

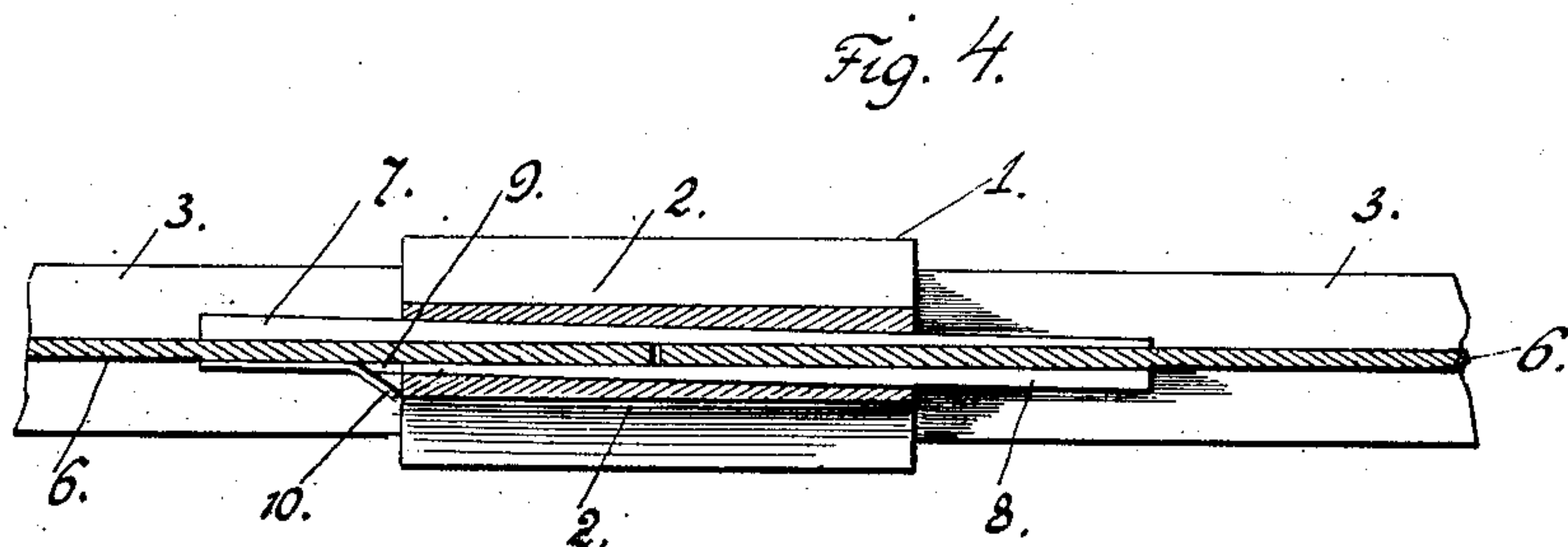
