

No. 859,709.

PATENTED JULY 9, 1907.

C. W. WHITTLESEY.
RAIL JOINT.

APPLICATION FILED MAR. 25, 1907.

2 SHEETS—SHEET 1.

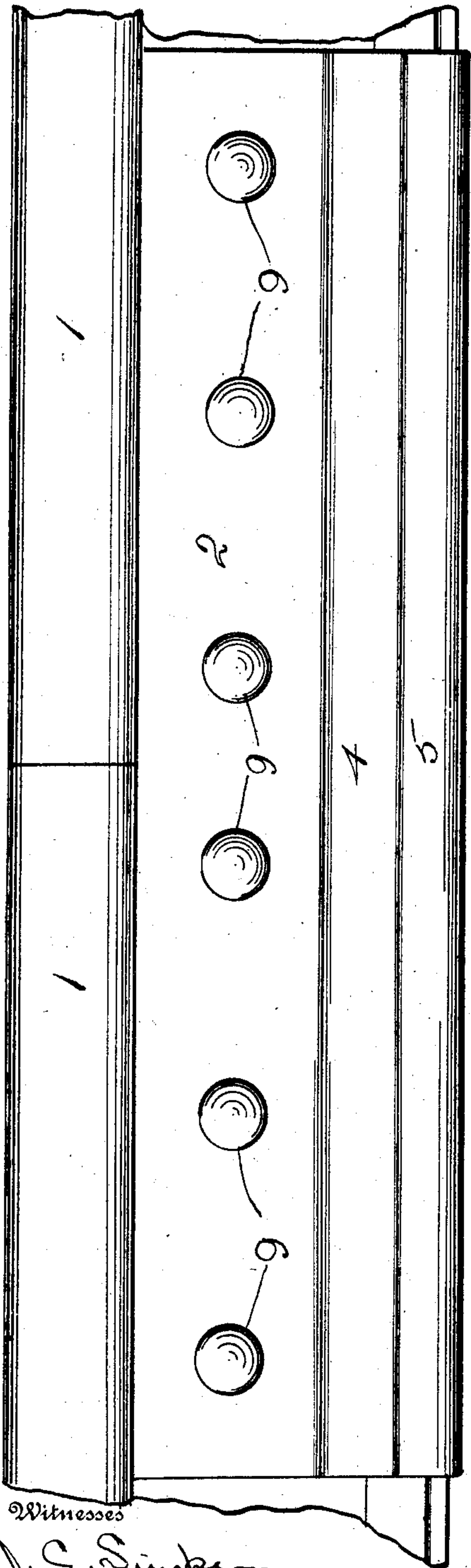


