

No. 843,557.

PATENTED FEB. 5, 1907.

D. B. BOGARD.
RAIL JOINT.

APPLICATION FILED MAR. 20, 1906.

Fig. 1.

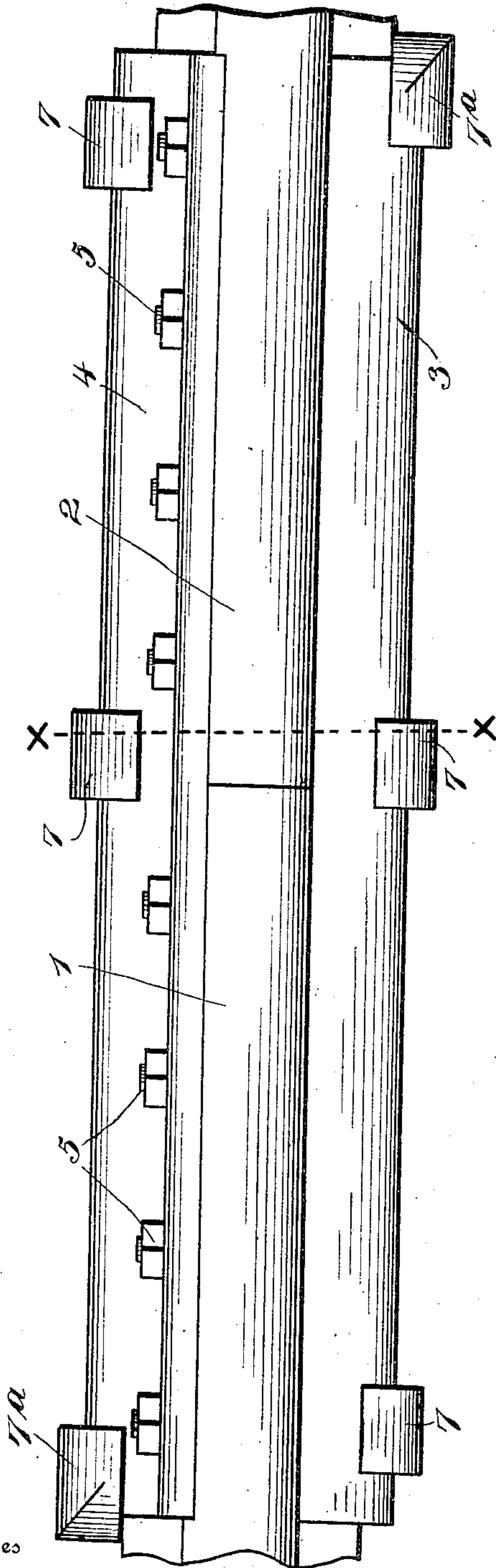
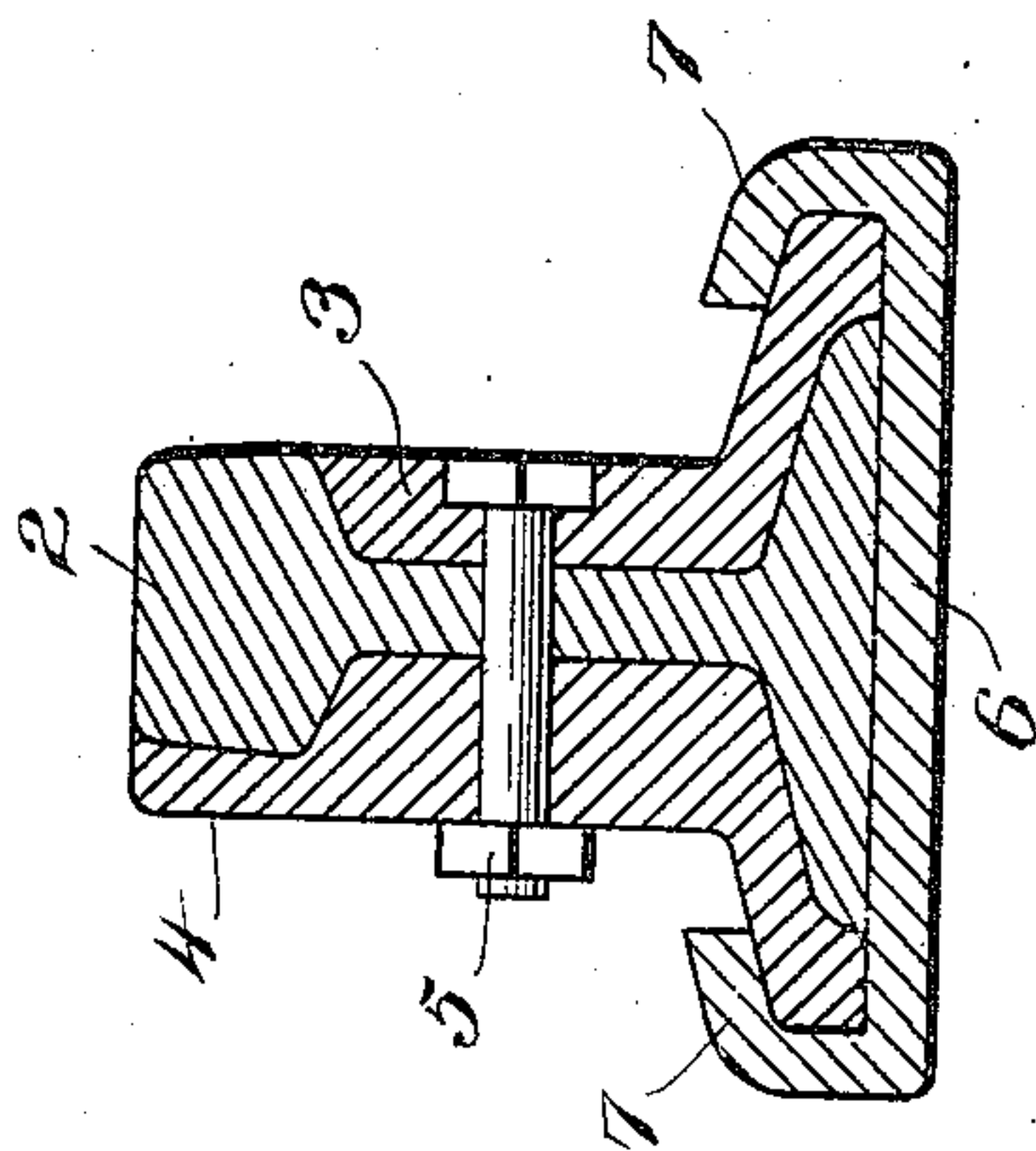