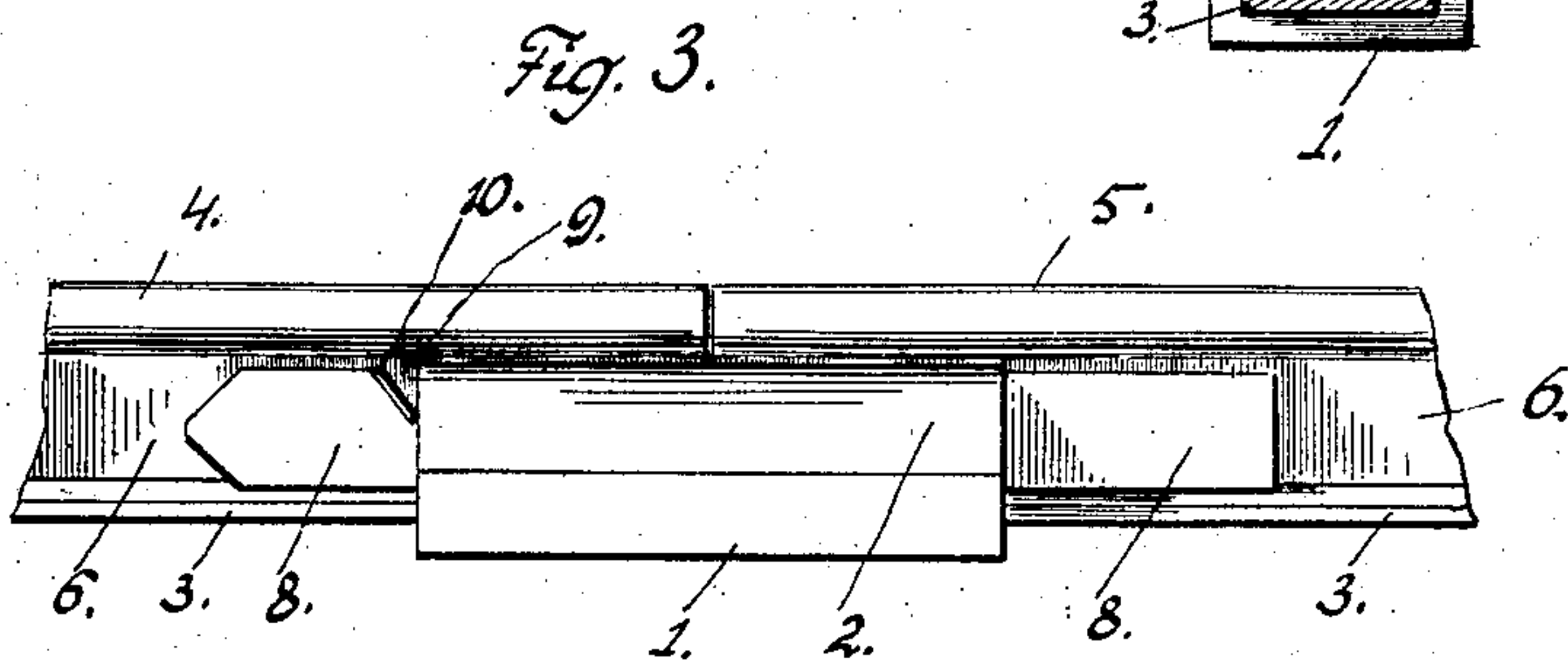
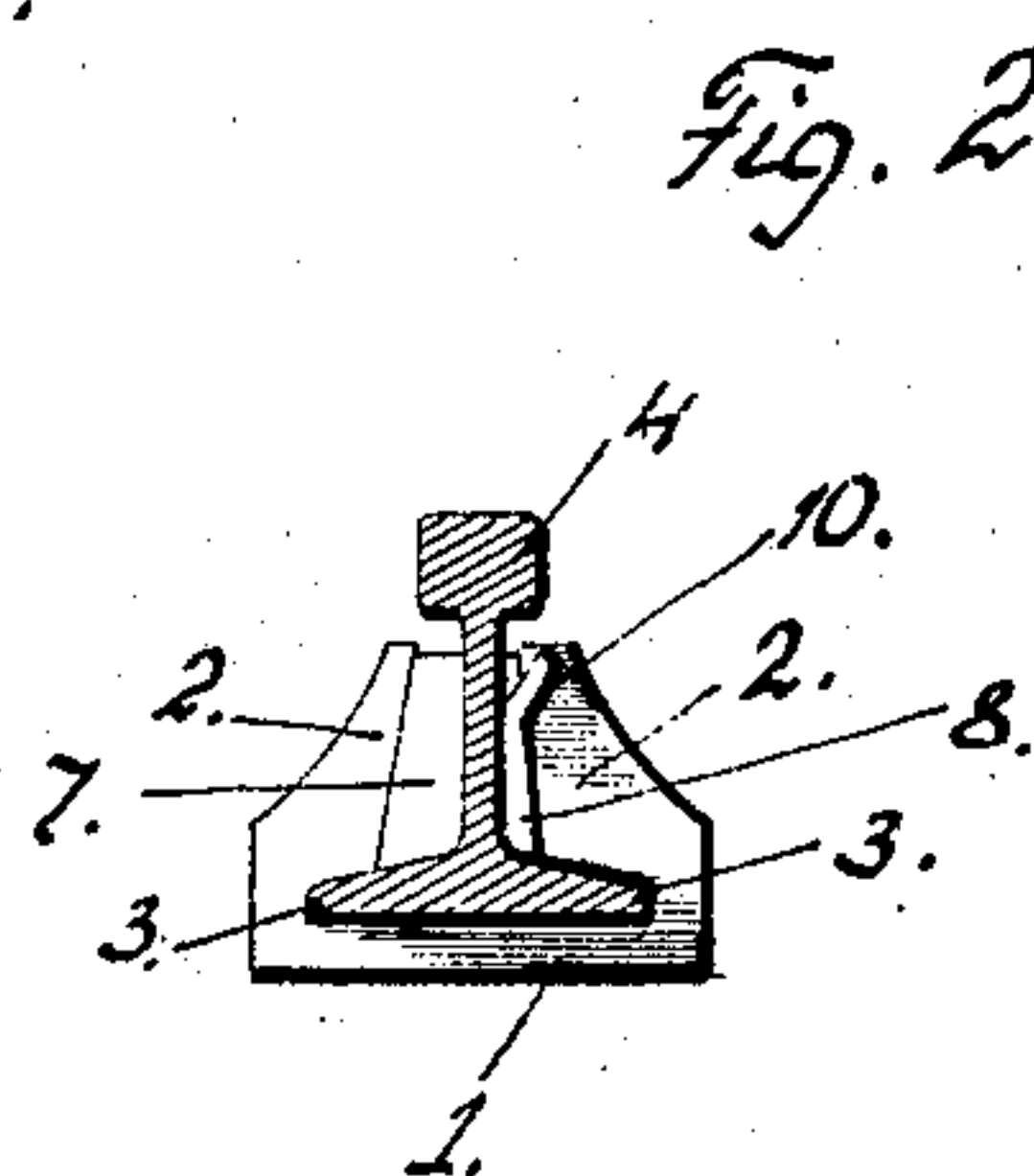