Fig. 1

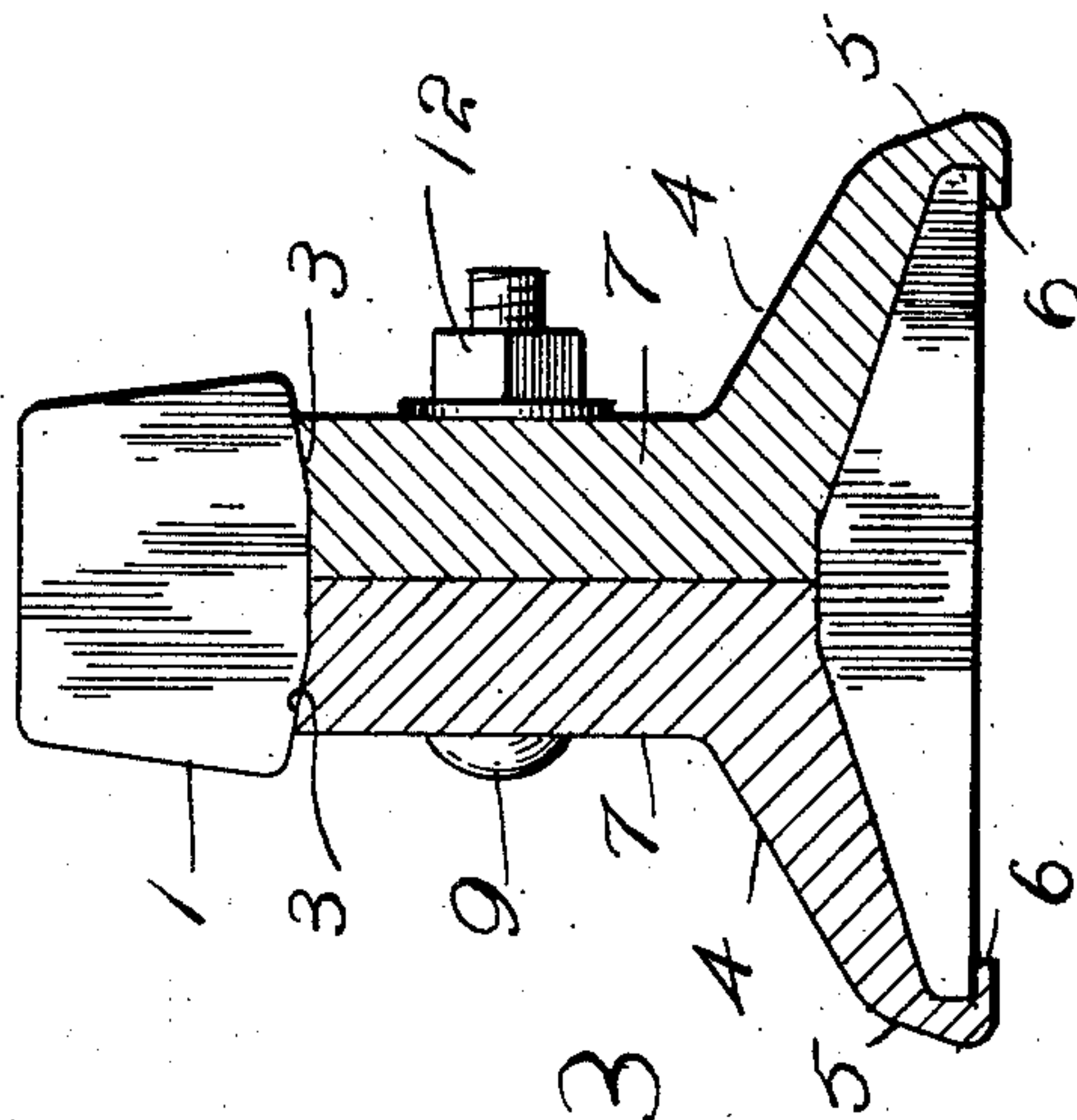


Fig. 3

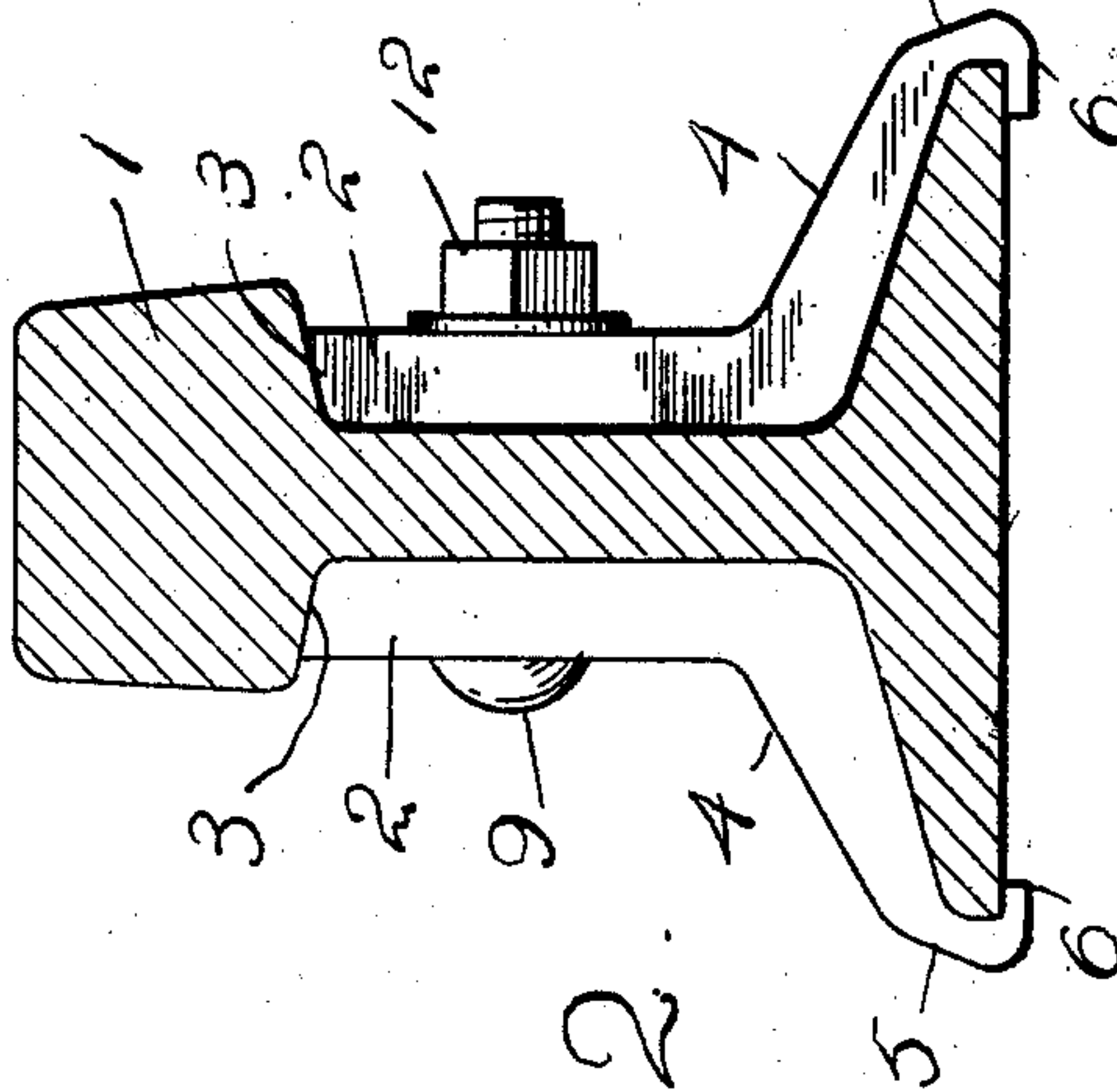


Fig. 2

Inventor

Clyde W. Whittlesey.

