

No. 743,804.

PATENTED NOV. 10, 1903.

W. A. AUGHINBAUGH.

RAIL JOINT.

APPLICATION FILED MAY 13, 1903.

NO MODEL.

2 SHEETS—SHEET 1.

FIG. 1.

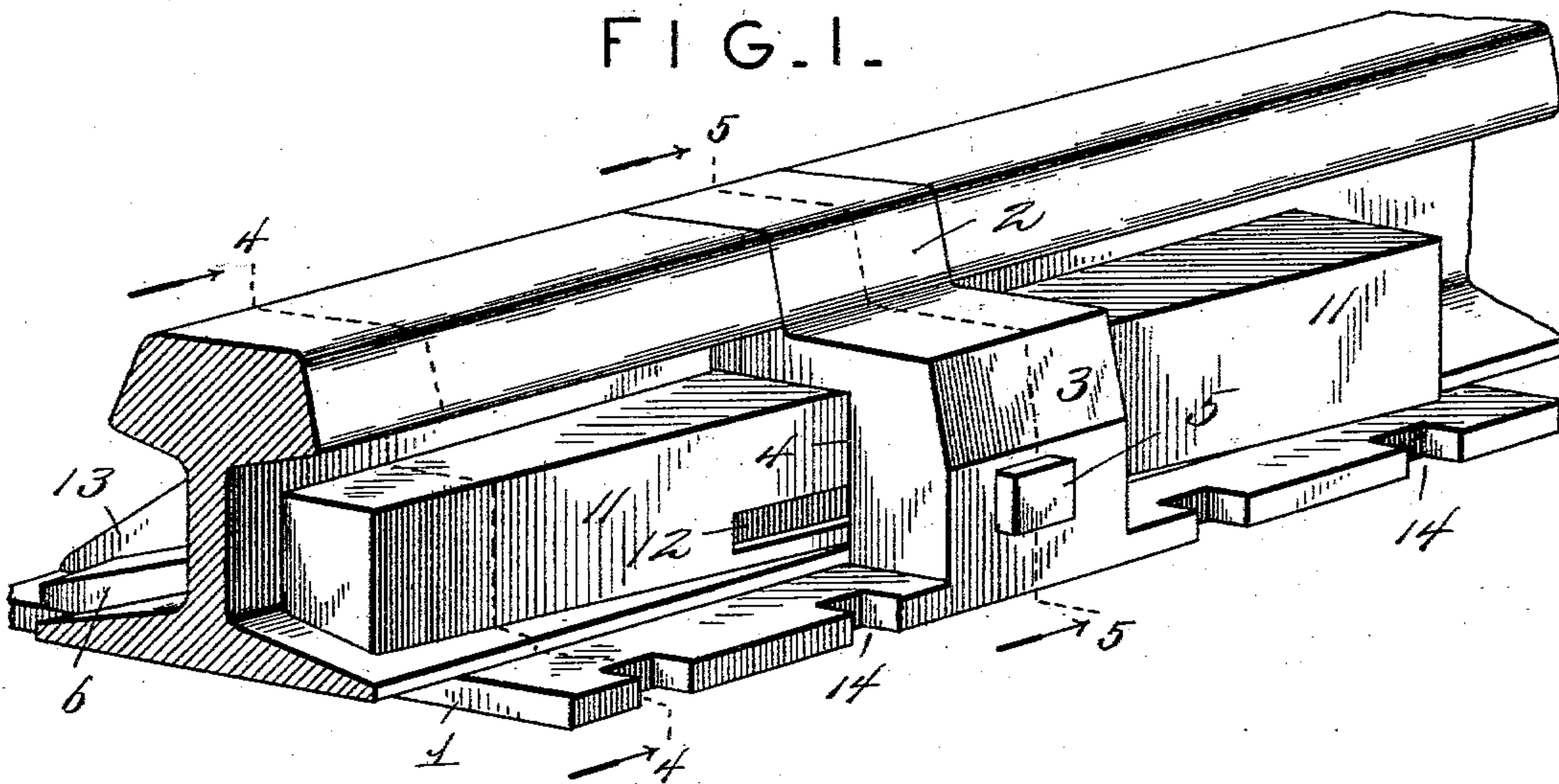


FIG. 2.

