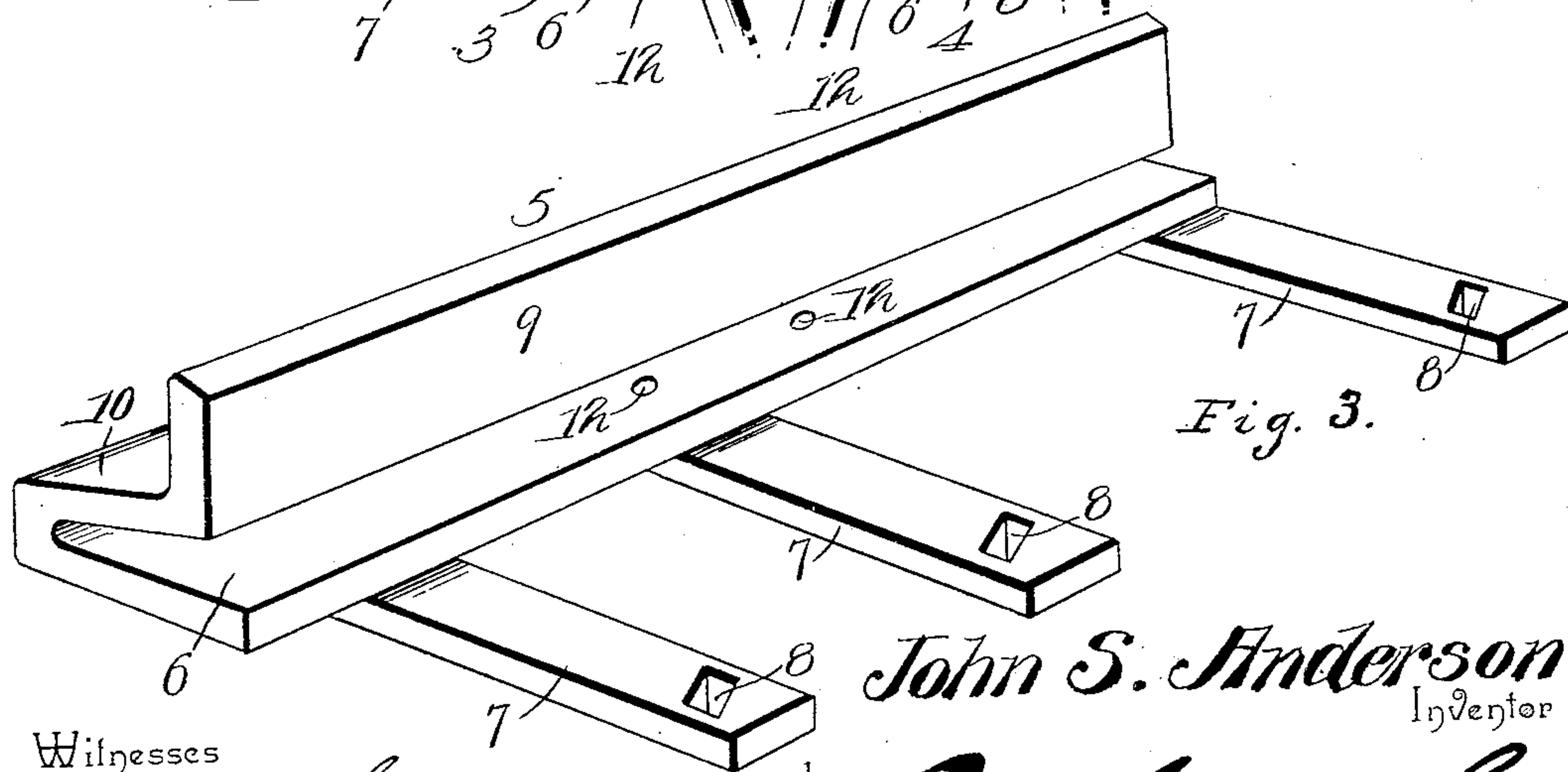
