

W. SMITH.
RAILWAY RAIL JOINT.
APPLICATION FILED APR. 24, 1905.

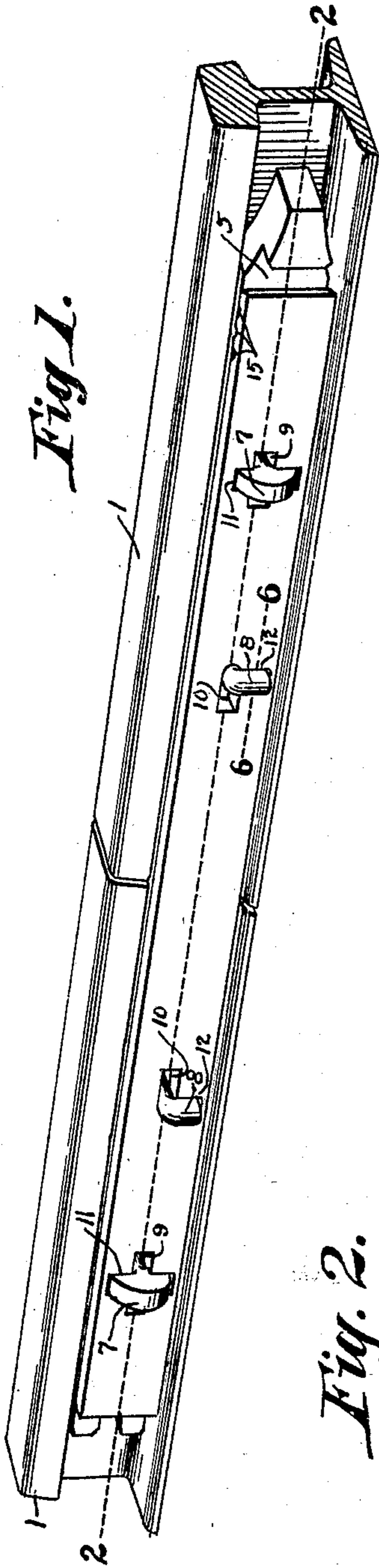


Fig. 1.

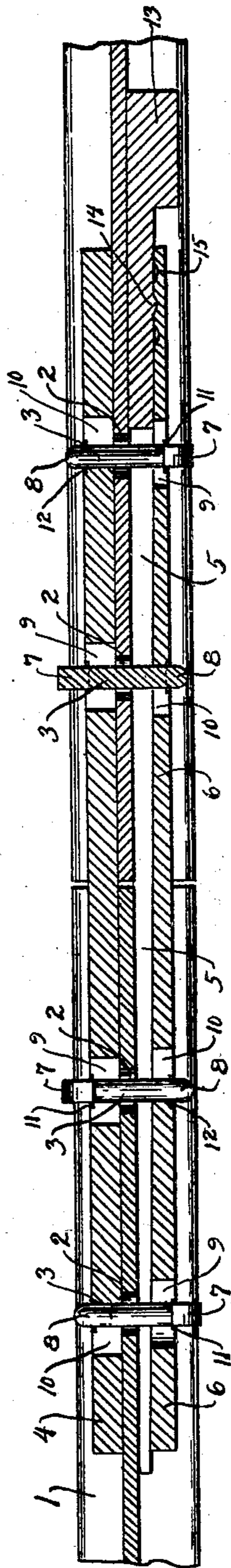


Fig. 2.

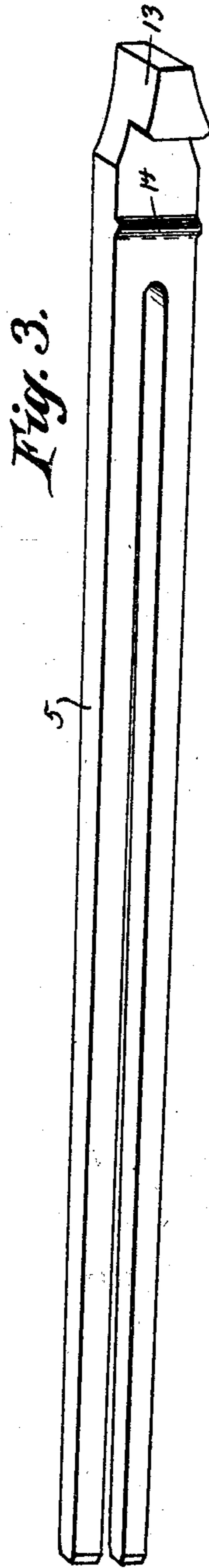


Fig. 3.

