

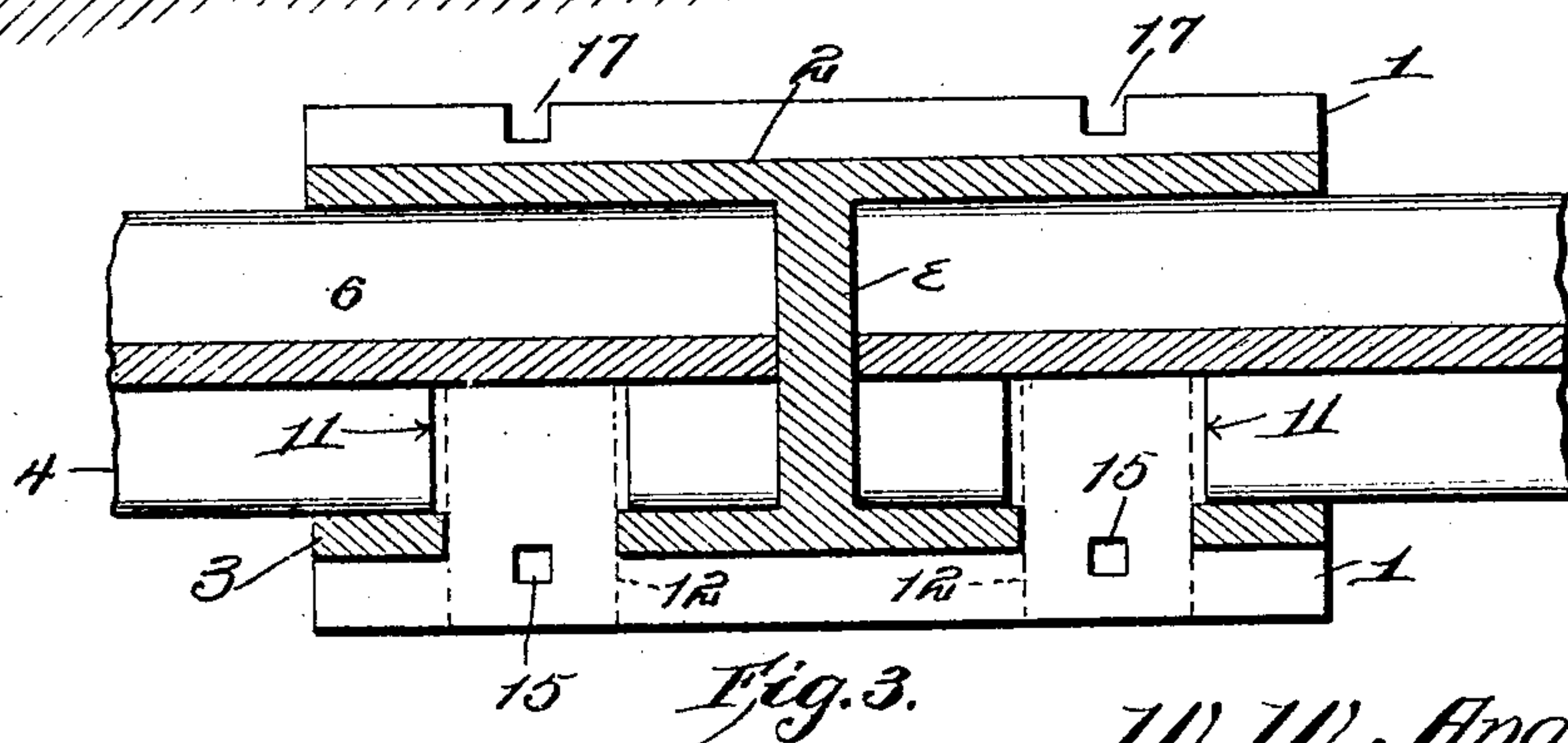
