

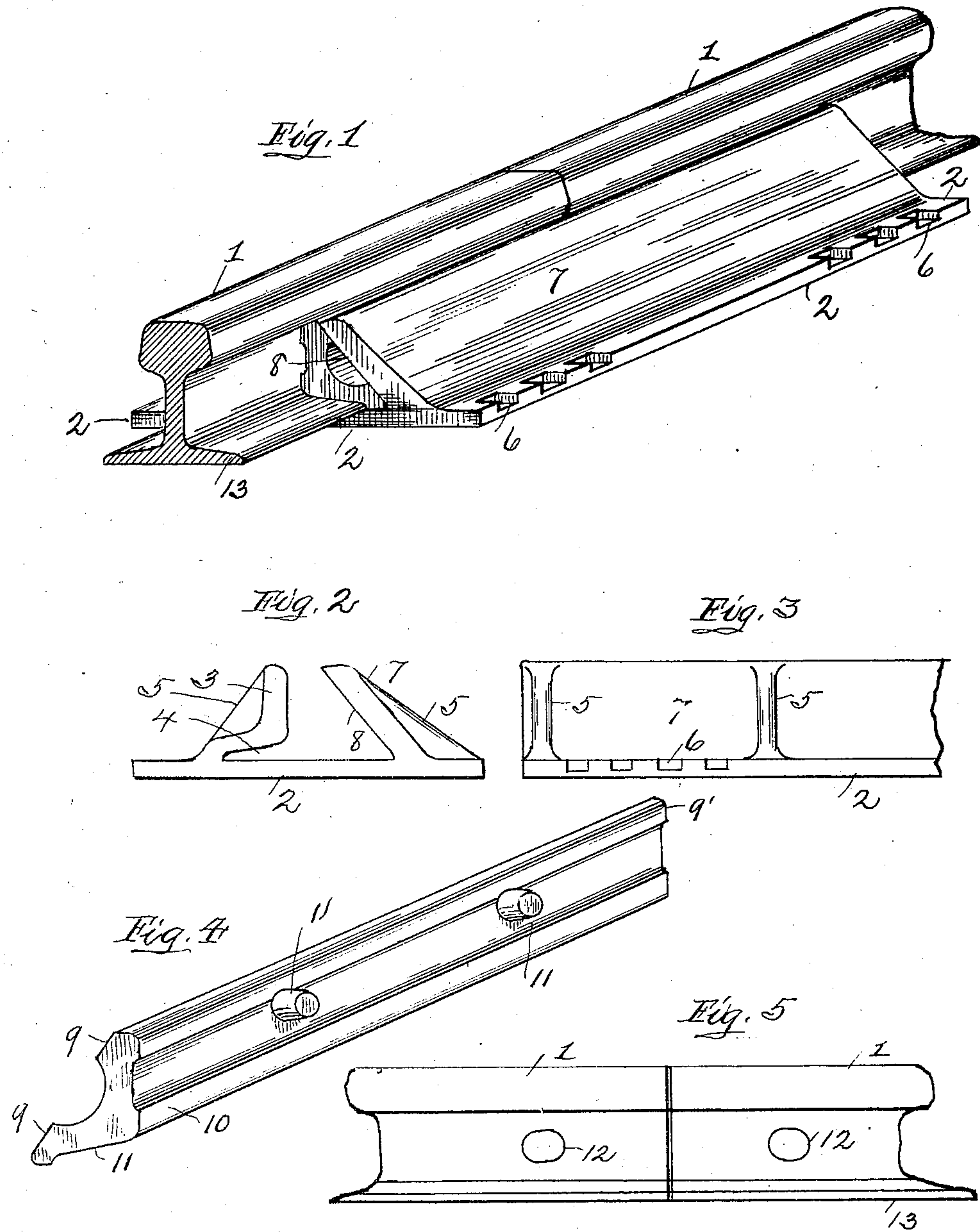
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PATENTED NOV. 29, 1904.