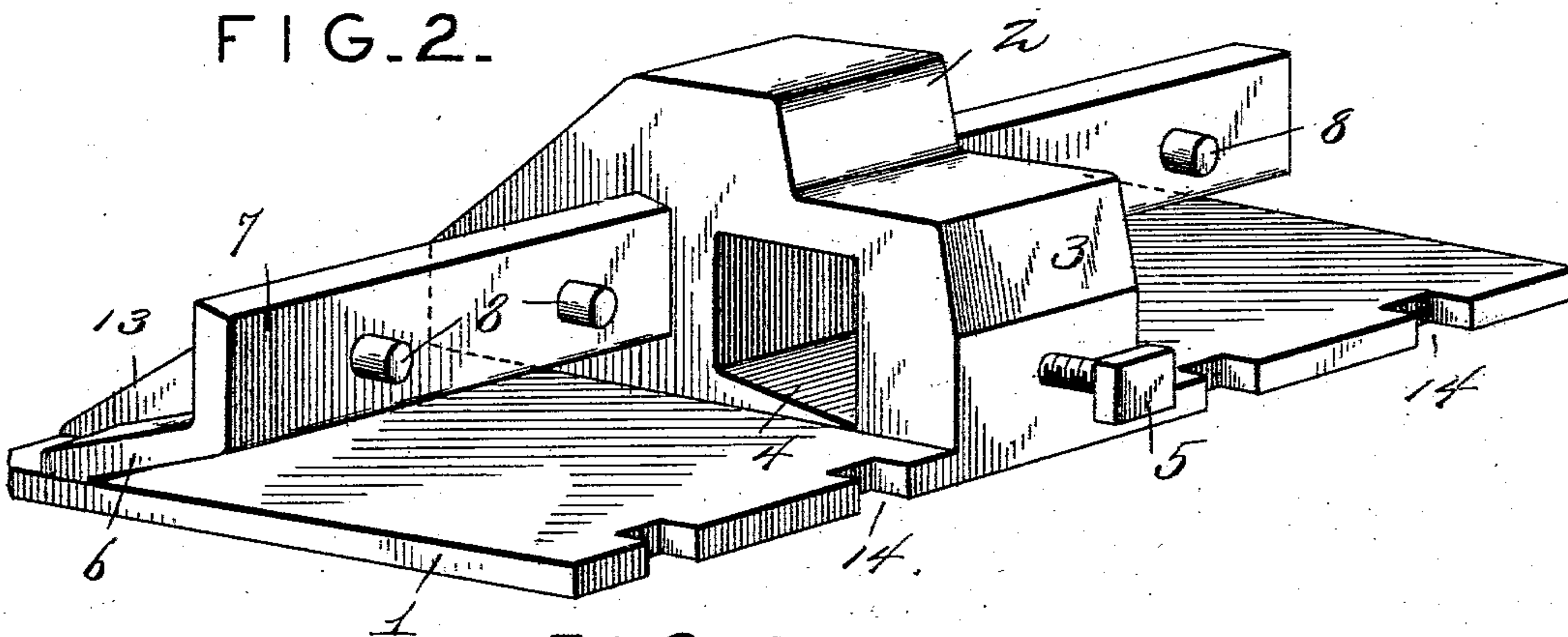
