

No. 875,768.

PATENTED JAN. 7, 1908.

J. B. BAUM.
RAIL JOINT AND NUT LOCK THEREFOR.
APPLICATION FILED APR. 6, 1907.

Fig. 1

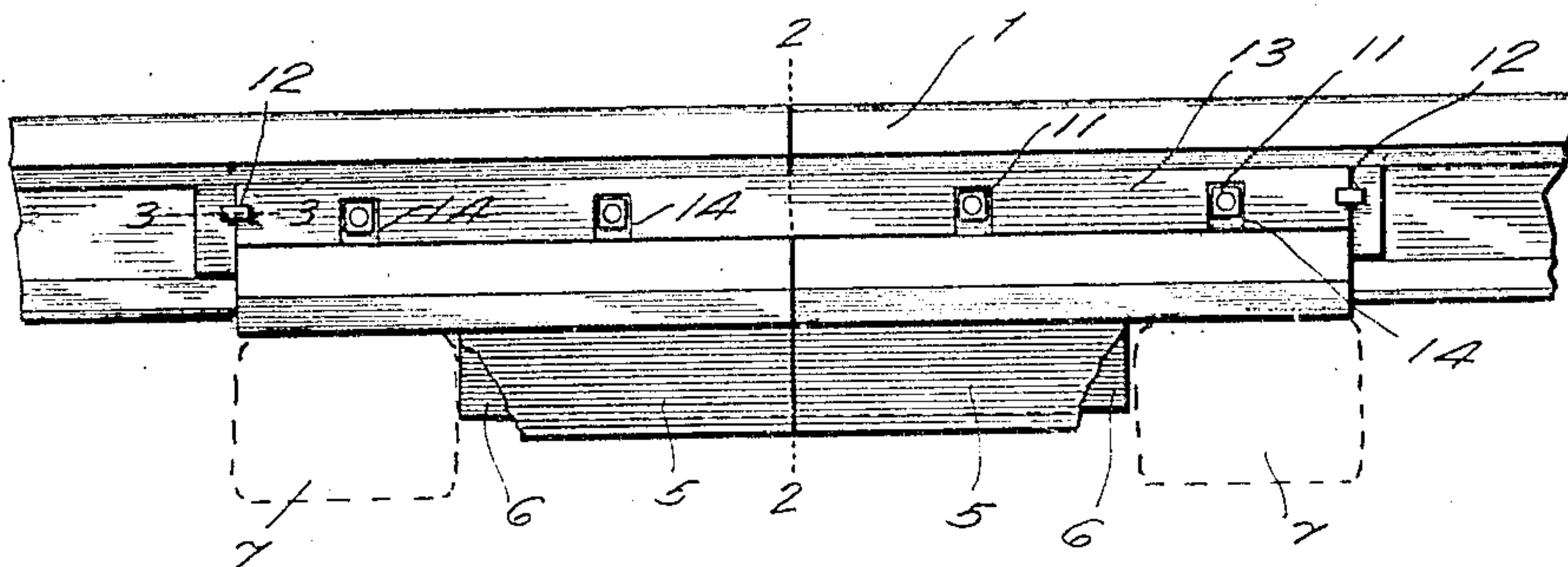


Fig. 2

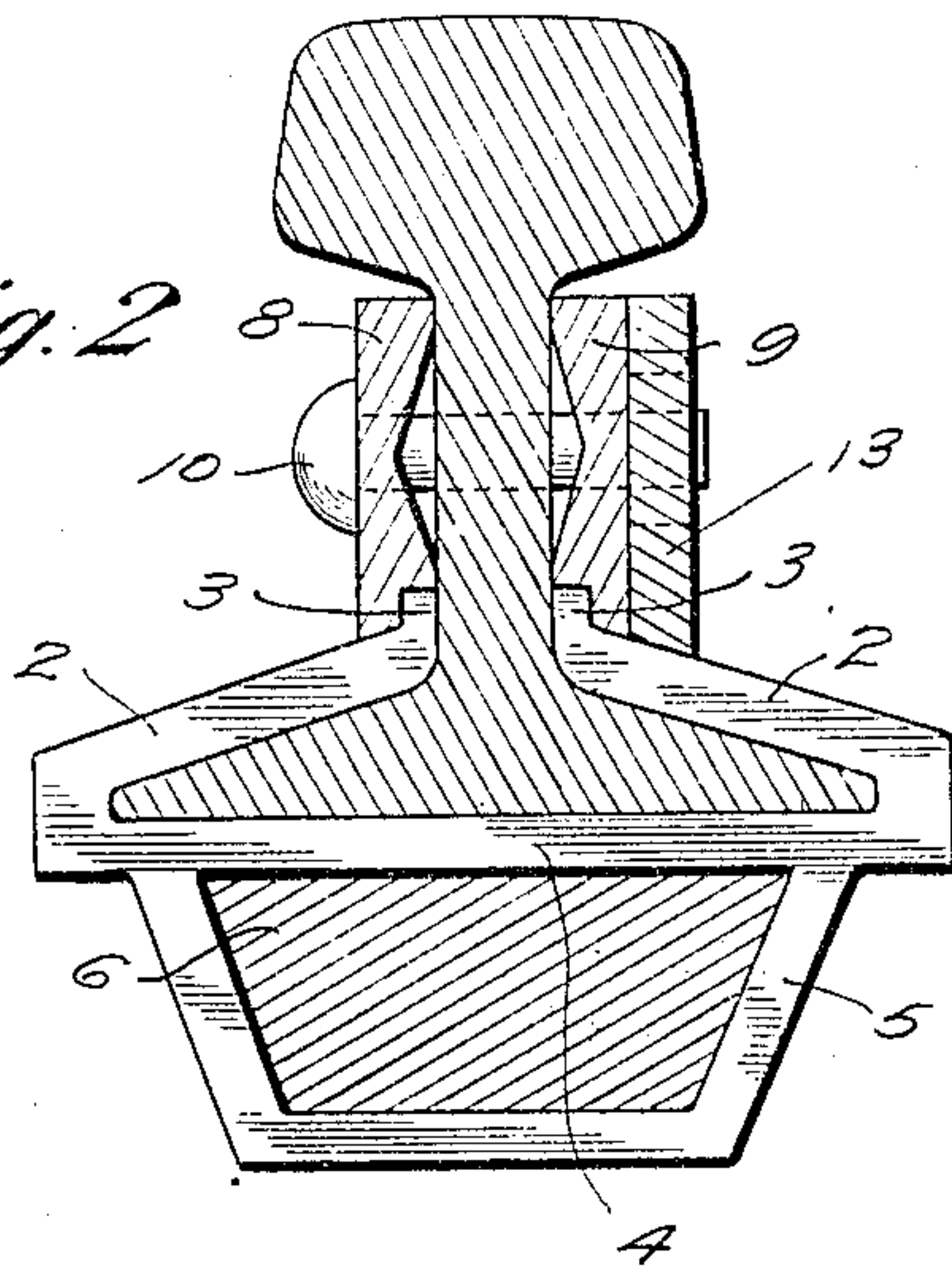
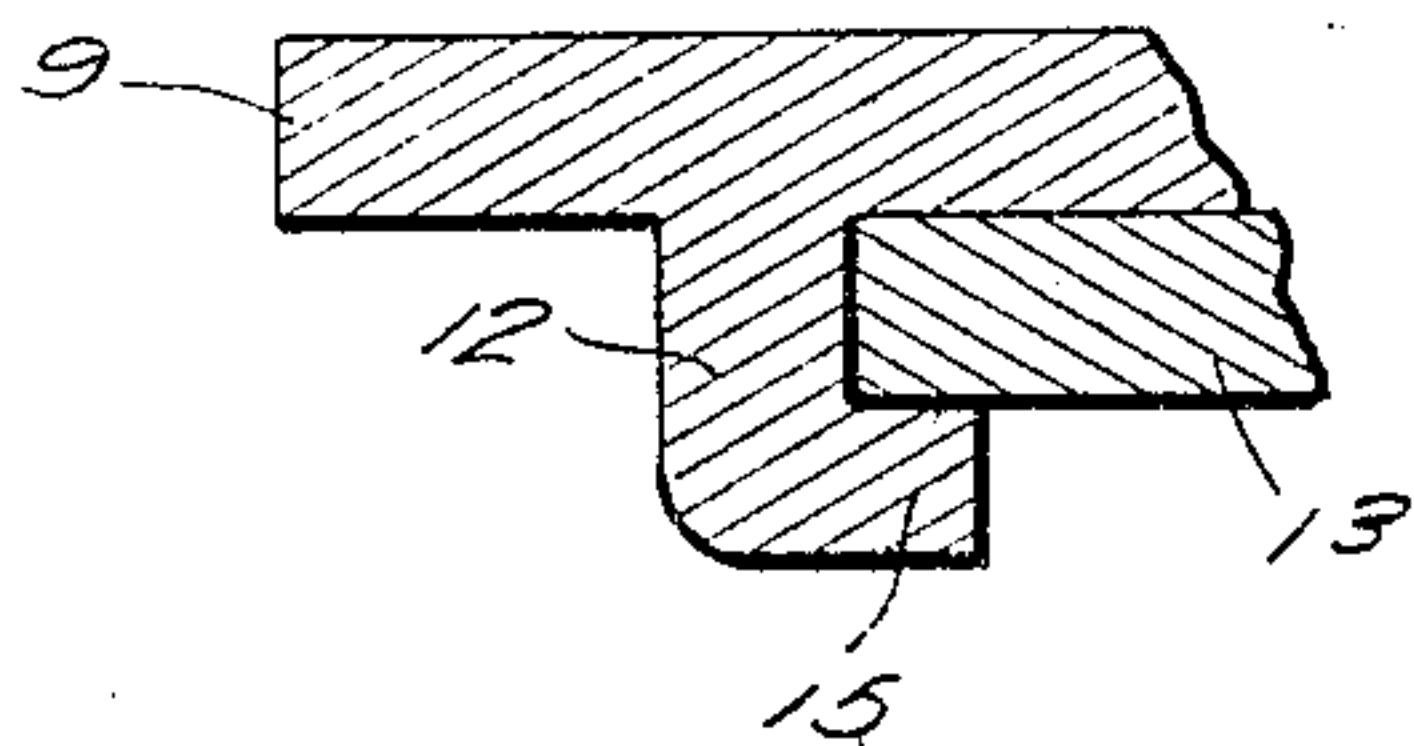