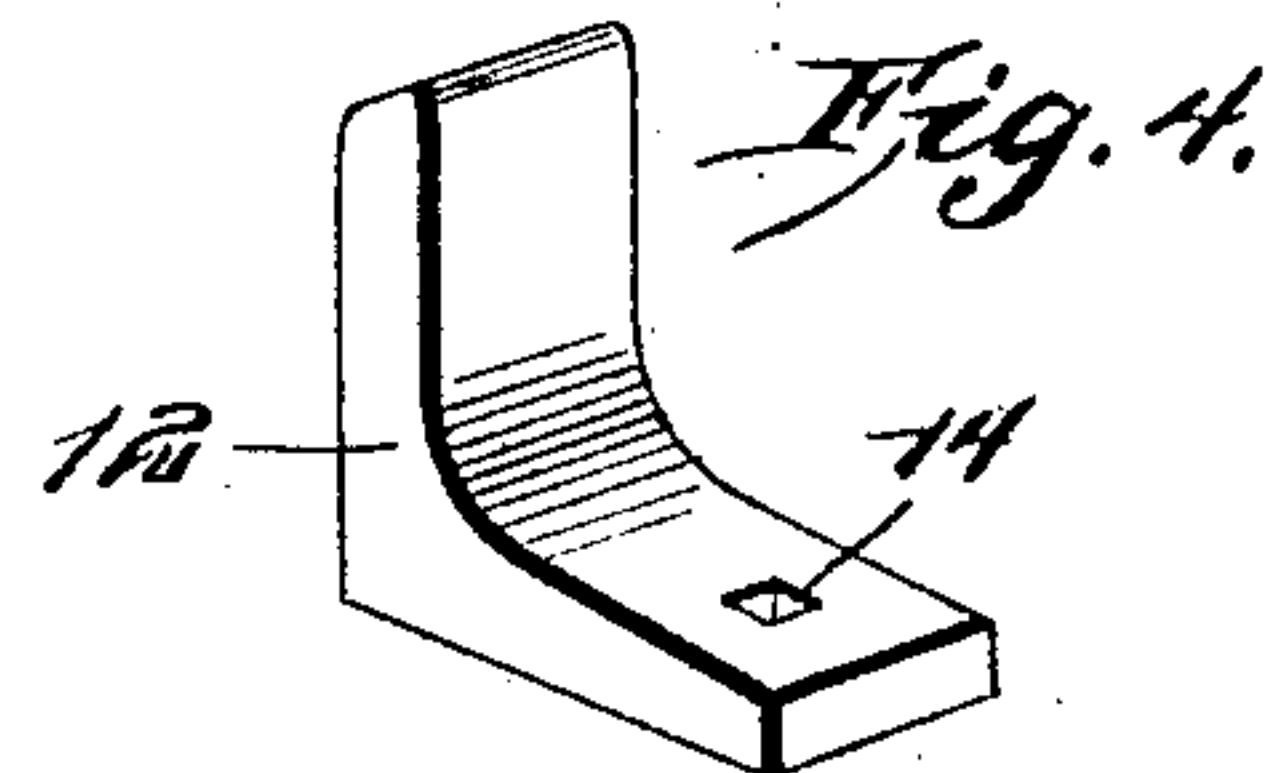
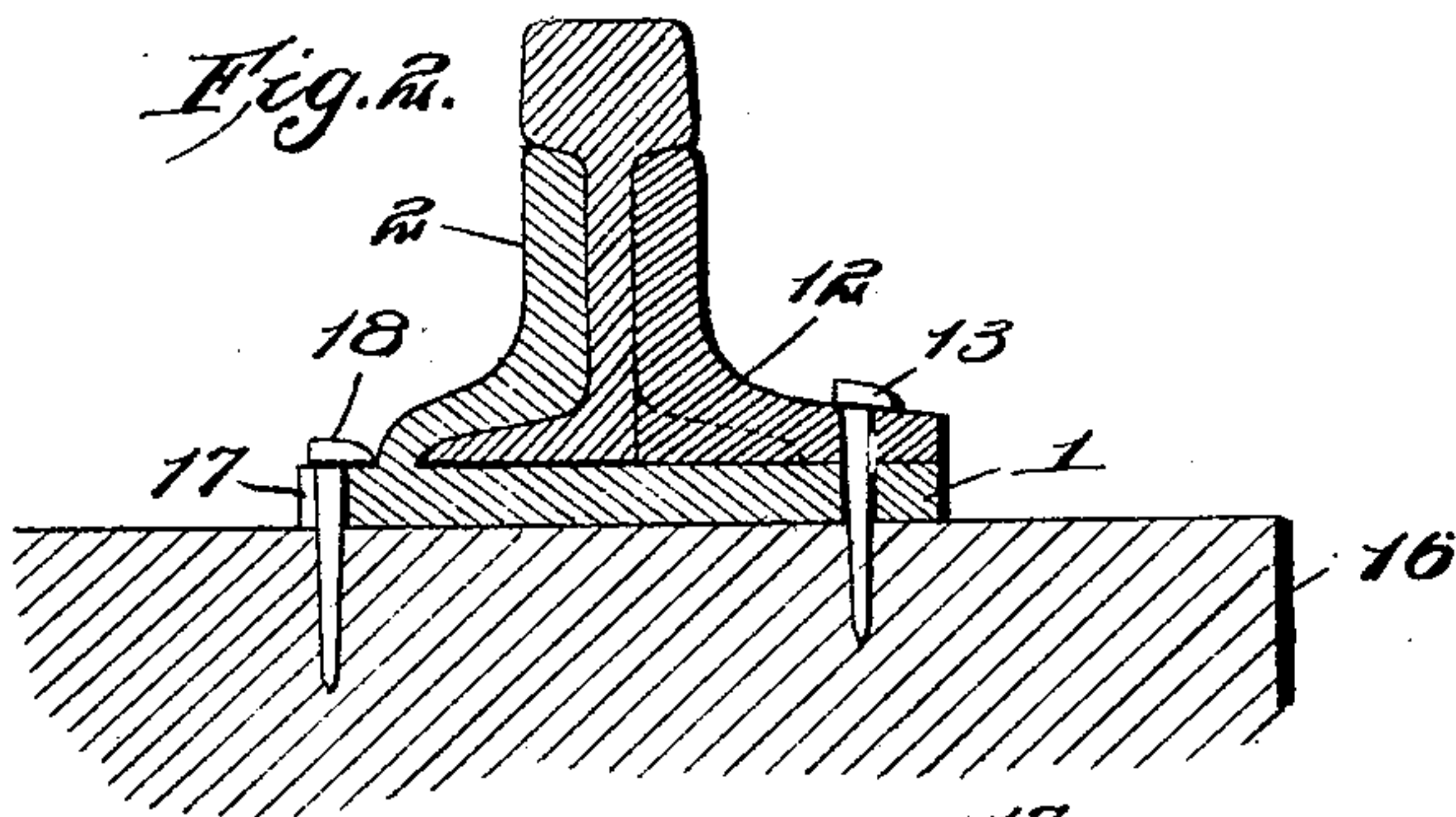