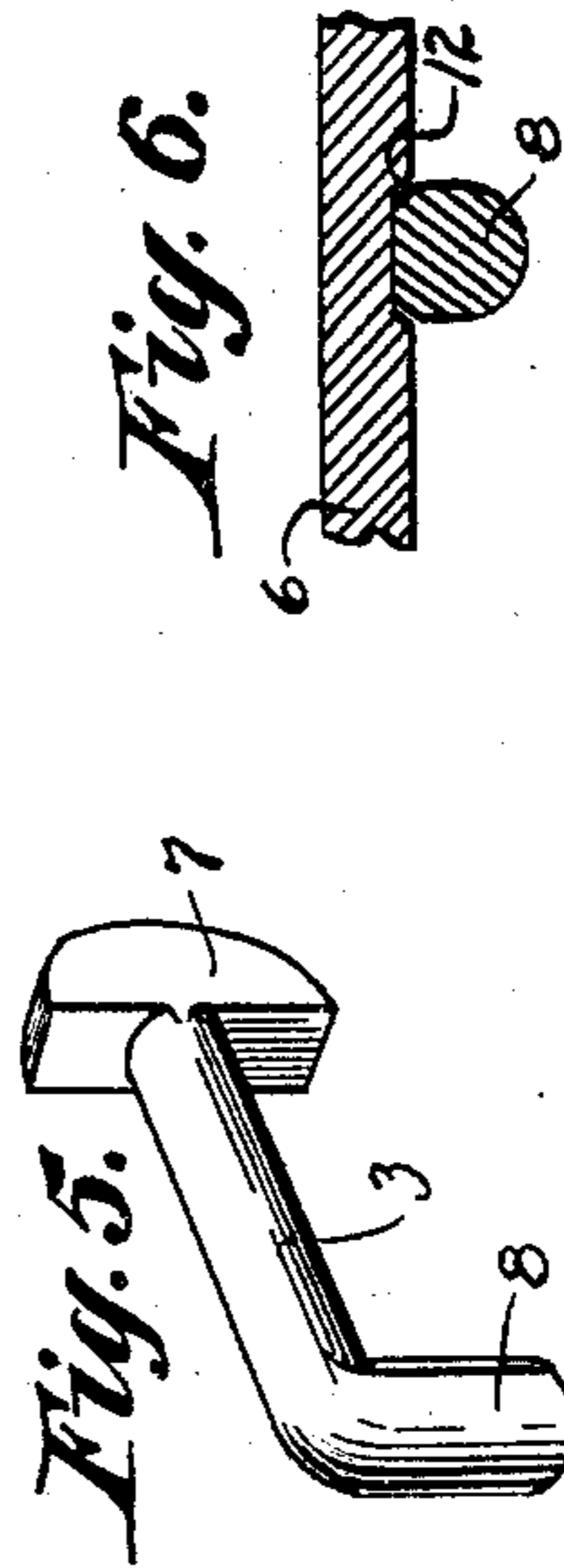


Fig. 4.