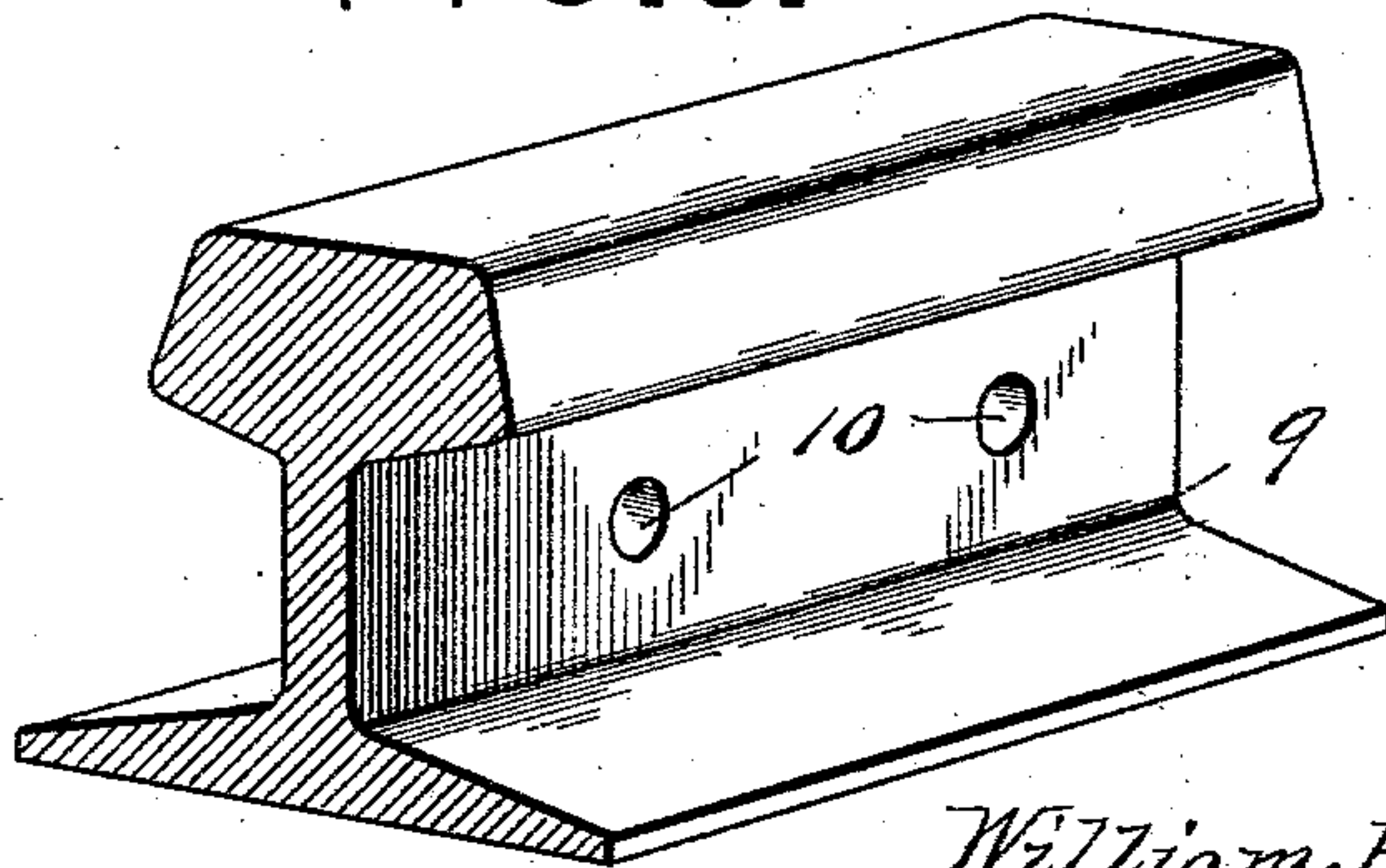