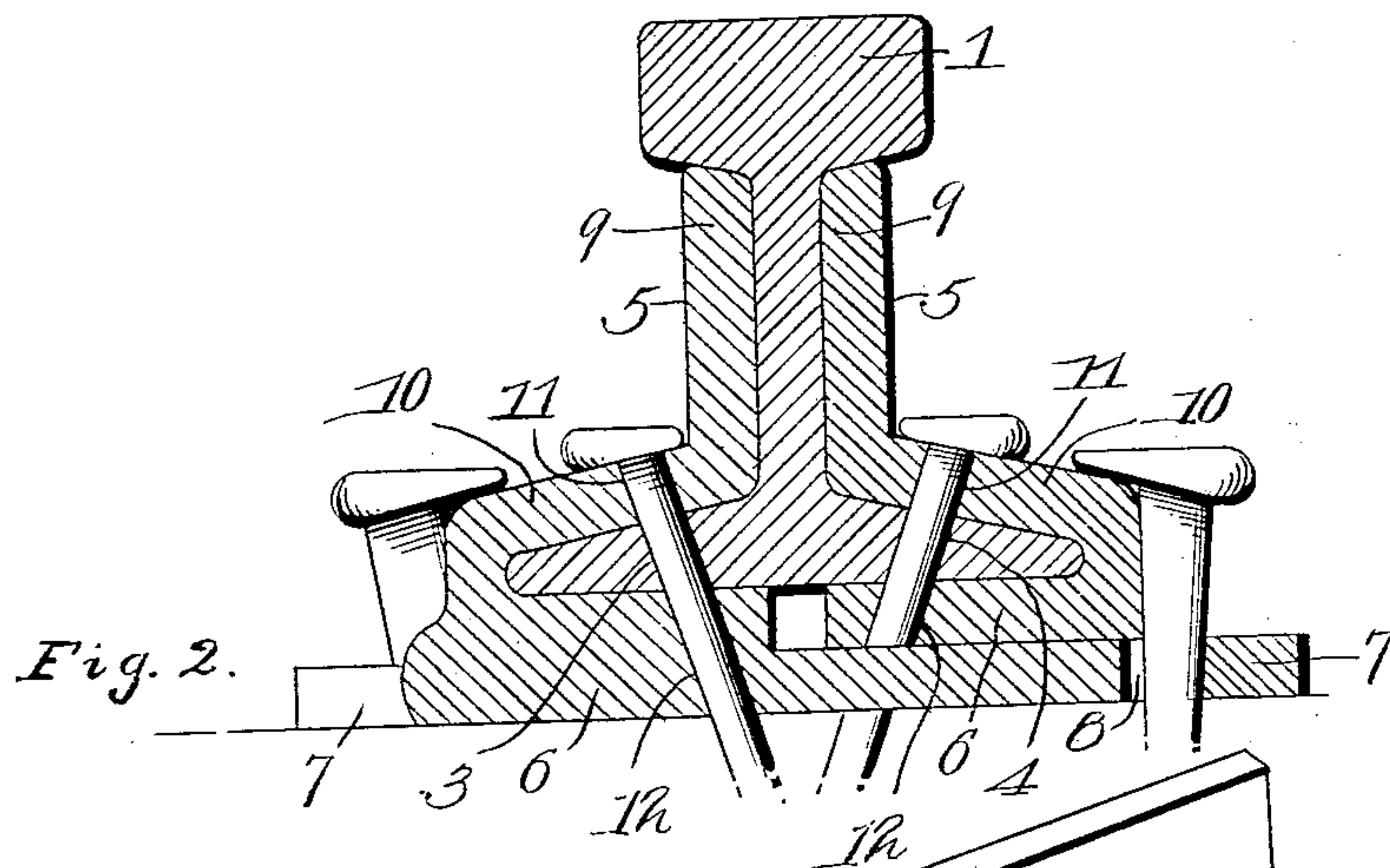