By *Handwritten Signature*

Attorneys

Witnesses
J. C. Simpson.
M. F. Miller.

No. 859,709

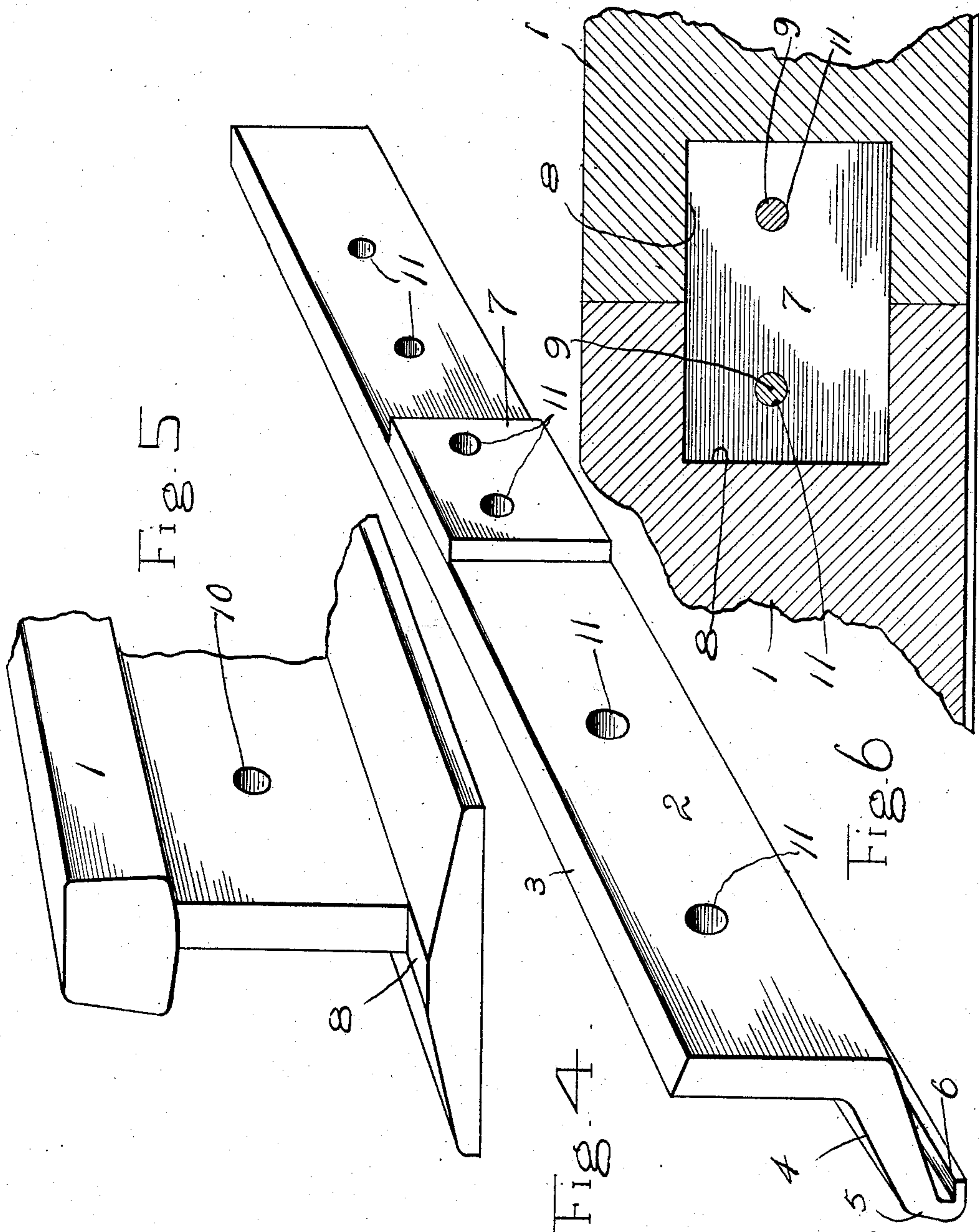
PATENTED JULY 9, 1907.

