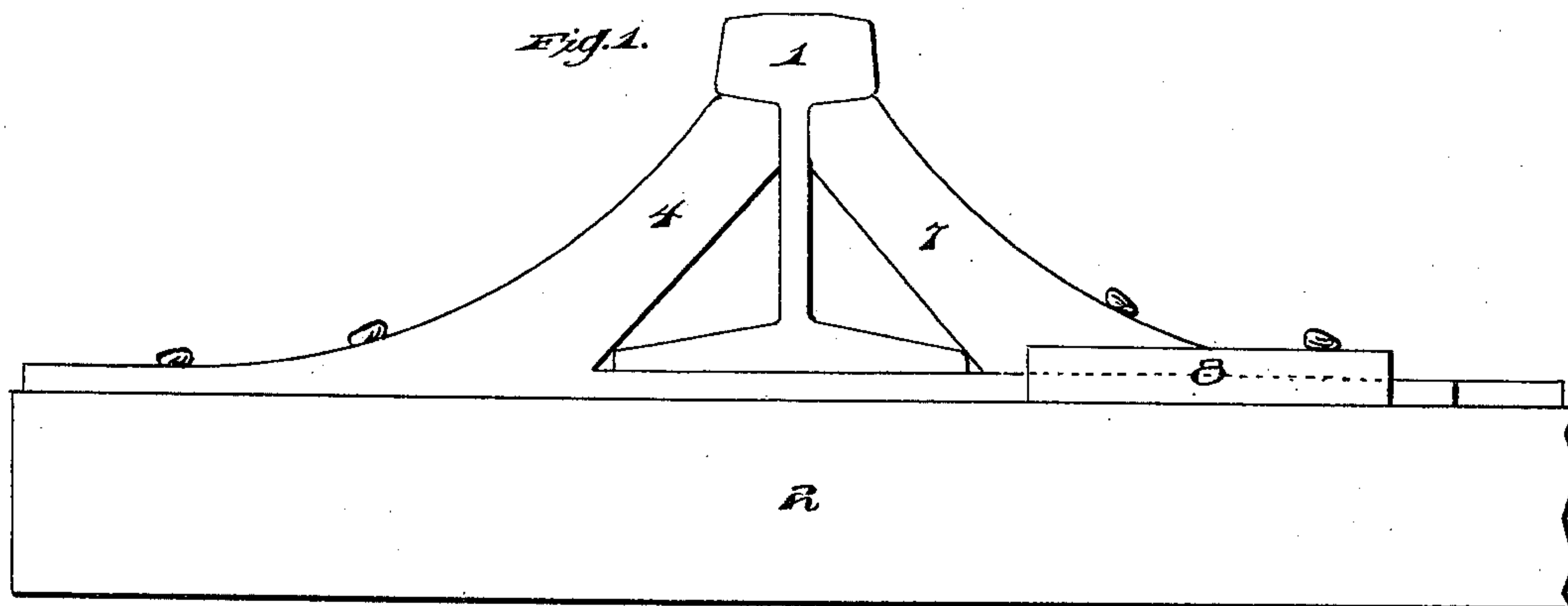
Patented Oct. 29, 1901.

J. S. McAWLEY.

METALLIC FASTENING FOR RAILROAD RAILS.

(Application filed Aug. 2, 1901.)

(No Model.)



Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN S. McAWLEY, OF EDMON, PENNSYLVANIA.

METALLIC FASTENING FOR RAILROAD-RAILS.

SPECIFICATION forming part of Letters Patent No. 685,523, dated October 29, 1901.

Application filed August 2, 1901. Serial No. 70,577. (No model.)

To all whom it may concern:

Be it known that I, JOHN S. McAWLEY, a citizen of the United States of America, residing at Edmon, in the county of Armstrong and State of Pennsylvania, have invented certain new and useful Improvements in Metallic Fastenings for Railroad-Rails, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in rail-joints, and has for its object the provision of novel means whereby two sections of rails are securely joined together without the use of nuts and bolts.

The present invention further aims to construct a device of the above-described character that will allow the expansion and contraction of the rails which are caused by the various temperatures.

My invention further contemplates to construct a device of this class that will be extremely simple in construction, strong, durable, and comparatively inexpensive to manufacture.

With the above and other objects in view the invention consists in the novel combination and arrangement of parts to be hereinafter more fully described, and specifically pointed out in the claims.

In describing the invention in detail reference is had to the accompanying drawings, forming a part of this specification, and wherein like numerals of reference indicate corresponding parts throughout the several views, in which—

Figure 1 is an end elevation of the rail having my improved joint attached thereto. Fig. 2 is a top plan view thereof. Fig. 3 is a plan view of the base-plate carrying one of the fish-plates. Fig. 4 is a top plan view of the slidably-mounted fish-plate. Fig. 5 is an end view thereof.

In the drawings the reference-numeral 1 indicates the rail.

2 indicates the tie.

3 represents the base-plate, forming a chair, having an integral fish-plate 4 attached thereto, and the numeral 5 indicates slots cut in said base-plate.

The reference-numeral 6 indicates openings formed in the opposite side of the base-plate to receive suitable fastening means.

The reference-numeral 7 indicates a sliding fish-plate, said fish-plate carrying downwardly-extending feet 8, which are adapted to straddle the sides of the base-plate 3. This sliding fish-plate has formed therein openings 9, which openings register with the slots 5 in the base-plate 3.

The manner of applying my improved rail-joint is as follows: The rails are secured in the chair, and the sliding fish-plate is then applied from the side until it firmly abuts against the upper web and under tread portion of the rail. Fastening means, such as spikes, are then applied, which are driven through the openings 9 and 5 and engage in the cross-tie 2. In this manner the rails will be prevented from spreading and an accidental lateral displacement of the rails will be impossible.

The many advantages obtained by the use of my improved device will be readily apparent from the foregoing description, taken in connection with the accompanying drawings.

It will be noted that various changes may be made in the details of construction without departing from the general spirit of my invention.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a rail-joint, a base-plate extending transverse to the rails, a fish-plate made integral with one side thereof, a sliding fish-plate mounted on the other side of said base-plate, downwardly-extending feet carried by said fish-plate and engaging the base-plate, the said base-plate and sliding fish-plate having registering openings formed therein, and spikes secured in said openings and to cross-ties, substantially as described.

2. In a rail-joint, a base-plate, a fish-plate made integral with one side thereof, the other side of said base-plate being flat, a sliding fish-plate mounted on said second-named side of the base-plate, downwardly-extending feet carried by said sliding fish-plate and engaging the sides of said base-plate, the said sliding fish-plate and base-plate having register-

ing openings of unequal size adapted to receive fastening means, substantially as described.

3. In a rail-joint, a base-plate, having an
5 integral fish-plate on one side thereof with its other side flat throughout its entire length and adapted to receive a sliding fish-plate carrying downwardly-extending feet engaging the base-plate on both sides thereof, the
10 said sliding fish-plate having registering apertures formed therein for the reception of spikes, the said fish-plates engaging the up-

per portion of the rail-web and the under face of the tread thereof, and the other side of said base-plate having openings formed therein 15 adapted to receive spikes, substantially as described.

In testimony whereof I affix my signature in the presence of two witnesses.

JOHN S. McAWLEY.

Witnesses:

JOHN NOLAND,
E. E. POTTER.