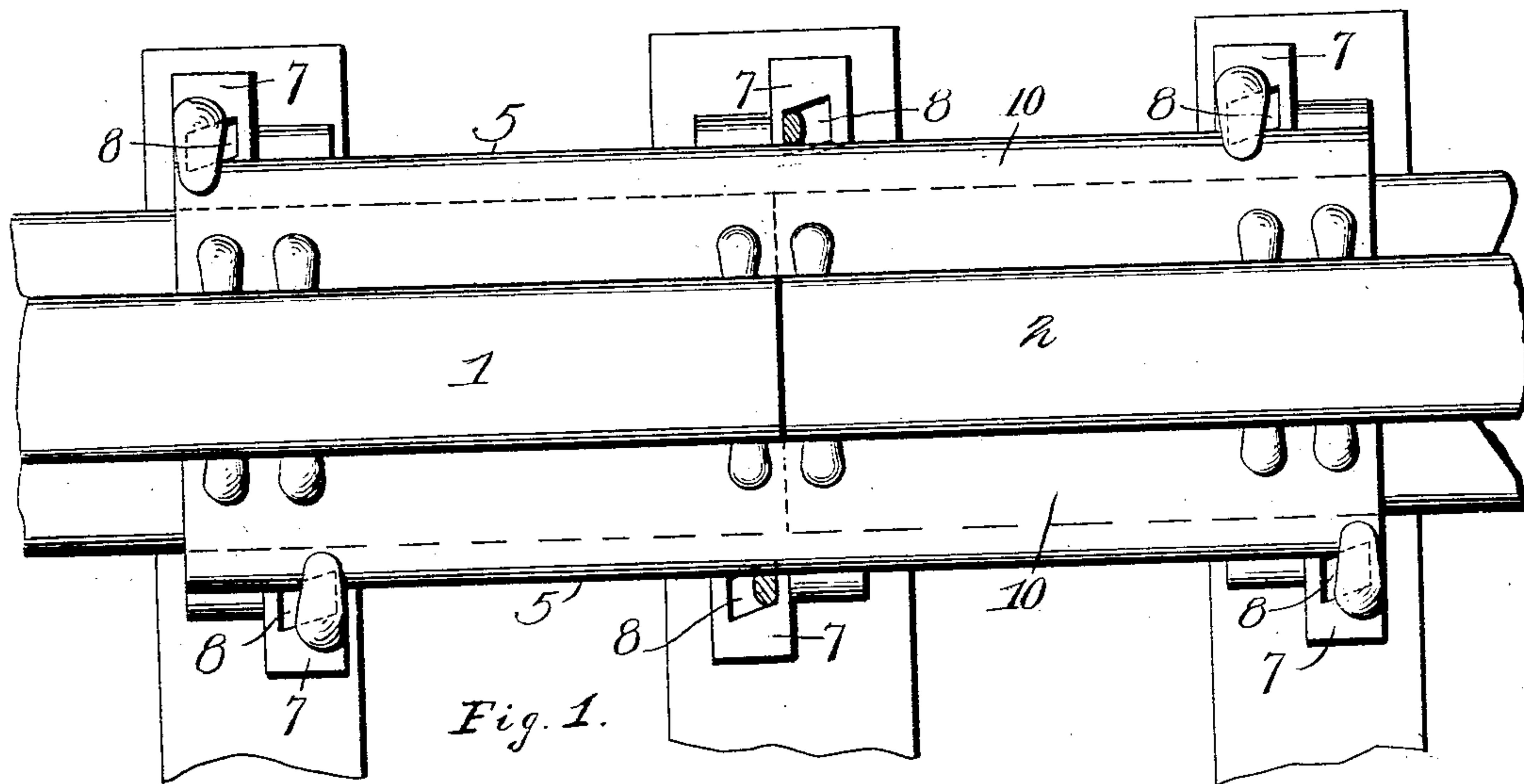