C. W. WHITTLESEY.

RAIL JOINT.

APPLICATION FILED MAR. 25, 1907.

2 SHEETS—SHEET 2.



Inventor

Clyde W. Whittlesey.

Witnesses

J. C. Simpson.
M. T. Miller.

By

[Signature]

Attorneys

UNITED STATES PATENT OFFICE.

CLYDE W. WHITTLESEY, OF FARMERS BRANCH, TEXAS.

RAIL-JOINT.

No. 859,709.

Specification of Letters Patent.

Patented July 9, 1907.

Application filed March 25, 1907. Serial No. 364,330.

To all whom it may concern:

Be it known that I, CLYDE W. WHITTLESEY, a citizen of the United States, residing at Farmers Branch, in the county of Dallas, State of Texas, 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.

10 This invention relates to new and useful improvements in rail joints, and it has particular reference to a rail joint in which the confronting rail sections are fastened by splice bars.

15 In connection with a rail joint of the above type, the invention aims as a primary object to provide a novel construction, combination and arrangement of parts, the details of which will appear in the course of the following description in which reference is had to the accompanying drawings forming a part of this specification, like characters of reference designating similar parts throughout the several views, wherein:—

20 Figure 1 is a side elevation of a rail joint constructed in accordance with my invention. Fig. 2 is an end elevation thereof, the rails being shown in section. Fig. 3 is a central vertical transverse section thereof. Fig. 4 is a perspective view looking at the inner side of one of the splice bars embodied in the invention. Fig. 5 is a detail perspective view of the end of a rail section, and Fig. 6 is a central longitudinal section of a rail joint constructed in accordance with the invention.

25 Referring more specifically to the accompanying drawings, the numeral 1 designates the rail sections, and the numeral 2 the splice bars employed for articulating the meeting ends of said sections. The splice bars 2 are counterparts in construction, and along their upper edges are beveled as at 3, to snugly fit beneath the treads of the sections 1. Said splice bars at their lower ends are provided with flanges 4, which terminate in depending portions 5, having inwardly extending longitudinal shoulders 6. Centrally of their length, the splice bars 2 are formed on their inner faces with inwardly projecting integral blocks 7, each of the blocks 7 being of approximately half the thickness of the web of the sections 1 and coextensive in depth with the splice bars 2.

In assembling the parts, the splice bars 2 are arranged on each side of the sections 1 in a position whereby their blocks 7 will enter the registering recesses 8, formed on the confronting edges of said sections wholly between the treads and bases thereof. In this relation the portions 5 will engage the outer edges of the bases of the sections 1, and the shoulders 6 will overlap said bases on the underneath side thereof, the flanges 4 overlapping said bases on the upper side thereof. Bolts 9 are projected through openings 10 and 11, provided therefor in the sections 1 and the splice bars 2, and nuts 12 are threaded on the ends of said bolts to bind the parts against displacement. It will be apparent that the blocks 7 in their confronting relation conjointly constitute a web block, and prevent relative longitudinal movement of the sections 1. The depending portions 5 and shoulders 6 serve to prevent lateral movement of said sections, in case the bolts 9 should become loose through vibration.

30 From the foregoing description, it will be seen that simple and efficient means are provided for accomplishing the objects of the invention, but while the elements herein shown and described are well adapted to serve the purposes set forth, it is obvious that various minor changes may be made in the proportions, shape and arrangement of the several parts without departing from the spirit and scope of the invention as defined in the appended claim.

What is claimed is:

75 The combination with the meeting ends of rail sections having opposed registering recesses wholly between the treads and bases thereof, of splice bars, and means for fastening said splice bars on each side to said rail sections, each of said splice bars comprising a body having a centrally located inwardly projecting block coextensive in depth therewith and of approximately half the thickness of the web of said sections and designed to project into said recesses in their registering relation, an angular flange at the lower sides of said body, a longitudinal portion depending from the edge of said flange and designed to engage the adjacent edge of the base of said rail section, and an inwardly extending shoulder provided longitudinally at the lower edge of said depending portion.

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

CLYDE W. WHITTLESEY.

Witnesses:

G. H. READ,
GEO. N. DENNIS.