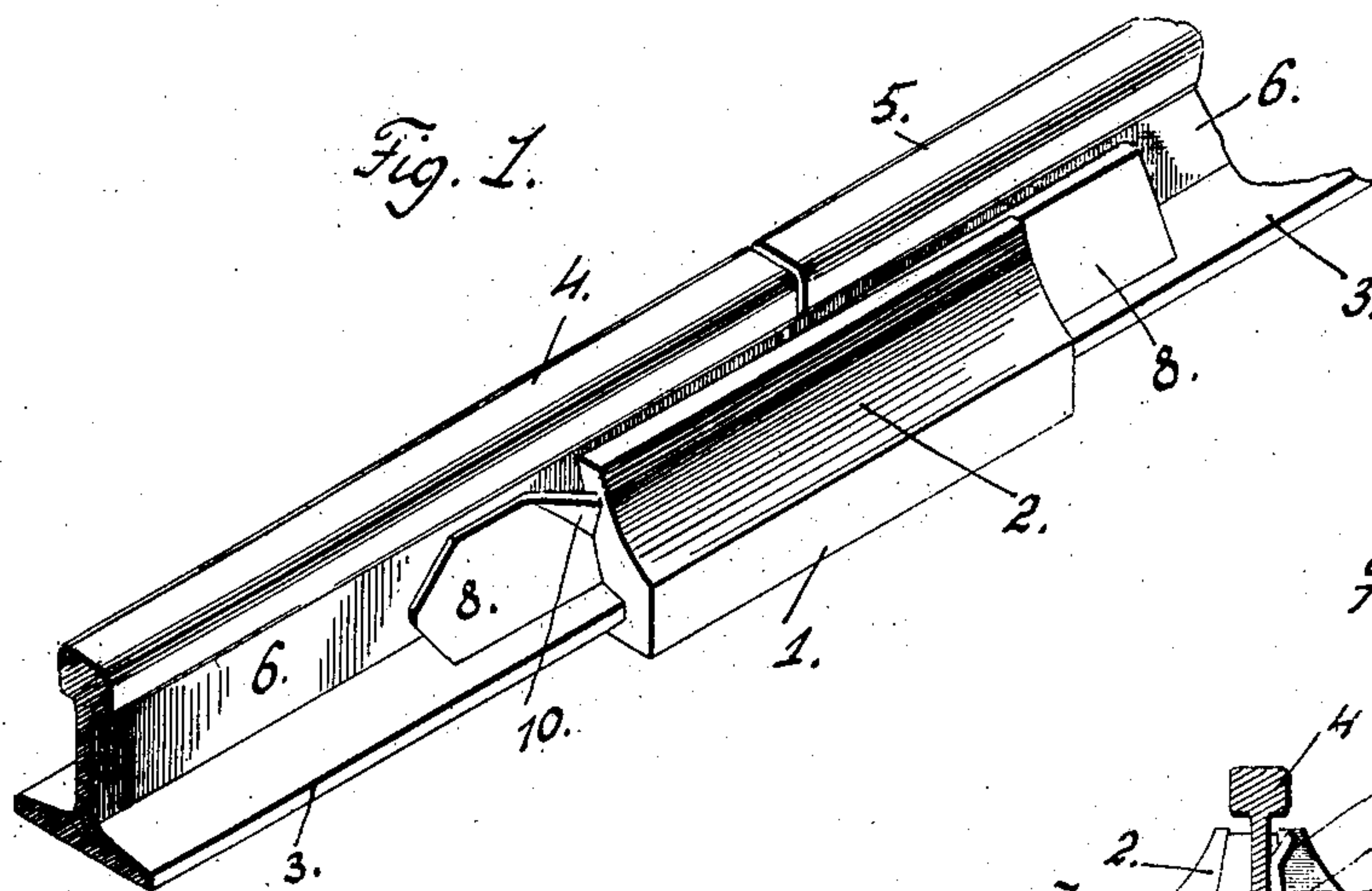
No. 896,615.

