

No. 795,708.

PATENTED JULY 25, 1905.

W. P. KLINGER.
RAIL JOINT.

APPLICATION FILED MAR. 11, 1905.

Fig. 1.

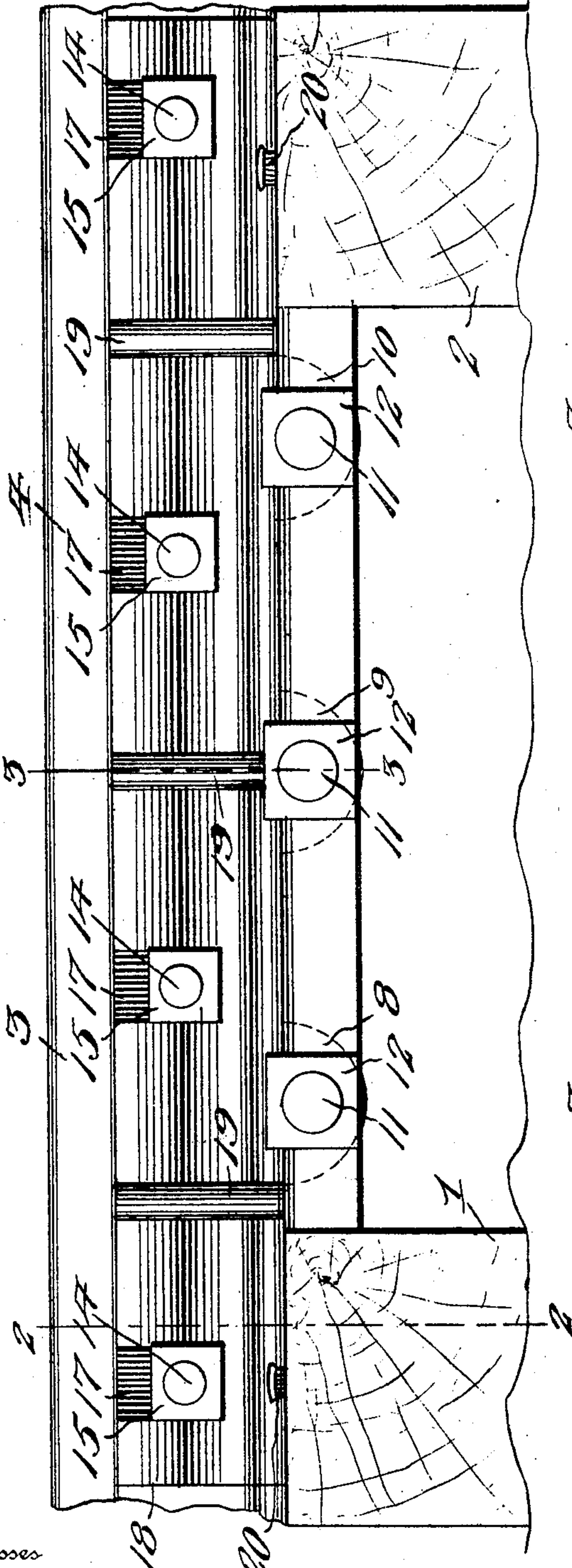


Fig. 3.

