

No. 750,778.

PATENTED JAN. 26, 1904.

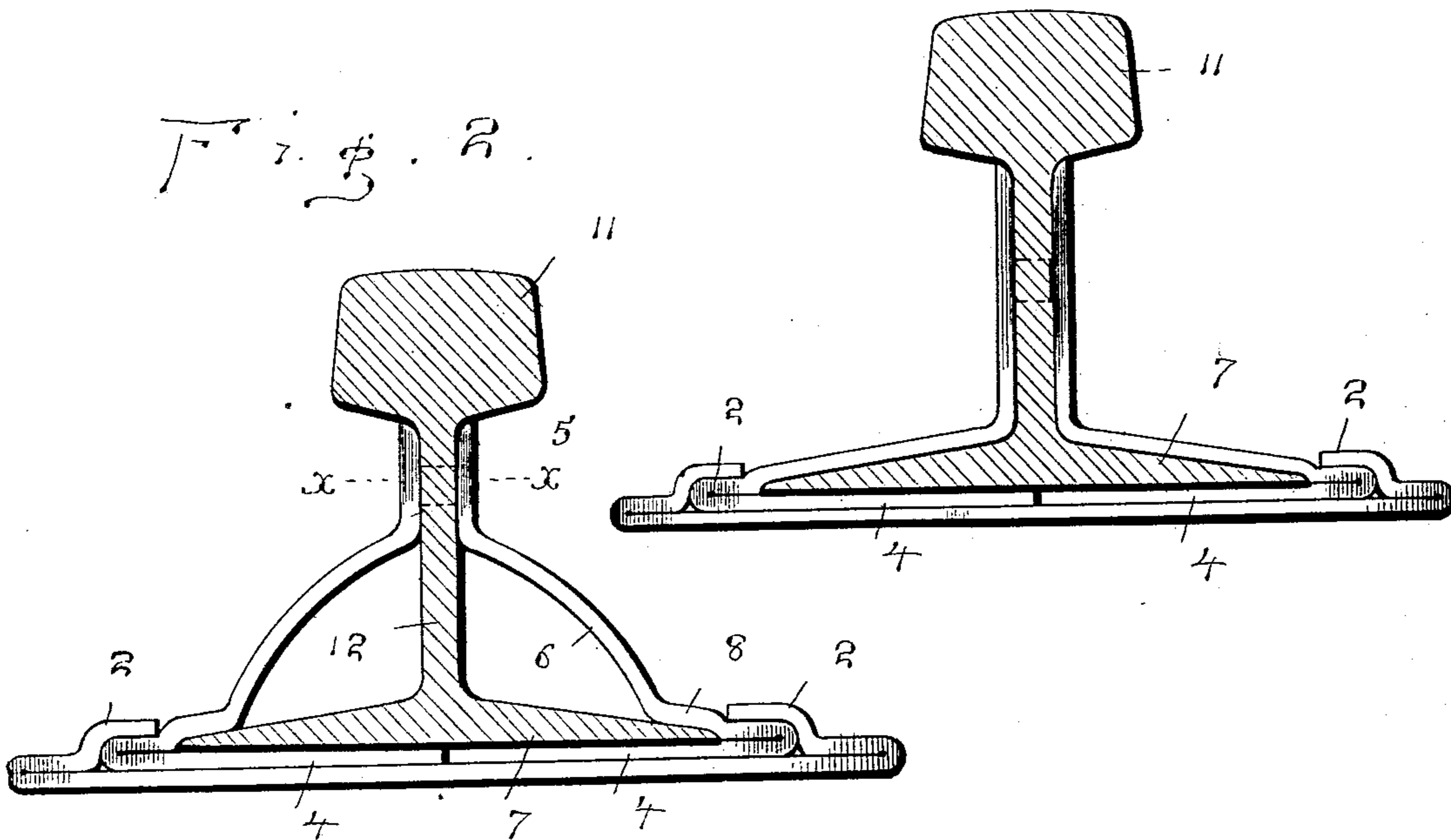
