

No. 828,735.

PATENTED AUG. 14, 1906.

W. GEORGE.
RAIL JOINT.

APPLICATION FILED OCT. 10, 1905.

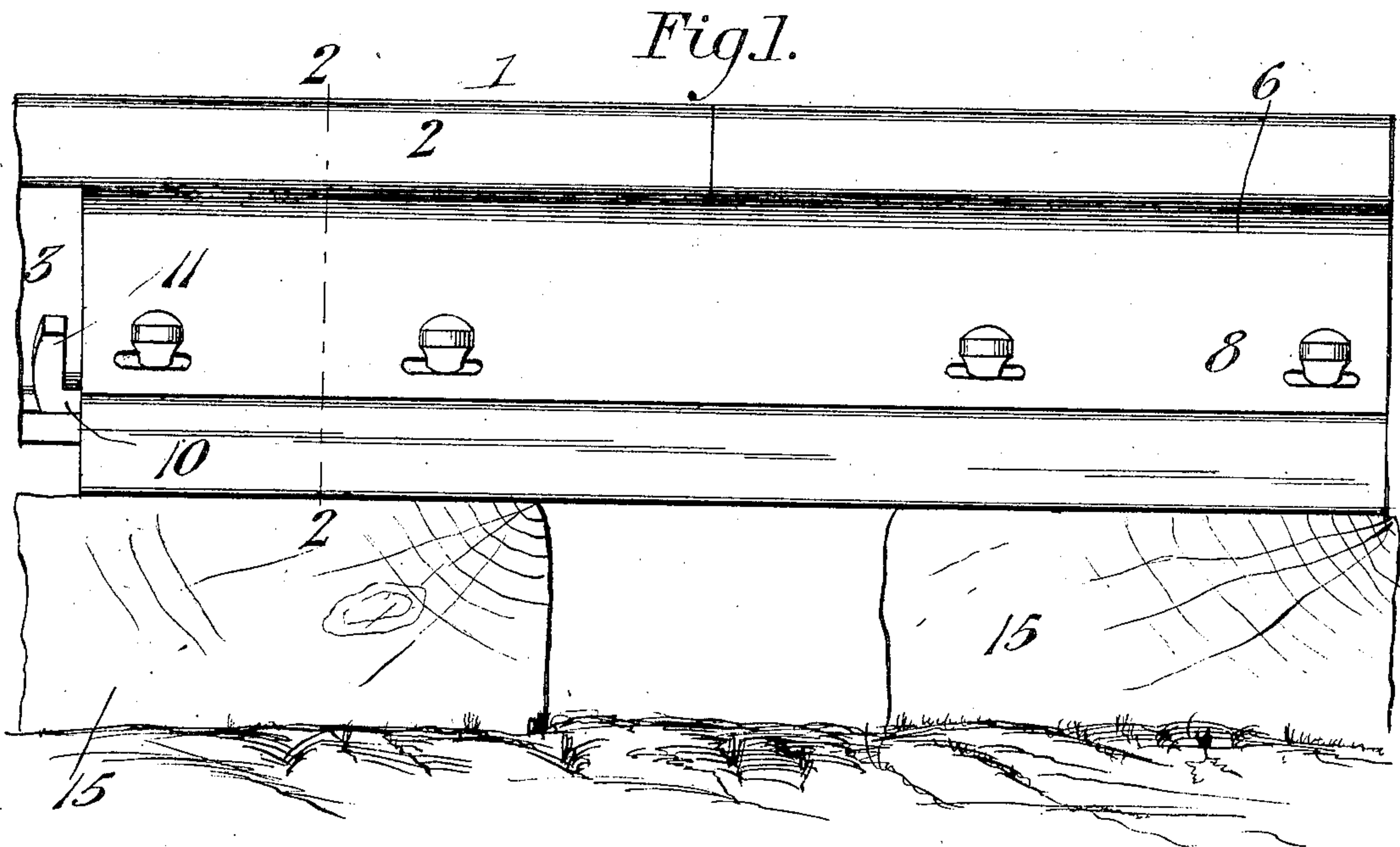


Fig. 2.