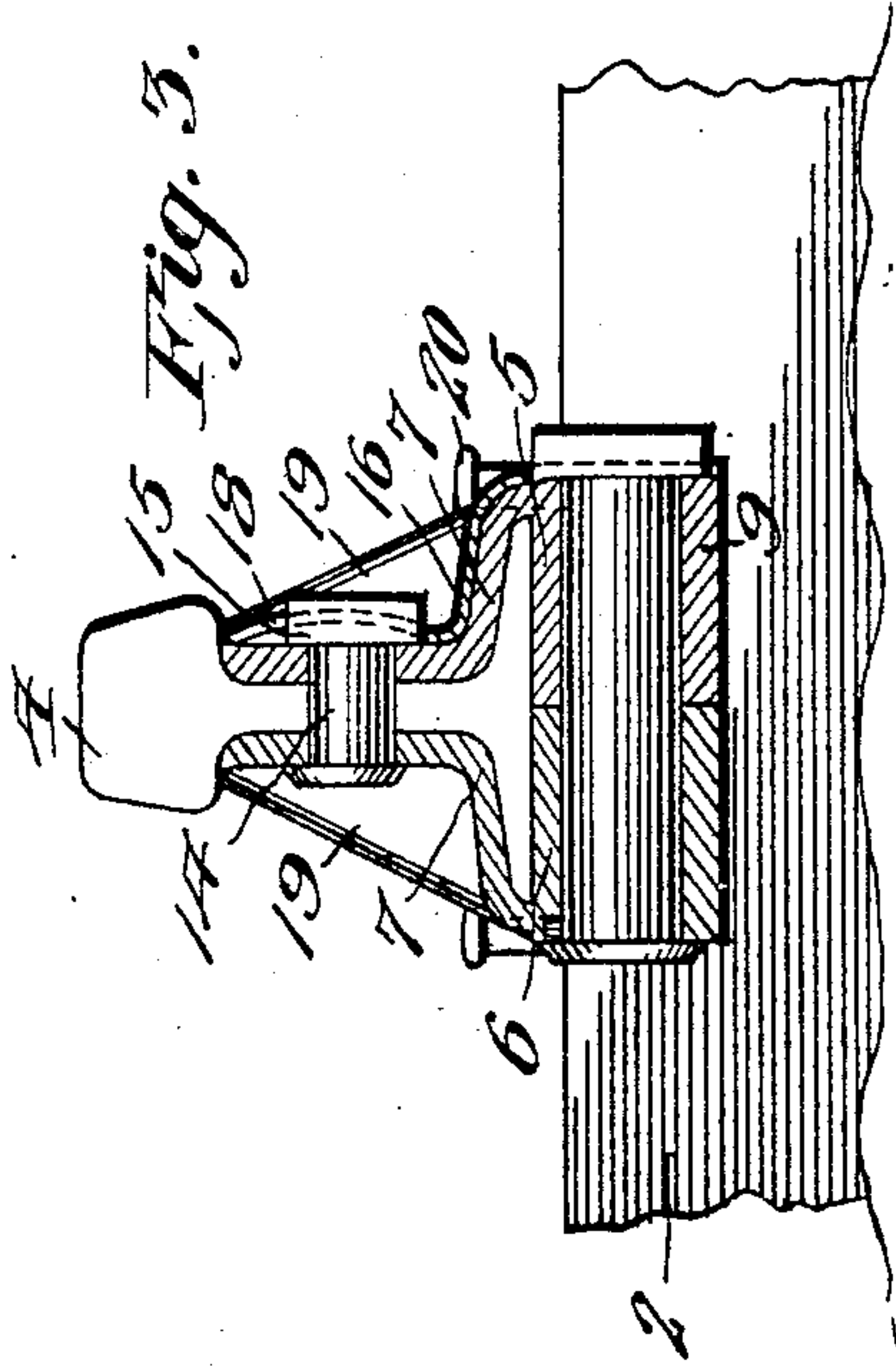
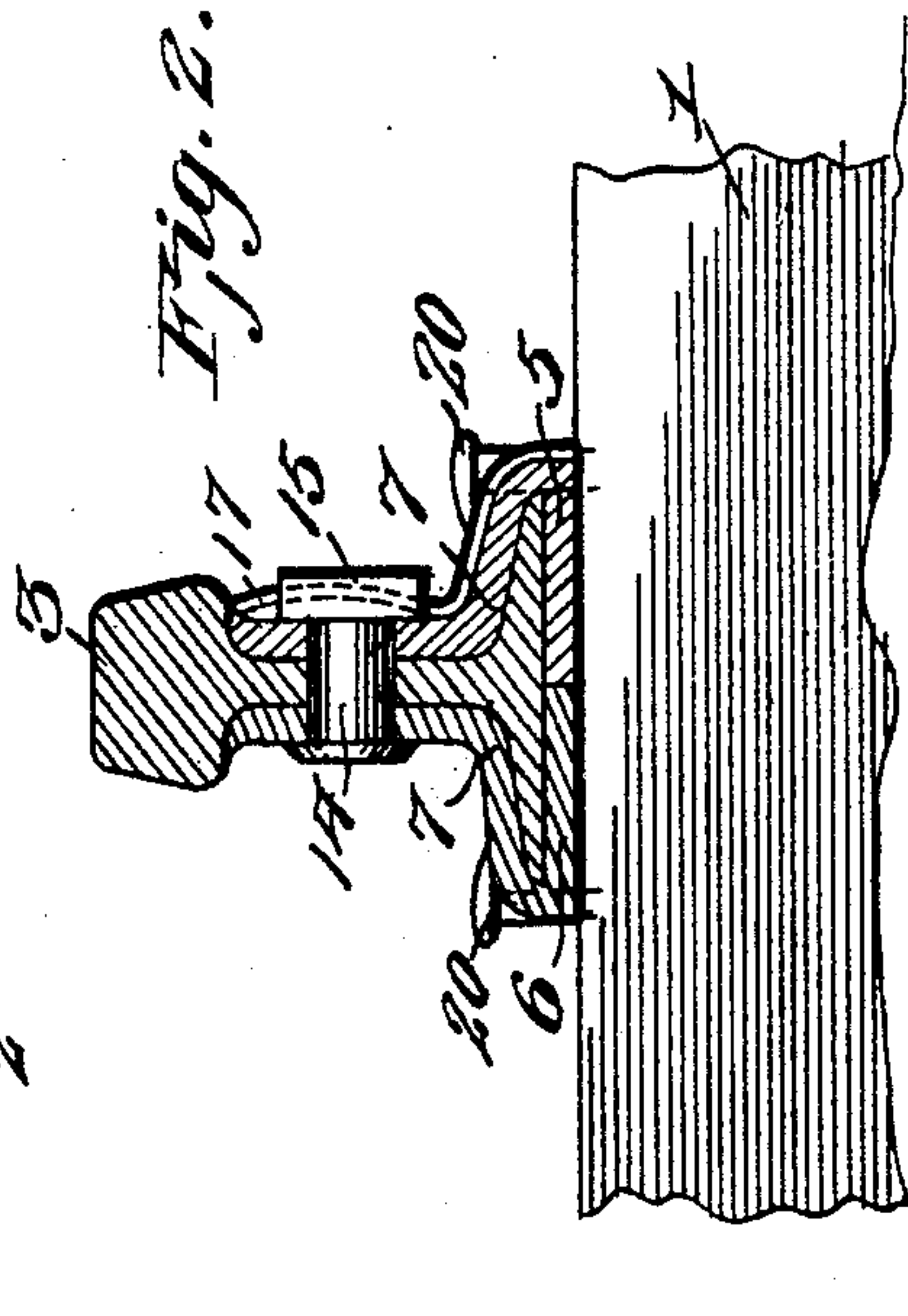