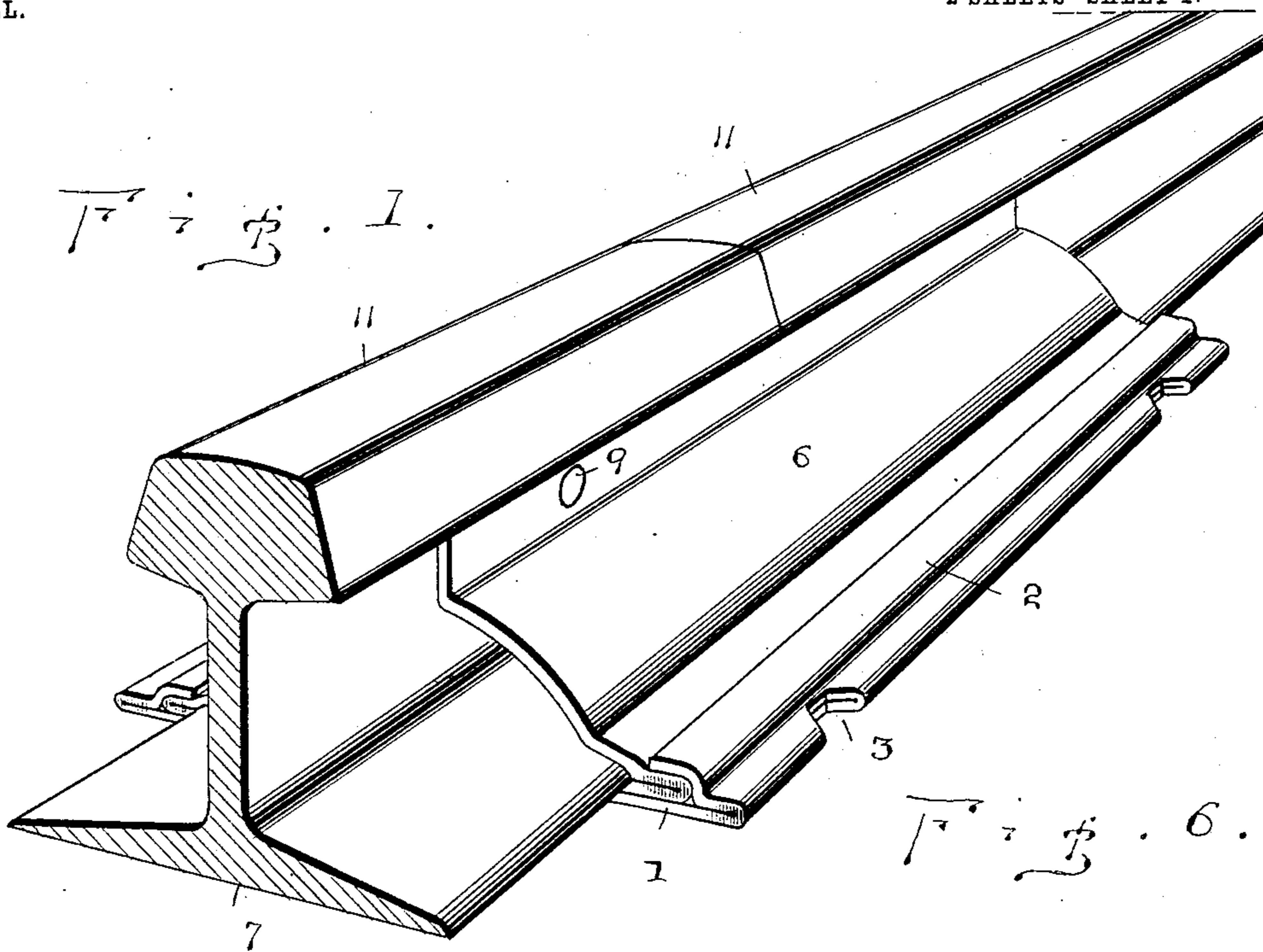
S. S. MOORE.