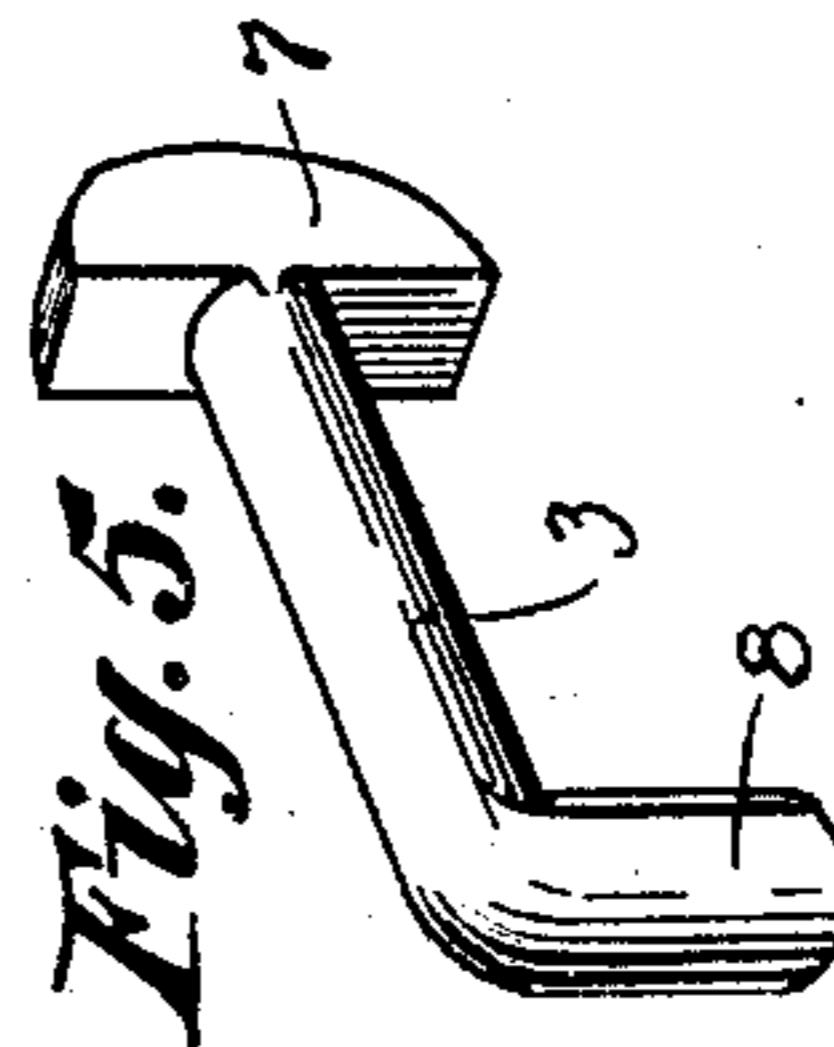


Fig. 5.



Fig. 6.

WITNESSES

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WESLEY SMITH, OF PIERCE, OHIO, ASSIGNOR OF ONE-HALF TO GEORGE WALKER, OF PIERCE, OHIO.

RAILWAY-RAIL JOINT.

No. 795,941.

Specification of Letters Patent.

Patented Aug. 1, 1905.

Application filed April 24, 1905. Serial No. 257,134.

To all whom it may concern:

Be it known that I, WESLEY SMITH, a citizen of the United States, residing at Pierce, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Railway-Rail Joints; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, and to the numerals of reference marked thereon, in which—

Figure 1 is a view showing two adjacent ends of a railway-rail joined together. Fig. 2 is a longitudinal section on line 2 2, Fig. 1. Fig. 3 is a detached view of the slotted key. Fig. 4 is a view showing a portion of one of the side plates. Fig. 5 is a detached view of one of the connecting-bolts. Fig. 6 is a view taken on line 6 6, Fig. 1.

The present invention has relation to railway-rail joints; and it consists in the novel construction and arrangement hereinafter described, and particularly pointed out in the claim.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

In the accompanying drawings, 1 represents the railway-rails, which are of usual construction, and the vertical webs, provided with the bolt-apertures 2, which are of the usual formation, through which apertures the various clamping-bolts 3 are passed. Adjacent the vertical webs and upon one side of said webs is located the plate 4, and adjacent the opposite vertical faces of the railway-rails is connected the slotted wedged key 5, and upon the outer face of the slotted wedged key is located the plate 6, said key and plates 4 and 6 spanning the joint of the railway-rails.

In use the parts are assembled substantially as illustrated in the drawings, the various bolts being passed through the plates, the vertical webs, and the slotted key.

The bolts 3 are each provided upon one of their ends with the heads 7 and upon their opposite ends with the right-angled portions 8.

In assembling the various parts the bolts 3 are placed through the bolt-apertures 2, after which the side plates 4 and 6 are placed in position, the heads 7 passed through the horizontal slots 9, and the right-angled portions 8 through the horizontal slots 10, after which the bolts are given a quarter-turn, thereby setting the heads 7 in the vertical recesses 11,

and the right-angled portions 8 seated in the vertical recesses 12, by which arrangement the bolts are brought into position to hold the various parts designed to be clamped between the heads 7 and the right-angled portions 8. The bolts 3 are formed of such a length that when the various plates are brought into position there will be room between one face of the vertical webs and the inner face of one of the plates to insert the slotted key 5, and by moving the key endwise the various parts will be brought into close contact with each other and securely clamped.

For the purpose of providing a means for driving the key 5 it is provided with the head 13, which head is so formed that the key can be driven in either direction, thereby providing a means for removing said key, if desired. For the purpose of preventing the key from becoming loosened it is provided upon one of its faces with the rib 14, which rib is seated in one of the grooves 15, formed upon the inner face of the plate 6.

It will be understood that there will be no screw-threaded bolts employed and of course no nuts, thereby removing the annoyance in railway-joints of threaded bolts and at the same time providing a railway-joint that will be easily constructed and well adapted for the purpose designed. Another advantage is that the parts can be easily assembled and quickly disassembled, thereby providing an easy means for the laying of new track-rails and joining them together or removing old track-rails and substituting new ones.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a railway-rail joint railway-rails, plates provided with slots, recesses formed in the plates and adjacent the slots, bolts provided with heads and right-angled portions, and a slotted key located between the inner face of one of the plates and the faces of the vertical webs of the railway-rails, and means for preventing end movement of the key when seated, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

WESLEY SMITH.

Witnesses:

J. R. SCHELLHASE,
F. W. BOND.