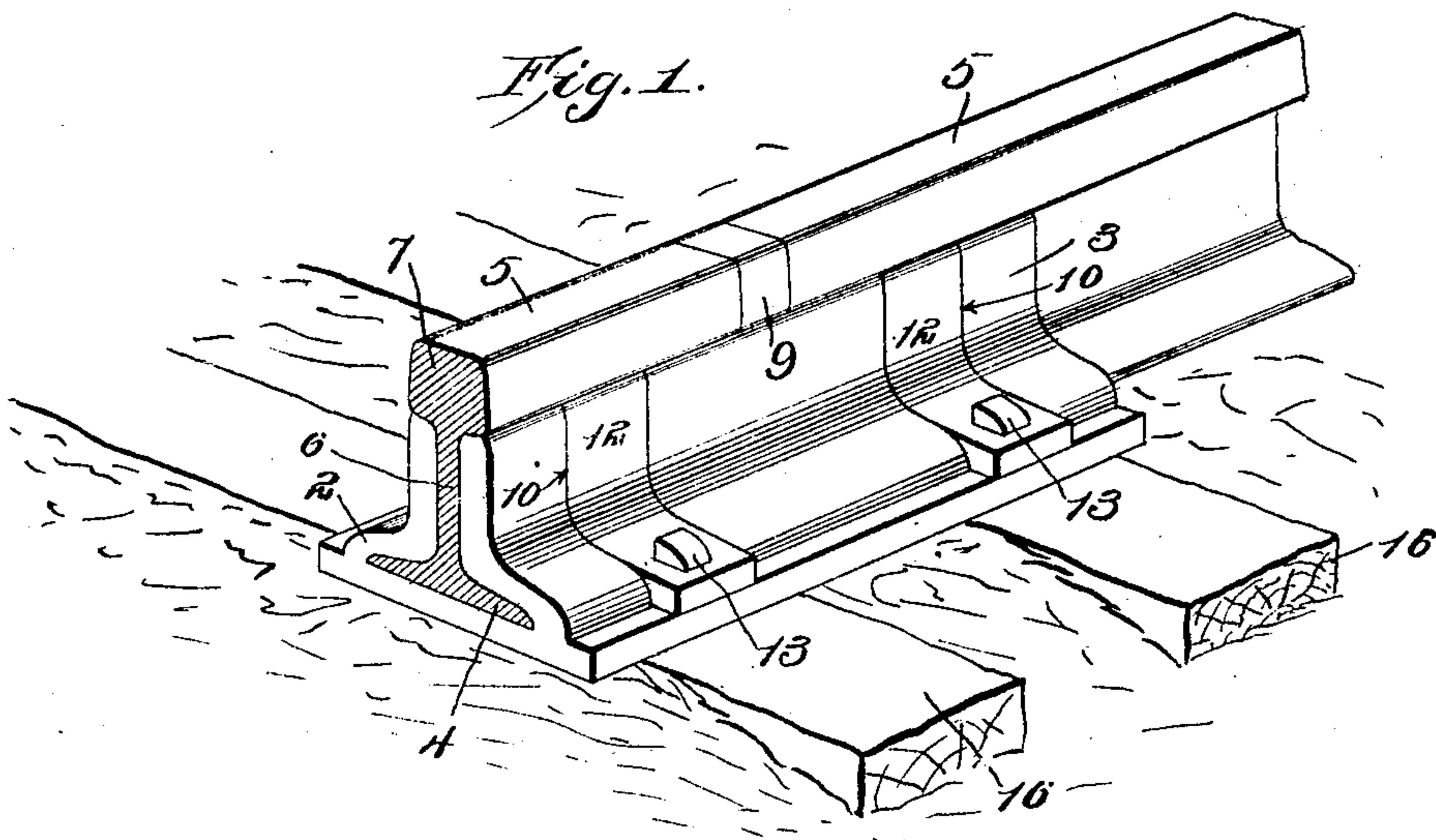
No. 810,598.