RAIL JOINT.

APPLICATION FILED MAR. 25, 1903.

NO MODEL.

2 SHEETS—SHEET 1:



WITNESSES:

WITNESSES:
J. W. Riley.
Hubert S. Lewson.

INVENTOR

Sidney S. Moore.

BY *Victor J. Evans*
Attorney

Attorney

No. 750,778.

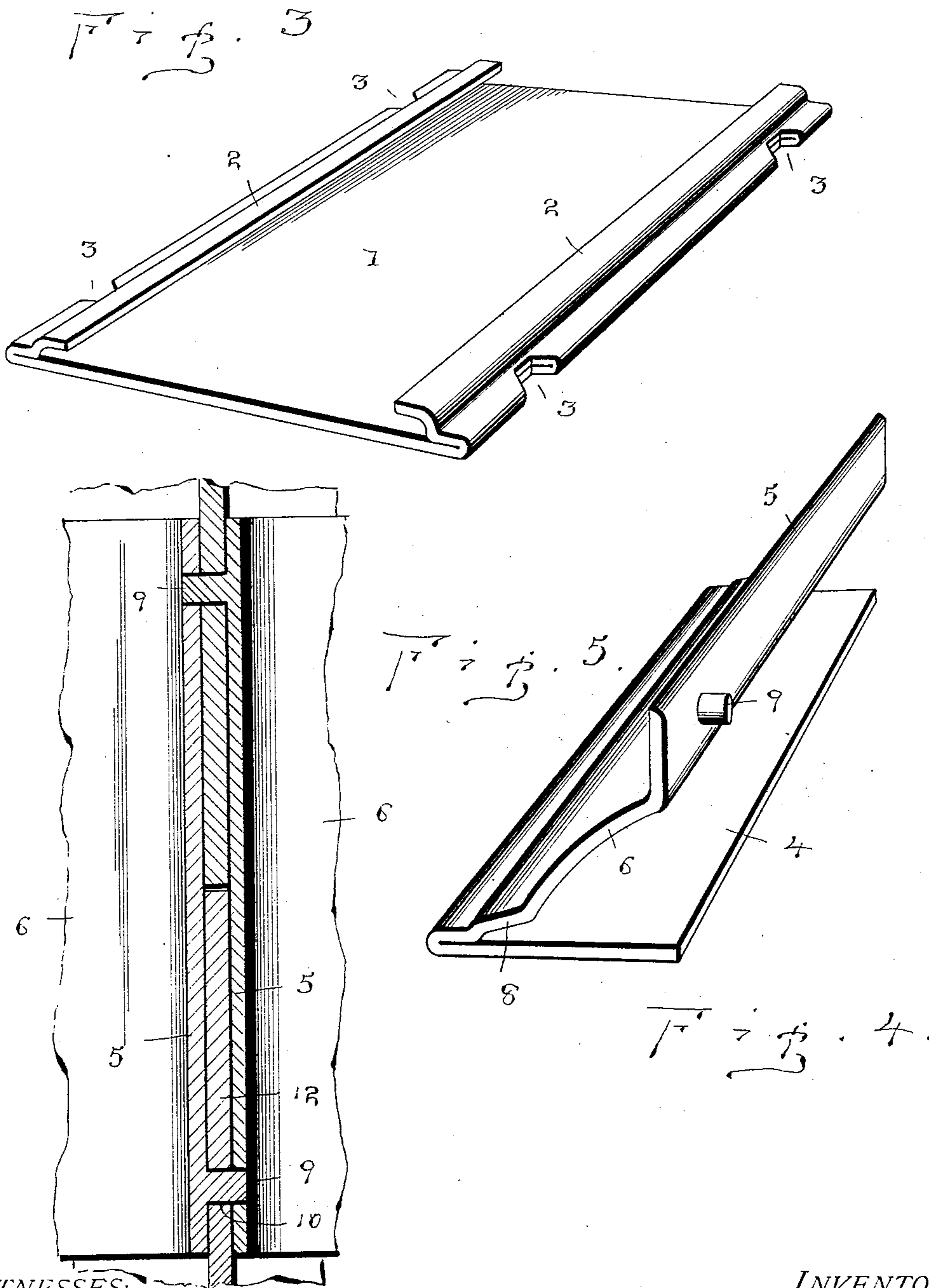
PATENTED JAN. 26, 1904.