Fig. 2.



Witnesses

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DAVID B. BOGARD, OF CARTERVILLE, ILLINOIS.

RAIL-JOINT.

No. 843,557.

Specification of Letters Patent.

Patented Feb. 5, 1907.

Application filed March 20, 1906. Serial No. 307,083.

To all whom it may concern:

Be it known that I, DAVID B. BOGARD, a citizen of the United States, residing at Carterville, in the county of Williamson and State of Illinois, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention relates to rail-joints, and has for its object to provide a simple, durable, and inexpensive device of this class adapted to hold both ends of the rails forming a joint in perfect registration, whereby the usual jolt or jar caused by a car passing over the same will be greatly diminished.

With these and other objects in view the invention consists in the novel construction and arrangements of parts hereinafter described and shown, and particularly pointed out in the appended claim.

In the drawings forming part of this specification, and in which like numerals of reference designate corresponding parts, Figure 1 is a plan view of a rail-joint constructed in accordance with this invention. Fig. 2 is a transverse sectional view taken on line X X of Fig. 1.

Referring to the drawings, 1 and 2 designate the ends of the ordinary rails forming a joint, said rails having the usual tread, web, and base. My joint is provided with fish-plates 3 and 4 on opposite sides of the rail and are bolted together, as at 5, by the ordinary nut and bolt. The base of my rail-joint rests in a chair 6, which is provided with arms 7 on each side thereof. The arms 7 are adapted to engage the flanges of the plates 3 and 4, by

which said chair is held in place. At each end of the chair is a pocket 7^a, formed integral with said chair in like manner as the arms. It will be seen that either pocket prevents longitudinal movement of the chair in one direction, and the other pocket prevents said movement in the opposite direction. Also it will be apparent that the pockets 7^a perform a similar function as the arms 7.

The plate 4 extends up flush with the tread of the rail and serves as a bridge to the wheel passing over the joint and forms a continuous tread for said wheel. The upper portion of said plate 4 is recessed for the reception of the rail-tread, as will be readily understood. The plate 3, which is arranged on the side of the rail where the flange of the wheel passes, is not designed to extend flush with the tread of the rail and is countersunk where the head of the bolts engage said plate, so that this side of the rail is entirely smooth.

What I claim is—

The combination of a pair of rails, having fish-plates bolted thereto, said rails having a chair thereunder and provided with arms engaging said fish-plates, said chair having a device at one end, engaging the upper face, side and end of one fish-plate, whereby said chair is held against longitudinal movement in one direction, and a similar device at the other end whereby said chair is held against longitudinal movement in the opposite direction.

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

DAVID B. BOGARD.

Witnesses:

ELMER BEASLEY,
W. E. HINDMAN.