FIG. 3.



Inventor

William A. Aughinbaugh.

Witnesses

Harry L. Amer.  
Herbert Lewson.

By

Victor J. Evans

Attorney

No. 743,804.

PATENTED NOV. 10, 1903.

W. A. AUGHINBAUGH.  
RAIL JOINT.

APPLICATION FILED MAY 13, 1903.

NO MODEL.

2 SHEETS—SHEET 2.

FIG. 4.

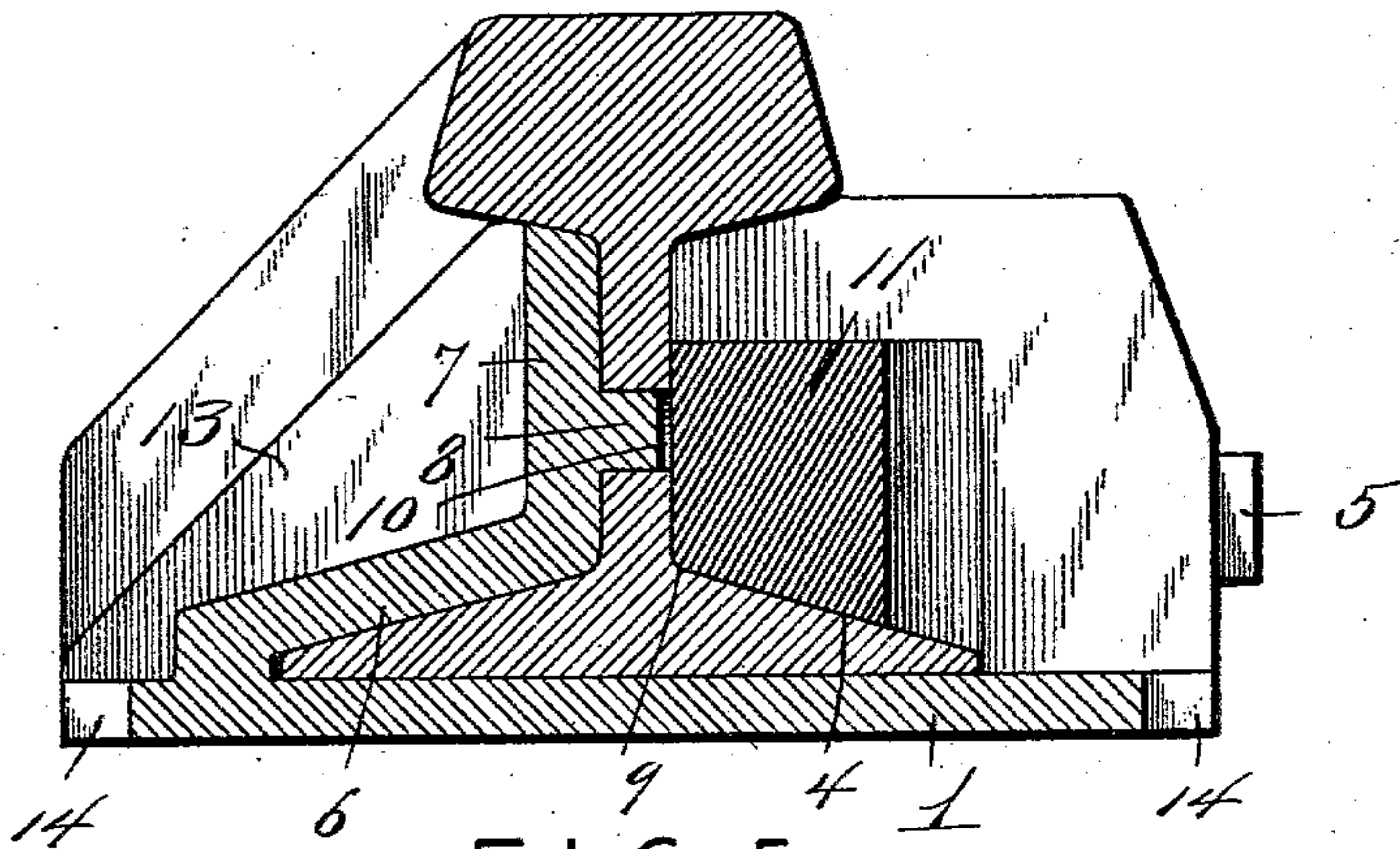


FIG. 5.