S. S. MOORE.
RAIL JOINT.

APPLICATION FILED MAR. 25, 1903.

NO MODEL.

2 SHEETS—SHEET 2.



WITNESSES:

J. W. Riley
Hubert Lawson

INVENTOR
Sidney S. Moore.
BY *Victor J. Evans*
Attorney

UNITED STATES PATENT OFFICE.

SIDNEY S. MOORE, OF CROCKETT, TEXAS.

RAIL-JOINT.

SPECIFICATION forming part of Letters Patent No. 750,778, dated January 26, 1904.

Application filed March 25, 1903. Serial No. 149,576. (No model.)

To all whom it may concern:

Be it known that I, SIDNEY S. MOORE, a citizen of the United States, residing at Crockett, in the county of Houston and State of Texas, 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 of simple and durable construction which may be readily secured to a rail and which serves to retain the ordinary fish-plates in position.

With the above and other objects in view the invention consists in the novel construction and combination of parts hereinafter more fully described and claimed, and illustrated in the accompanying drawings, in which—

Figure 1 is a perspective view showing my improved rail-joint in position. Fig. 2 is an end elevation thereof. Fig. 3 is a perspective view of the chair of the joint. Fig. 4 is a similar view of one of the holding-plates. Fig. 5 is a section on line *xx*, Fig. 2; and Fig. 6 is an elevation of a modified form of joint.

Referring to the figures by numerals of reference, 1 is a base-plate which, together with the inwardly-extending side flanges 2, forms the chair of the joint. Recesses 3 are formed in the side edges of this chair for the reception of spikes, whereby the device may be fastened to the ties. Holding-plates are adapted to be held within the chair, and each of these comprises a bottom 4, having a clamping-section 5 arranged at a right angle thereto and connected therewith by a curved support 6. This support is provided at its lower end with a groove 8, adapted to receive the edge of the base 7 of a rail and arches upward therefrom to the upright clamping-section 5. A lug 9 is formed upon the inner face of each clamping-section and is adapted to project into a bolt-hole 10 in a rail 11. In use the two holding-plates are placed at opposite sides of the adjoining ends of rails and the lugs 9 inserted into the bolt-holes. The weight of the rails upon the bottoms 4 will cause the sections 5 to clamp upon the webs 12 of the rails.

The chair is then inserted under the rails and moved longitudinally under the holding-plates

until the flanges 2 of said chair are brought into position over the edges of the said plates. When spikes are driven in position in recesses 3, the parts are held securely bound together. The curved supports 6 are adapted to extend over fish-plates and hold them in position upon the webs of the rails.

In Fig. 6 I have shown a modified form of joint, in which the curved support is dispensed with and in lieu thereof is employed a flat support 13, which rests upon the base of the rail. This form of support is employed when fish-plates are not used.

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 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—

1. In a rail-joint, the combination with a base-plate having inwardly-extending flanges; of a supporting-plate comprising a bottom, a curved support having a groove at the bottom thereof, a clamping-section at the upper edge of the support, and a lug on said section.

2. A rail-joint comprising holding-plates, each having a bottom, a curved support having a groove in its lower portion, a clamping-section, lugs thereon, a base-plate having a recess in each side thereof, and flanges on the plate adapted to extend over the bottoms of the holding-plates.

3. A rail-joint comprising holding-plates, each consisting of a bottom, clamping-sections, supports connecting the clamping-sections and bottoms and adapted to receive the base of a rail, a base-plate, and inwardly-extending flanges engaging the bottoms, said plate having recesses in its sides.

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

SIDNEY S. MOORE.

Witnesses:

J. C. WINTTERS,

T. J. WALLER.