

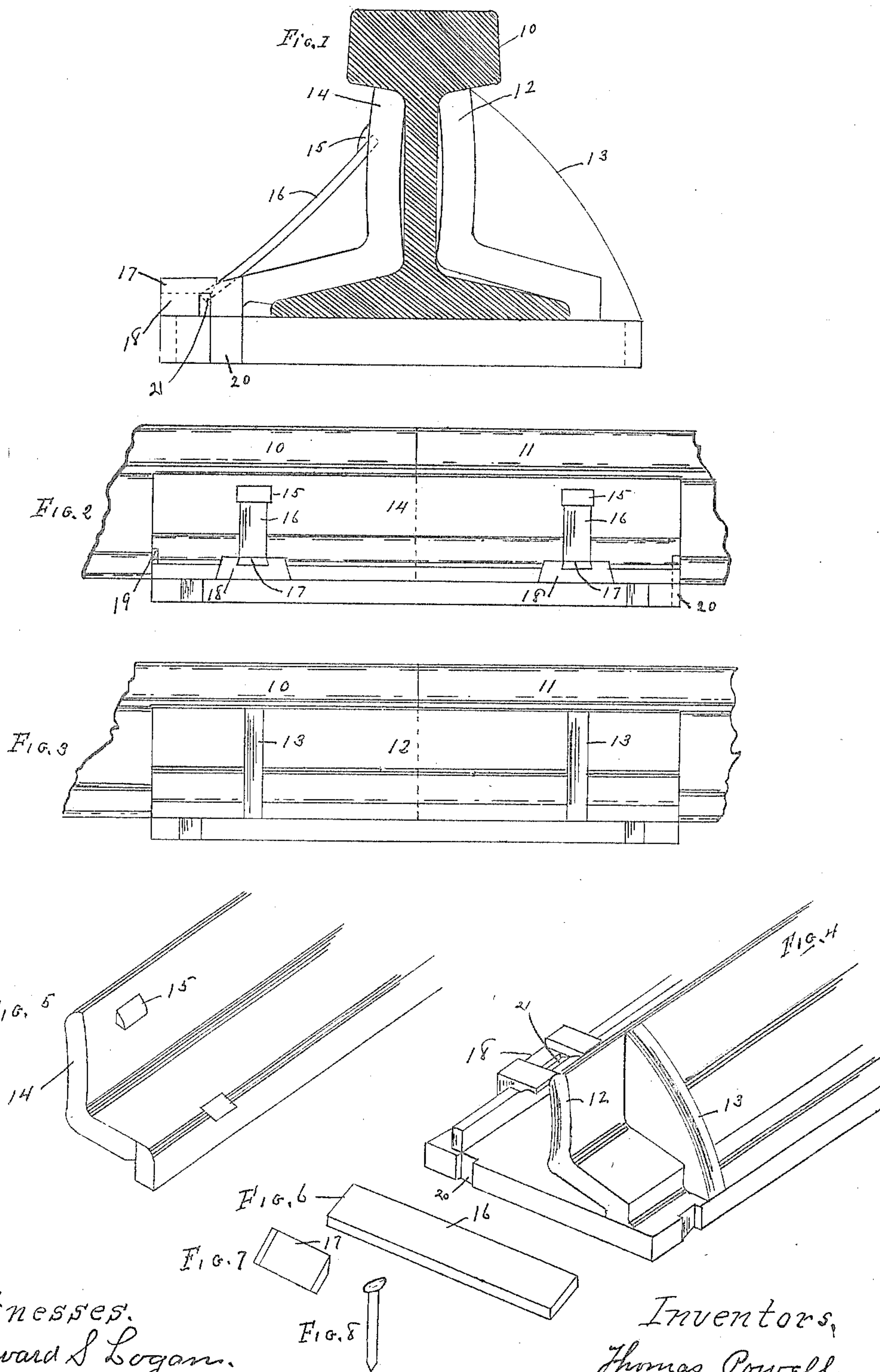
No. 804,550.

PATENTED NOV. 14, 1905.

T. POWELL & O. W. LOGAN.

RAILWAY RAIL JOINT.

APPLICATION FILED FEB. 15, 1905.



Witnesses.
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UNITED STATES PATENT OFFICE.

THOMAS POWELL AND OSCAR W. LOGAN, OF PITTSBURG, PENNSYLVANIA.

RAILWAY-RAIL JOINT.

No. 804,550.

Specification of Letters Patent.

Patented Nov. 14, 1905.

Application filed February 15, 1905, Serial No. 245,782.

To all whom it may concern:

Be it known that we, THOMAS POWELL, residing at 5230 Holmes street, and OSCAR W. LOGAN, residing at 5202 Duncan street, Pittsburgh, in the county of Allegheny and State of Pennsylvania, citizens of the United States, have invented a new and useful Railway-Rail Joint, of which the following is a specification.

The object of our invention is to prevent the usual jarring or concussion by the trains passing over the rail ends and to hold the rails firmly without nuts or bolts.

Figure 1 is the end elevation of the joint and a transverse section of the rail. Fig. 2 is a side elevation from outside the rail, and Fig. 3 is a side elevation from inside the rail. Fig. 4 is a perspective view of a portion of the clamp-rest plate. Fig. 5 is a perspective view of a portion of the lock-plate. Fig. 6 is a perspective view of the steel spring. Fig. 7 is a perspective view of the dovetailed wedge. Fig. 8 is a spike, and its object will be hereinafter explained.

The adjacent rail ends are denoted by the characters 10 11. Upon one side of the rail, preferably upon the inner side, is a clamp-rest plate 12, having brackets 13 to strengthen the back of said plate. Disposed upon the opposite side of the vertical webs of the rails is an opposing lock-plate 14, having lugs 15 with recesses, as shown by dotted lines in Figs. 1, 2, 5. Its object is to form a rest for the upper ends of springs 16. Springs 16 are to firmly hold the lock-plate 14 against the vertical webs of the rails. The dovetailed wedges 17 are to cover the lower ends of springs 16 to keep them in position. On clamp-rest plate

12 are spring-rests 18, which are to firmly support the lower ends of spring 16. On the left end of said plate is a lug 19 to prevent the lock-plate 14 from going beyond the desired position. The recess 20 is to retain a spike in order to keep the lock-plate 14 in the required position. The recesses 21 are to retain the lower ends of springs 16. The dotted lines on the left and right sides of Fig. 1 denote recesses for spikes.

After the joint is placed in position spikes, Fig. 8, are to be driven in the ties, the heads of said spikes holding dovetailed wedges 17 firmly in position.

We do not desire to be limited to the precise construction herein detailed, as other forms may be devised while still retaining the spirit of our invention.

Having thus described the invention, what we claim is—

In a railway-rail joint the combination with the adjacent ends of the rails having a lock-plate, which holds the rail ends firmly together, of a clamp-rest plate, springs secured in recesses in the lock-plate, a dovetailed wedge which holds the springs firmly in place, and lugs on the lock-plate with recesses which hold the upper ends of the springs in place, substantially as specified.

In testimony that we claim the foregoing as our own we have hereto affixed our signatures in the presence of two witnesses.

THOMAS POWELL.
OSCAR W. LOGAN.

Witnesses:

EDWARD S. LOGAN,
WILLIAM T. BASKIN.