PATENTED FEB. 9, 1904.

NO MODEL.



Witnesses  
E. Stewart  
B. I. Link

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# UNITED STATES PATENT OFFICE.

JOHN S. ANDERSON, OF GLOSTER, MISSISSIPPI.

## RAIL-JOINT CHAIR.

SPECIFICATION forming part of Letters Patent No. 751,770, dated February 9, 1904.

Application filed November 6, 1903. Serial No. 180,075. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN S. ANDERSON, a citizen of the United States, residing at Gloster, in the county of Amite and State of Mississippi, have invented a new and useful Rail-Joint Chair, of which the following is a specification.

This invention relates to rail-joints; and it is primarily intended to provide a cheap, durable, and efficient means for joining the meeting ends of two rail-sections together.

Another object of the invention is to provide means for obviating the difficulty experienced in fitting adjacent splicing members.

Further objects and advantages of this invention will appear in the following description, and the novel features thereof will be particularly pointed out in the appended claims, it being understood that changes in the form, proportion, and the minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings, Figure 1 is a top plan view of a rail-joint constructed in accordance with my invention. Fig. 2 is a sectional view through the same, and Fig. 3 is a detail perspective view of one of the clamping members.

The numerals 1 and 2 respectively designate two adjoining rail-sections provided in opposite portions of their base-flanges with openings 3 and 4.

5 designates one of two duplicate splicing members, each of which constitutes one-half of the splice and comprises a base-flange 6, from which project a plurality of transversely-disposed base-bars 7, forming a support for the flange and having free terminals with diagonal slots 8 for the reception of fastening devices, which can be projected therethrough into the tie. The web-flange 9 is designed to lie flush against the web of the rail, with its respective longitudinal edges abutting against the under side of the tread of the rail and the top of the flange of the rail. The web-flange 9 is connected by an intermediate flange 10, which bears against the top of the base-flanges of the rails.

11 and 12 are openings in the connecting-

flanges and the base-flanges of the respective splicing-sections and aline with the openings 3 and 4 in the rails 1 and 2, so that suitable fastening devices can be inserted therethrough.

It will be noticed that the first base-bar on the splicing member is disposed at one end thereof, but the last bar in the series is spaced away from the other end of the member a sufficient distance equal to the width of the bar, so as to provide for the alternating arrangement of the bars on one of the members with those on the opposite member. Attention is also directed to the fact that the diagonal slots in the free terminals of the several bars are intersected by the outer edges of the opposite splicing member, so that when a spike or similar device is driven into the opening or slot said spike will act as a wedge to draw the two members toward one another and produce a clamping effect upon the alining rails.

The interchangeability and duplication of the several splicing-sections make it quite easy to assemble the parts, and it will obviate the necessity of matching the parts, a practice quite common at present.

Having thus described my invention, what I claim is—

1. The combination with the meeting ends of two rail-sections, of a pair of splicing members having alternating transverse base-bars of a length greater than the width of the base-flange of the rail said bars having diagonal slots for the reception of fastening devices.

2. The combination with the meeting ends of two rail-sections, of interchangeable splicing members engaging opposite sides of the rails and each member having transverse base-bars alternating with corresponding bars on the opposite section and the bars of each member provided with slots intersected by the longitudinal edges of the other splicing members when the parts are assembled to provide for the drawing together of the two members on the insertion of a spike through said slots.

3. The combination with the meeting ends of two rail-sections, of interchangeable splicing members on the respective sides of the rails, each of which is provided with transverse

base-bars having terminally-disposed diagonal slots adjacent to the outer edges of the respective splicing members.

4. The combination with the meeting ends  
5 of two rail-sections, of a pair of splicing members having alternating splicing-bars extending beneath the rails, the rails, the base-flanges and the bars of the splicing members being provided with alining openings, and fastening  
10 devices in the alining openings.

5. The combination with the meeting ends

of two rail-sections, bars carried by one of the sections and overlapping the other section and having diagonally-disposed slots in the terminals of the bars.

In testimony that I claim the foregoing as  
my own I have hereto affixed my signature in  
the presence of two witnesses.

JOHN S. ANDERSON.

Witnesses:

J. TURNER LOWRY,  
S. T. NEWBERGER.

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