PATENTED JAN. 23, 1906.

W. W. ANGLIN.

RAIL JOINT.

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Witnesses

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RAIL-JOINT.

No. 810,598.

Specification of Letters Patent.

Patented Jan. 23, 1906.

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To all whom it may concern:

Be it known that I, WALLACE W. ANGLIN, a citizen of the United States, residing at Buffalo, in the county of Dallas and State of Missouri, have invented certain new and useful Improvements in Rail-Joints; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to rail-joints; and its object is to provide a combined chair and joint which will securely hold rails in proper relation to each other without employing any bolts or other similar devices such as ordinarily utilized.

A still further object is to provide a joint which will prevent the rails from sagging and which will practically prevent car-wheels from pounding when passing over the rail ends.

With the above and other objects in view the invention consists of a chair comprising a base and side flanges, said flanges being so shaped as to overlap the base-flanges of the rails and abut against the webs and the lower faces of the heads of the rails. Each rail has a recess formed in one side by cutting away a portion of its base-flange, and when the rails are in proper position within the chair these recesses will register with slots formed within the flanges of the chair. Holding-blocks are adapted to be seated within these slots and recesses so as to prevent longitudinal movement of the rails, and these blocks will be held in place by any suitable means, said means, however, being free of strain at all times. The chair is provided with an intermediate partition which is integral therewith and which projects between the rail ends and is shaped to conform to the contour of the rail-heads.