Fig. 3



Witnesses

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JAMES B. BAUM, OF GRAND JUNCTION, COLORADO, ASSIGNOR OF ONE-HALF TO GEORGE R. HILL AND ROBERT A. HILL, ONE-SIXTH TO JAMES A. CANNELL AND ALFRED EGGERS, AND ONE-SIXTH TO ALBERT A. MILLER AND PHILIP MOESER, ALL OF GRAND JUNCTION, COLORADO, AND ONE-TWELFTH TO THOMAS P. McGUIRE AND ONE-TWELFTH TO JOHN METTRAS, OF MESA COUNTY, COLORADO.

RAIL-JOINT AND NUT-LOCK THEREFOR.

No. 875,768.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed April 6, 1907. Serial No. 366,804.

To all whom it may concern:

Be it known that I, JAMES B. BAUM, a citizen of the United States of America, residing at Grand Junction, in the county of Mesa and State of Colorado, have invented new and useful Improvements in Rail-Joints and Nut-Locks Therefor, of which the following is a specification.

This invention relates to rail joints and nut locks therefor, and one of the principal objects of the same is to provide efficient and reliable means for firmly uniting the meeting ends of railway rails, and at the same time to lock the nuts against turning on the bolts.

Another object of my invention is to provide a rail joint which will firmly hold the meeting ends of the rails against sinking, creeping or spreading.

These and other objects may be attained by means of the construction illustrated in the accompanying drawing, in which:

Figure 1 is a side elevation of a rail joint made in accordance with my invention. Fig. 2 is a vertical section on the line 2—2, Fig. 1. Fig. 3 is a detail sectional view on the line 3—3, Fig. 1.

Referring to the drawing for a more particular description of my invention, the numerals 1 designate the meeting ends of a pair of railway rails of the ordinary construction. I provide a rail chair consisting of the inclined flanges 2 having upturned vertical portions 3, and a base portion 4. Formed integral with the base portion 4 is a guideway 5.

It will be understood that the rail chair and the guideway are formed in two sections which abut at the rail joint, and the two sections are connected together by means of a dovetailed sliding bar 6 inserted in the guideway 5 with the ends thereof flush with the ends of the guideway 5 and said guideways and sliding bar are disposed between two ties 7 which serve to hold the bar in place to prevent the rails from sinking or spreading. Fish plates 8, 9, are secured to the opposite sides of the web portions of the rails by bolts 10 provided with nuts 11 on the side next to

the fish plate 9. The fish plate 9 is provided with lugs 12. A nut lock bar 13 provided with recesses 14 which fit over the nuts 11 is held in place by bending over the ends 15 of the lugs 12 against the nut lock bar.

From the foregoing it will be obvious that a rail joint made in accordance with my invention will firmly hold the meeting ends of railway rails, that the sliding bar 6 will prevent the rails from sinking at the joint. The joint will be held against spreading by the fish plates and the nuts on the bolts 10 will be held from turning by the locking bar 13. The rails can be quickly put down, can be readily removed for repairs, and the device can be produced at comparatively slight cost.

Having thus described the invention, what I claim is:

1. A rail joint comprising chair sections, a guideway formed on said sections, a sliding bar extending through said sections, and fish plates secured to the sides of the rail and extending upon opposite sides of the joint.

2. A rail joint comprising rail chair sections, guideway sections formed on the lower surface of the chair sections, a bar sliding through said guide sections, and disposed between ties, fish plates, bolts passing through said fish plates and through the web portions of the rails, and a recessed nut locking bar held in position on one of the fish plates by bent lugs.

3. A rail joint comprising rail chair sections, guide sections formed thereon, a bar extending through the guide sections, fish plates, bolts passing through the fish plates and through the webs of the rails, nuts on the bolts, a recessed nut locking bar and lugs formed on one of the fish plates, said lugs being bent over the ends of the nut locking bar, substantially as described.

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

JAMES B. BAUM.

Witnesses:

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J. H. GALLUP.