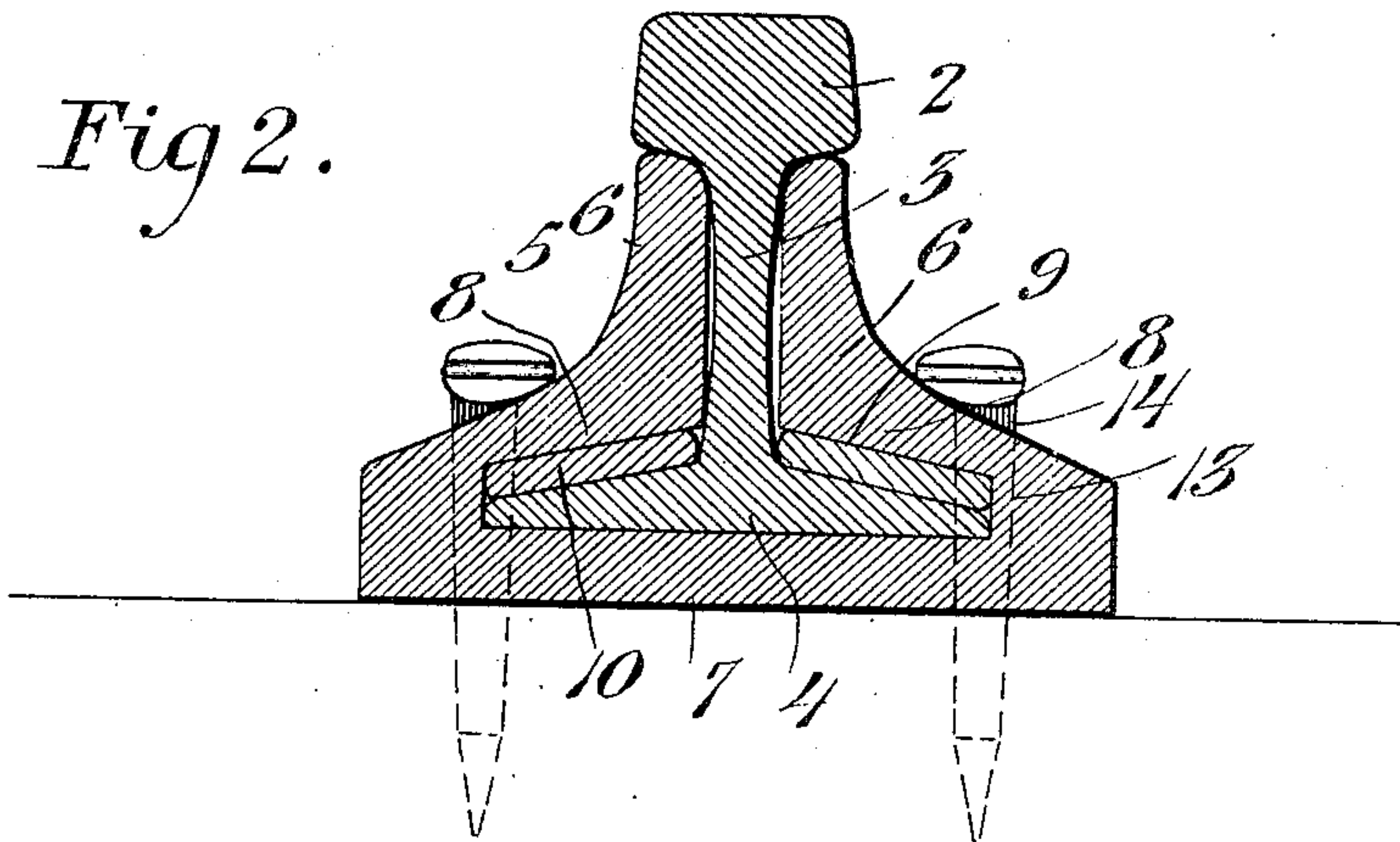
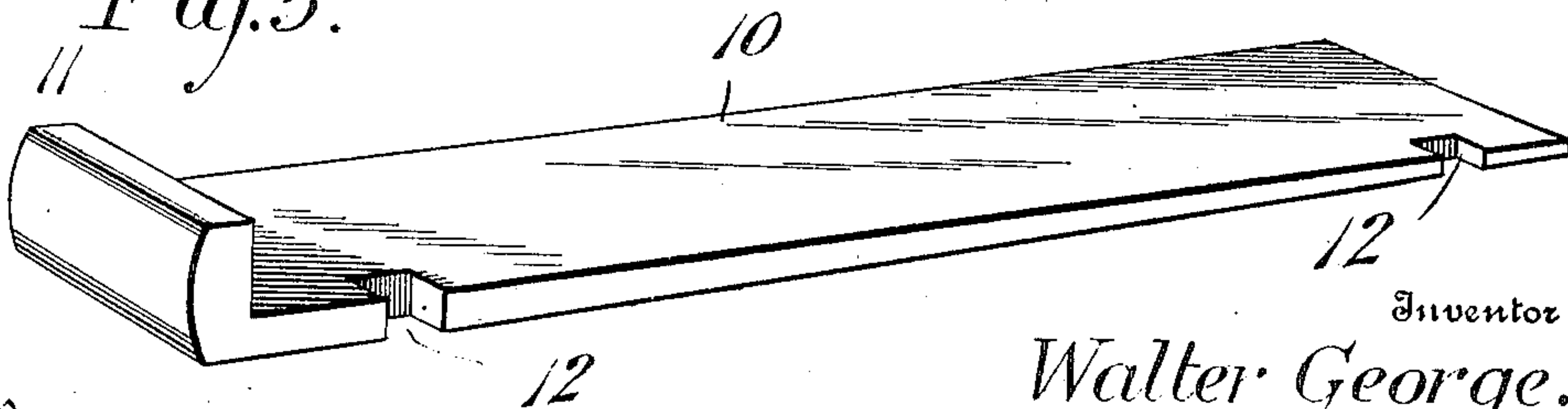