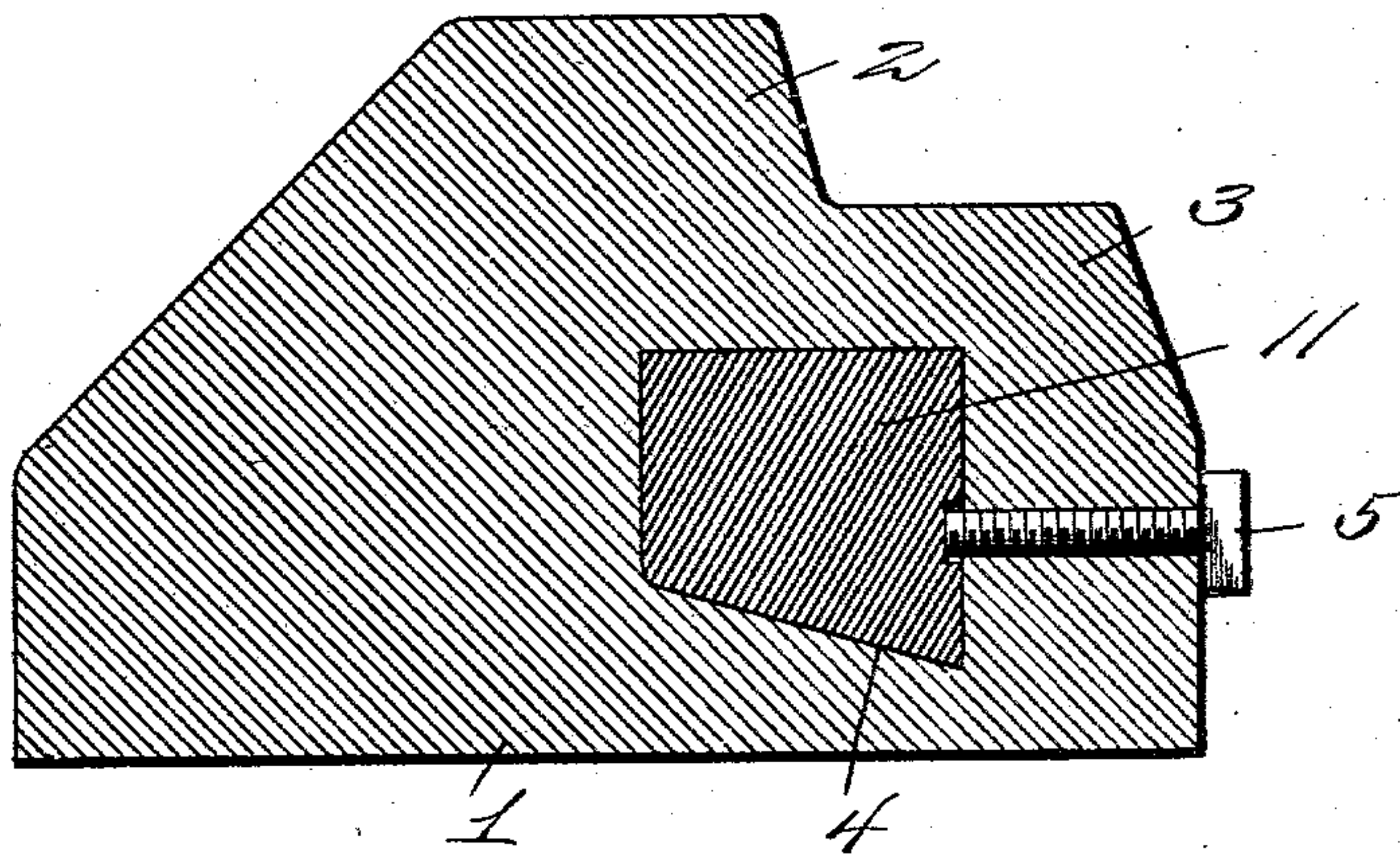