PATENTED AUG. 18, 1908.

J. BERNHARD & F. C. SCHOEPPNER.

RAIL JOINT.

APPLICATION FILED JUNE 1, 1907.



WITNESSES:
A. H. Rabsag,

R. H. Butler

INVENTORS
J. Bernhard, Jr.
Frederick C. Schoepner,
BY N. C. Everett & Co.
Attorneys

UNITED STATES PATENT OFFICE.

JOSEF BERNHARD AND FREDERICK C. SCHOEPPNER, OF ALLEGHENY, PENNSYLVANIA.

RAIL-JOINT.

No. 896,615.

Specification of Letters Patent.

Patented Aug. 18, 1908.

Application filed June 1, 1907. Serial No. 376,836.

To all whom it may concern:

Be it known that we, JOSEF BERNHARD and FREDERICK C. SCHOEPPNER, citizens of the United States of America, residing at Allegheny, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to improvements in rail joints, and the invention has for its object to provide a novel rail support for the confronting ends of two rails.

Another object of this invention is the provision of positive and reliable means in connection with the rail support for retaining the confronting ends of rails thereon.

A further object of this invention is to provide a simple and inexpensive rail joint capable of withstanding the vibratory stresses and strains to which the same is subjected by the rolling stock of a railroad.

A still further object of this invention is to provide a strong and durable rail support that can be easily and quickly positioned for supporting the confronting ends of rails between two ties.

With the above and other objects in view, which will more readily appear as the invention is better understood, the same consists in the novel construction, combination and arrangement of parts, to be presently described and then specifically pointed out in the appended claims.

In the drawings, Figure 1 is a perspective view of a rail joint constructed in accordance with our invention. Fig. 2 is an end view of the same. Fig. 3 is an elevation of the joint, and Fig. 4 is a horizontal sectional view of the joint.

To put our invention into practice, we construct a chair or base plate 1, having integral splice bars 2 overlying the base flanges 3 of rails 4 and 5. The splice bars 2 extend in close proximity to the webs 6 of the rails 4 and 5, and interposed between said webs and the splice bars 2 are wedge shaped keys 7 and 8, the key 8 having its upper edge contiguous to one end thereof cut or sheared as at 9, to provide a lip or lug 10. The lip or lug 10 is

bent outwardly, after the keys 7 and 8 have been placed in position, to hold the key 8 in engagement with the rails 4 and 5 and a splice bar 2. By actual use, we have found that it is only necessary to use the lip or lug 10 in connection with one of the keys, although we do not care to confine ourselves in this particular.

In the construction of a track the chair or rail support is positioned between two ties, the rails resting upon said chair or support being spiked or suitably secured to the ties, whereby the chair or rail support cannot be displaced.

It is thought that the construction of our invention will be apparent to those skilled in the art of track construction, and that further description is unnecessary.

Having fully described our invention, what we claim and desire to secure by Letters Patent is:

1. A rail joint comprising a chair supporting and embracing the base and webs of a pair of rails at the ends thereof, wedge-shaped keys of greater length than said chair, said keys alternately disposed with respect to each other and interposed between the webs of the rails and the sides of said chair whereby pressure is exerted by the keys between the webs of the rails and the sides of the chair, one of said keys having its upper edge provided with a wing adapted to engage one end of one side of the chair.

2. A rail joint comprising a chair supporting and embracing the base and webs of a pair of rails at the ends thereof, wedge-shaped keys of greater length than said chair, said keys alternately-disposed with respect to each other and interposed between the webs of the rails and the sides of said chair whereby pressure is exerted by the keys between the webs of the rails and the sides of the chair, one of said keys provided with means for retaining the said key within the chair.

In testimony whereof we affix our signatures in the presence of two witnesses.

JOSEF BERNHARD.

FREDERICK C. SCHOEPPNER.

Witnesses:

MAX H. SROLOVITZ,

K. H. BUTLER.