Fig. 3.



Witnesses

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WALTER GEORGE, OF HOLLIDAYSBURG, PENNSYLVANIA.

RAIL-JOINT.

No. 828,735.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WALTER GEORGE, a citizen of the United States of America, residing at Hollidaysburg, in the county of Blair 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, and has for its objects to produce a comparatively simple inexpensive device of this character whereby the meeting ends of a pair of rail-sections will be firmly securely connected, one in which relative vertical movement of the ends of the sections will be prevented, thus obviating pounding of the rails, and one wherein the rails will be securely fixed within the splicing member, and this without the employment of transverse bolts.

With these and other objects in view the invention comprises the novel features of construction and combination of parts more fully hereinafter described.

In the accompanying drawings, Figure 1 is a side elevation of a rail-joint embodying the invention. Fig. 2 is a vertical transverse section taken on the line 2 2 of Fig. 1. Fig. 3 is a perspective view of one of the locking members or wedges.

Referring to the drawings, 1 1 designate rail-sections of usual construction and each comprising a head 2, a web 3, and a base 4, these sections being adapted for assemblage in endwise relation, as seen in Fig. 1.

For connecting the meeting ends of the sections 1 I employ a splicing member or bar 5, formed in one piece and comprising vertical side portions 6, adapted to engage upon opposite sides of the webs 3, a base portion 7, designed to lie beneath the base 4, and substantially horizontal portions 8, which overlie the upper faces of the base 4, said portions 8 being spaced above the base portion 7 sufficiently to form spaces 9 above the base of the rail for the reception of locking members or wedges 10. The wedges 10, which are identical in construction and operation, are, as seen in Fig. 3, each tapered throughout its entire length from its front to its rear end, at which latter it is terminated in an upturned engaging portion or flange 11, constituting a head, there being formed in the normally outer edge of the wedge and at appropriately-spaced intervals notches or recesses 12, which register with openings 13, formed in the

member 5 for the reception of fastening members or spikes 14, to be driven in the underlying ties 15 for securing the rail in position thereon.

In practice the rail-sections are assembled in the splicing member 5 by relative longitudinal movement of the parts, after which the wedges 10 are inserted and driven home for locking the splicing member against movement relative to the rail, such movement being further prevented owing to the spikes 14 entering the notches or seats 12, as before stated and as will be readily understood. When it is desired to disconnect the parts, the spikes are drawn and the wedges driven longitudinally outward from the spaces or recesses 9, it being noted in this connection that in driving the wedges into and out of position within the spaces 9 the heads 11 are acted upon by the driving-tool or hammer.

From the foregoing it is apparent that I produce a simple device admirably adapted for the attainment of the ends in view, it being understood that minor changes in the details herein set forth may be resorted to without departing from the spirit of the invention.

Having thus fully described my invention, what I claim as new is—

In a device of the class described, a splicing member channeled longitudinally to receive a rail-section, said channel being of cross-sectional form corresponding to the web and base-flange of the rail and a wedge adapted for entrance longitudinally into the base portion of said channel above the base-flange of the rail, said wedge having its body portion disposed in a straight line throughout its entire length and its side faces gradually tapered from front to rear, the wedge being provided at its forward end with an upwardly-projecting engaging flange and at points adjacent its ends with laterally-opening recesses, and fastening members entered through the splicing member for securing the same and rail to an underlying tie, said fastening members being adapted to seat in the recesses for fixing the wedge against longitudinal movement.

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

WALTER GEORGE.

Witnesses:

ROBERT W. SMITH,
PHILIP FOX.