The invention also consists of certain other novel features of construction and combination of parts which will hereinafter be more fully described, and pointed out in the claims.

In the accompanying drawings I have shown the preferred form of my invention.

In said drawings, Figure 1 is a perspective view showing my improved rail-joint. Fig. 2 is a transverse section therethrough. Fig. 3 is a horizontal section through the lower portions of the side flanges of the chair and through the webs of the rails, the holding-

blocks being removed from the slots provided for them, but their positions being shown by dotted lines; and Fig. 4 is a perspective view of one of the holding-blocks.

Referring to the figures by numerals of reference, 1 is a base having flanges 2 and 3 thereon and integral therewith, said flanges being parallel with the side edges of the base, but located a short distance therefrom. The flanges are curved inwardly and then extend upwardly, so as to overlap the base-flanges of rails 5 and to contact with the webs 6 and the lower faces of the heads 7, said flanges thereby holding the rails firmly against lateral movement and preventing them from rattling. A partition 8 connects the side flanges 2 and 3 at the centers thereof and has an integral extension 9 at the top thereof which conforms in contour with the rail-heads 7 and is adapted to be contacted by the wheels of the car passing over the rails. The side flange 3 has slots 10 disposed vertically therein and extending from one edge to the other of the flange, and these slots are preferably located adjacent the flange ends. The base-flanges 4, which are overlapped by flange 3 of the joint, are cut away, as shown at 11, to form recesses which are adapted to register with the slots 10 when rails are inserted between the flanges 2 and 3 at opposite sides of partition 8. These recesses 11 are slightly longer than the width of slots 10, so as to allow for a certain amount of longitudinal movement of the rails, due to the action of heat and cold. The slots and recesses 10 and 11 are adapted to receive holding-blocks 12, which fit snugly upon the base 1 within slots 10 and recesses 11 and to press against the webs 6 of the rails. These blocks are preferably held in place by spikes 13, which extend through apertures 14 in the blocks and through registering apertures 15, formed within the base 1. Said spikes not only serve to hold the blocks in place, but also constitute fastening means for securing the joint to the tie 16. Notches 17 are formed within the opposite edge of the base 1 for the reception of additional securing-spikes 18.

It will be seen that this joint securely binds the rails together so as to prevent them from separating, and all the strain is received by the flanges 2 and 3 and by the holding-blocks inserted into the flange 3. The securing-spikes 13 receive absolutely no strain, due

to the vibration of or pressure exerted upon the rails, and as there are no bolts to become displaced the joint will hold the rails in proper relation indefinitely. Moreover, as the
5 flanges 2 and 3 grip firmly upon the rails said rails cannot sag at their ends, but are firmly supported, and by projecting the extension 9 between the rail-heads the car-wheels passing over the rail ends will not pound.

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

1. In a rail-joint the combination with a base having integral flanges thereon, one of
15 said flanges having slots therein; of rails interposed between the flanges and upon the base, the base-flanges of said rails being overlapped by the flanges on the base and said base-flanges having recesses registering with
20 the slots, and holding-blocks secured within the slots and recesses.

2. In a rail-joint the combination with a base and means integral with the base for engaging opposite faces of rails, one of said
25 means having slots therein; of rails disposed between the flanges and upon the base and having recesses therein registering with the slots, and means secured within the slots and

recesses for holding the rails against longitudinal movement. 30

3. A rail-joint comprising a base, integral rail-engaging flanges on the base, one of said flanges having slots therein extending from top to bottom thereof, and locking-blocks adapted to be seated and secured within the
35 slots and to engage recesses in rails between the flanges.

4. A rail-joint comprising a base, rail-engaging flanges integral with and extending from the base, one of said flanges having slots
40 extending from top to bottom thereof, locking-blocks detachably mounted and fitting snugly within the slots and adapted to be seated within recesses in base-flanges of rails within the joint, and a partition connecting
45 the flanges on the base, said partition having an extension adapted to rest between and conforming in contour to the heads of rails.

In testimony whereof I have signed my name to this specification in the presence of
50 two subscribing witnesses.

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