P. M. GENGE & L. S. CONNER.
RAILWAY RAIL CONNECTION.

APPLICATION FILED JAN. 26, 1904.

NO MODEL.



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UNITED STATES PATENT OFFICE.

PERCY M. GENGE AND LOUIS S. CONNER, OF PITTSBURG, PENNSYLVANIA.

RAILWAY-RAIL CONNECTION.

SPECIFICATION forming part of Letters Patent No. 776,176, dated November 29, 1904.

Application filed January 26, 1904. Serial No. 190,651. (No model.)

To all whom it may concern:

Be it known that we, PERCY M. GENGE and LOUIS S. CONNER, citizens of the United States, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Railway-Rail Connections, of which improvement the following is a specification.

This invention relates to an improved railway-rail connection; and it consists in the certain details of construction and combination of parts, as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is a perspective view of our improved railway-rail connection, the same being constructed and arranged in accordance with our invention. Fig. 2 is an end elevation of the chair detached from the rails. Fig. 3 is a side elevation of a portion of the same. Fig. 4 is a perspective view of the wedge-piece of the connection. Fig. 5 is a side elevation of the meeting ends of the rails, showing the openings formed therein to engage with the wedge-piece and hold the same stationary.

To put our invention into practice, and thereby form a railway-rail connection that will be strong, durable, and efficient, we form from cast metal a chair consisting of a base-plate 2, upon which the ends of the rails 1 rest, having integral therewith an upwardly-projecting flange 3, adapted to fit neatly beneath the tread of the rails bearing against the web and flanges 13 thereof. Opposite this last-described flange 3 and parallel thereto is another, 7, having an inclined inner face 8, extending in the direction of the length of the chair, leaving an intervening space between said inclined face and the web of the rails 1, in which a tapering wedge-piece is placed. This wedge-piece consists of a bar of metal having a vertical side 10, an inclined side 9 to correspond with the inclined face 8 of the chair, and a recessed portion at the base to rest upon the flanges of the rails. This wedge-piece is practically triangular in cross-section and is some-

what larger at the one end, 9, than at the other, 9', and is formed with two integral spurs 11, projecting from the inner face 10, which register and engage with openings 12, formed in the webs of the rails 1. A number of recesses 6 are formed in the edges of the base-plate 2 to receive the heads of spikes, by means of which the connection may be securely fastened to the ties of the railway-track.

In operation the wedge-piece is engaged with the meeting ends of the rails 1, having first placed the chair over the ends of one of said rails. The chair is now driven to position over the wedge-piece 9 and over the second rail, as shown at Fig. 1 of the drawings, thereby making a solid connection by reason of the slight taper of the said wedge. Spikes are now driven into the ties, the heads engaging in the notches 6, which arrangement will prevent any end movement of the connection, and if it is desired to further tighten the device after use the spikes are partly drawn and the chair driven forward to engage the heads of the spikes with the second set of notches.

It is obvious that the taper used in tightening the connection may be either in the wedge-piece, as described, or in the inclined portion 7 of the chair. This and other slight modifications may be made in the details of construction, such as reducing the weight by the use of strengthening-ribs 5, (see Figs. 2 and 3,) without departing from the spirit of the invention.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

The herein-described railway-rail connection, consisting of the chair, having a base portion 2, a vertically-arranged flange 3 extending the length of said chair and adapted to fit the flanges and webs of the rails, the inclined angular flange 7 arranged parallel to the flange 3, the wedge-piece 9 arranged between the flange 7 and the webs of the rails,

said wedge-piece being provided with spurs
11 to engage with openings 12 formed in the
meeting ends of the rails, and the notches 6
arranged along the edges of the base-plate for
5 the reception of the heads of suitable spikes,
all arranged and combined for service, sub-
stantially as and for the purpose described.

In testimony whereof we have hereunto

signed our names in the presence of two sub-
scribing witnesses.

PERCY M. GENGE.
LOUIS S. CONNER.

In presence of—

MAX W. KURNIKER,
M. HUNTER.