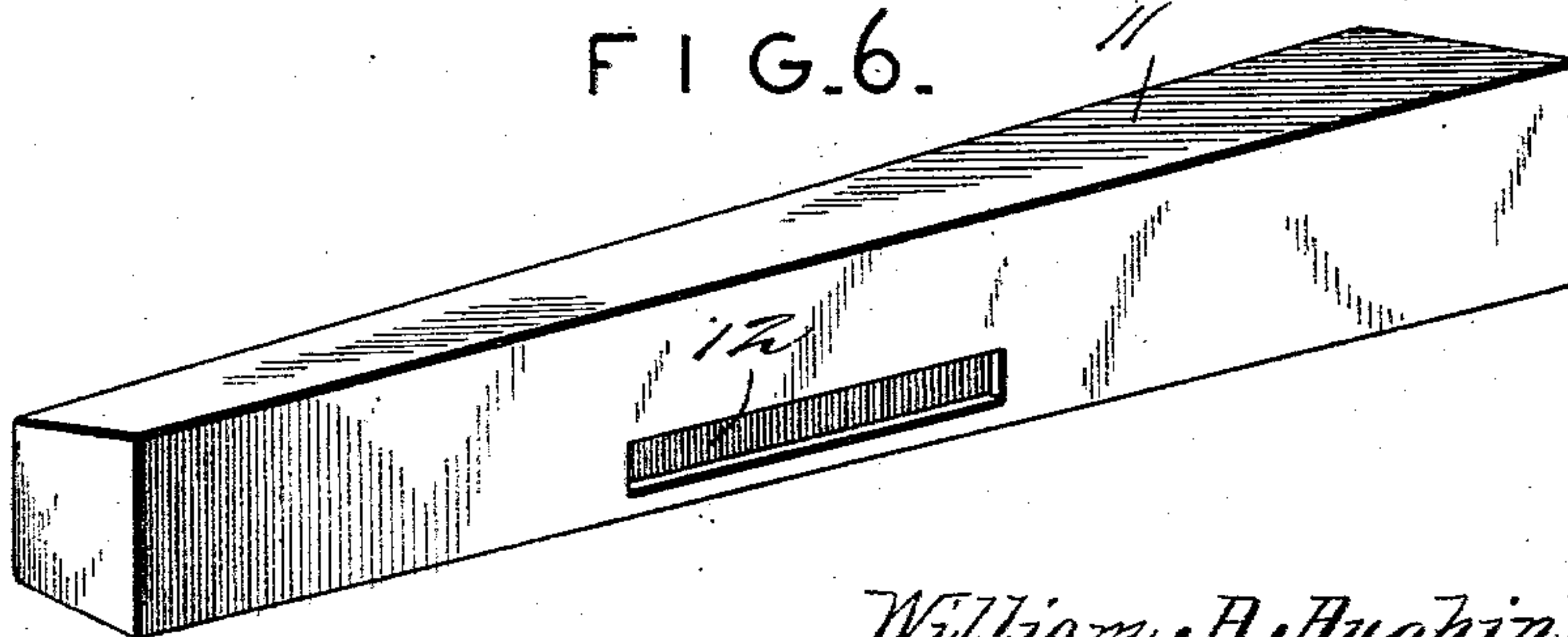