Fig. 2.



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RAIL-JOINT.

No. 795,708.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILLIAM P. KLINGER, a citizen of the United States of America, residing at Tower City, in the county of Schuylkill and State of Pennsylvania, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to rail-joints.

The objects of the invention are to improve and simplify the construction of such joints; furthermore, to increase their strength and durability.

With the foregoing and other objects in view, which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed as a practical embodiment thereof.

In the accompanying drawings, forming part of this specification, Figure 1 is a side elevation of a rail-joint constructed in accordance with the invention. Fig. 2 is a section on the line 2 2 of Fig. 1. Fig. 3 is a section on the line 3 3 of Fig. 1.

Like reference-numerals indicate corresponding parts in the different figures of the drawings.

The reference-numerals 1 and 2 indicate rail-ties, and 3 and 4 indicate the rails. Arranged upon opposite sides of the rails 3 and 4 is a pair of clamping members 5 and 6, which fit beneath the rails. Each of the clamping members 5 and 6 is formed with an upwardly-extending wing, such as 7, which is shaped in such manner as to cover the base and web portions of the rails. Each of the clamping members 5 and 6 is formed on its lower surface with a plurality of depending bolt-casings 8 9 10. (Indicated by the dotted lines in Fig. 1.) Extending through the bolt-casings of the two clamping members are a plurality of clamping-bolts 11, having nuts 12.

Extending through the wings 7 of the two clamping members 5 and 6 and through the web portions of the rails 3 and 4 are a number of fish-bolts 14, each having a nut 15.

Fitting against the wing 7 of the clamping member 5 is what I shall term for convenience a "locking-plate" 16, the function of which is to lock the nuts 12 and 15 against rotation. The plate 15 is formed in its upper edge with a downwardly-extending slot 17 adjacent to each of the nuts 15, said plate being also formed in its lower edge with an

upwardly-extending slot adjacent to each of the nuts 12.

If desired, the locking-plate 16 and the wing 7 of the clamping member 6 may be provided with integral braces 19 to render the same strong and rigid.

The locking-plate 16 is held in position upon the wing 7 of the clamping member 5 by means of the spikes 20, it being apparent from Fig. 1 that the lower edge of the locking-plate 16 is cut away at each end, so that the same will fit the rail-ties 1 and 2.

The improved rail-joint of this invention is strong, simple, durable, and inexpensive in construction, as well as thoroughly efficient in use.

Changes in the precise embodiment of invention illustrated and described may be made within the scope of the following claims without departing from the spirit of the invention or sacrificing any of its advantages.

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

1. A rail-joint comprising a pair of rails, a pair of clamping members fitted beneath the rails, and each having an upwardly-extending wing covering the base and web portions of the rails, depending bolt-casings on said clamping members, clamping-bolts extending through the bolt-casings, fish-bolts extending through the wings of the clamping members and through the web portions of the rails, and a locking-plate fitted to the rail-joint and having slots to receive the nuts of the clamping-bolts, and fish-bolts.

2. A rail-joint comprising a pair of rails, a pair of clamping members fitted beneath the rails, each having an upwardly-extending wing covering the base and web portions of the rails, depending bolt-casings on the clamping members, clamping-bolts extending through the wings of the clamping members and through the web portions on the rails, and a locking-plate fitted to the rail-joint and having upwardly-extending slots in its lower edge to receive the nuts on the clamping-bolts, and downwardly-extending slots in its upper edge to receive the nuts on the fish-bolts.

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

WILLIAM P. KLINGER.

Witnesses:

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ELSIE HENRY.