FIG. 6.



Inventor

*William A. Aughinbaugh.*

By

*Victor J. Evans*

Attorney

Witnesses

*Harry L. Amer.*  
*Herbert D. Lawton.*



# UNITED STATES PATENT OFFICE.

WILLIAM A. AUGHINBAUGH, OF QUEBECK, TENNESSEE.

## RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 743,804, dated November 10, 1903.

Application filed May 13, 1903. Serial No. 156,996. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM A. AUGHINBAUGH, a citizen of the United States, residing at Quebeck, in the county of White and State of Tennessee, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

My invention relates to new and useful improvements in rail-joints; and its object is to provide a device by means of which the adjoining ends of rails may be securely fastened together against independent longitudinal movement.

A further object is to provide means whereby the ends of a rail may be firmly clamped at opposite ends of a block without necessitating the use of fish-plates, bolts, &c., such as ordinarily employed.

With the above and other objects in view the invention consists in providing a rail-chair having a block centrally arranged thereon the upper surface of which is adapted to aline with the heads of the rails placed at opposite sides thereof. Extending from the ends of the block are flanges having lugs extending inwardly therefrom adapted to project into the bolt-boles formed in the ends of the rails. These lugs prevent independent longitudinal movement of the rails. A lateral extension is formed integral with the block and is provided with a passage therethrough for the reception of a wedge which is adapted to clamp the rails against the flanges hereinbefore referred to, and any suitable means may be employed for holding the wedge in position.

The invention also consists in the further novel construction and combination of parts hereinafter more fully described and claimed, and illustrated in the accompanying drawings, showing the preferred form of my invention, and in which—

Figure 1 is a perspective view showing rails fastened by means of my improved rail-joint. Fig. 2 is a perspective view of the chair detached. Fig. 3 is a perspective view of one end of a rail, showing apertures therein for the reception of locking-lugs. Fig. 4 is a section on line 4 4, Fig. 1. Fig. 5 is a section on line 5 5, Fig. 1; and Fig. 6 is a perspective view of the wedge employed in connection with the joint.

Referring to the figures by numerals of reference, 1 is the base of a rail-chair, having a block 2 extending transversely thereof at the center, the upper portion of said block being adapted to aline with the heads of rails when in proper position upon the chair. The block 2 has a lateral extension 3, provided with a passage 4 therethrough into which projects a set-screw 5. A flange 6 extends from opposite ends of the block 2 and overhangs base 1, and the inner edge of this flange has an upwardly-extending portion 7, provided with inwardly-extending lugs 8. The distance from the upwardly-extending portions 7 to the inner wall of the passage 4 is equal to the thickness of the webs of the rails 9, adapted to be secured together. The ends of these rails have apertures 10 therein adapted to receive the lugs 8, and the flanges 6 are adapted to overlap the outer flanges of the rails 9, and the extensions 7 bear upon the outer faces of the webs of the rails. A wedge-shaped strip 11 is adapted to be inserted through the passage 4, and this wedge is so shaped as to bear upon the inner flanges of the joined rails and also upon the inner surfaces of the webs thereof. A longitudinally-extending recess 12 is formed in the outer face of the wedge, and after said wedge has been moved into proper position within passage 4 it is adapted to be locked by the set-screw 5. Webs 13 are cast integral with the base 1, flanges 6, and extensions 7 and serve to strengthen the same. Recesses 14 are formed in the sides of the base for the reception of suitable securing means, such as spikes. (Not shown.) It will be seen that by providing a rail-joint of this construction the ends of the rails can be securely bound together and supported, so as to prevent pounding by the wheels passing thereover.

In the foregoing description I have shown the preferred form of my invention; but I do not limit myself thereto, as I am aware that modifications may be made therein without departing from the spirit or sacrificing any of the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of my invention.

Having thus described the invention, what is claimed as new is—

In a rail-joint, the combination with a base-plate having a block thereon adapted to be arranged between the ends of rails; of a lateral extension to the block having a passage  
5 therethrough, a wedge adapted to be inserted into the passage and having a recess therein, securing means within the block adapted to project into the recess, flanges upon the base at opposite ends of the block, said flanges be-

ing adapted to extend over the flanges of the rails, extensions to the flanges, and rail-engaging lugs integral with the extensions.

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

WILLIAM A. AUGHINBAUGH.

Witnesses:

O. L. JOHNSON,

W. E. SHOCKLEY.