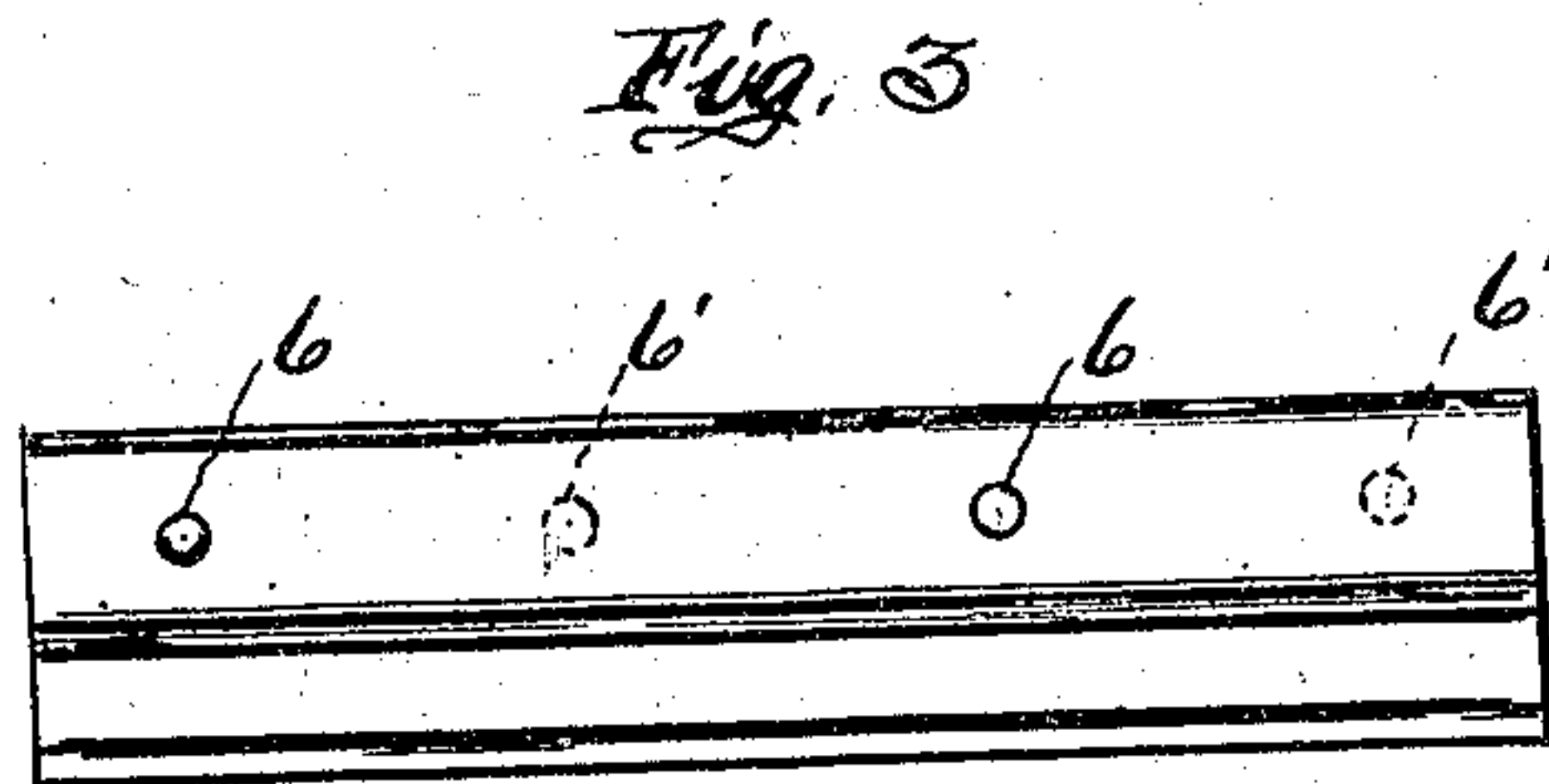
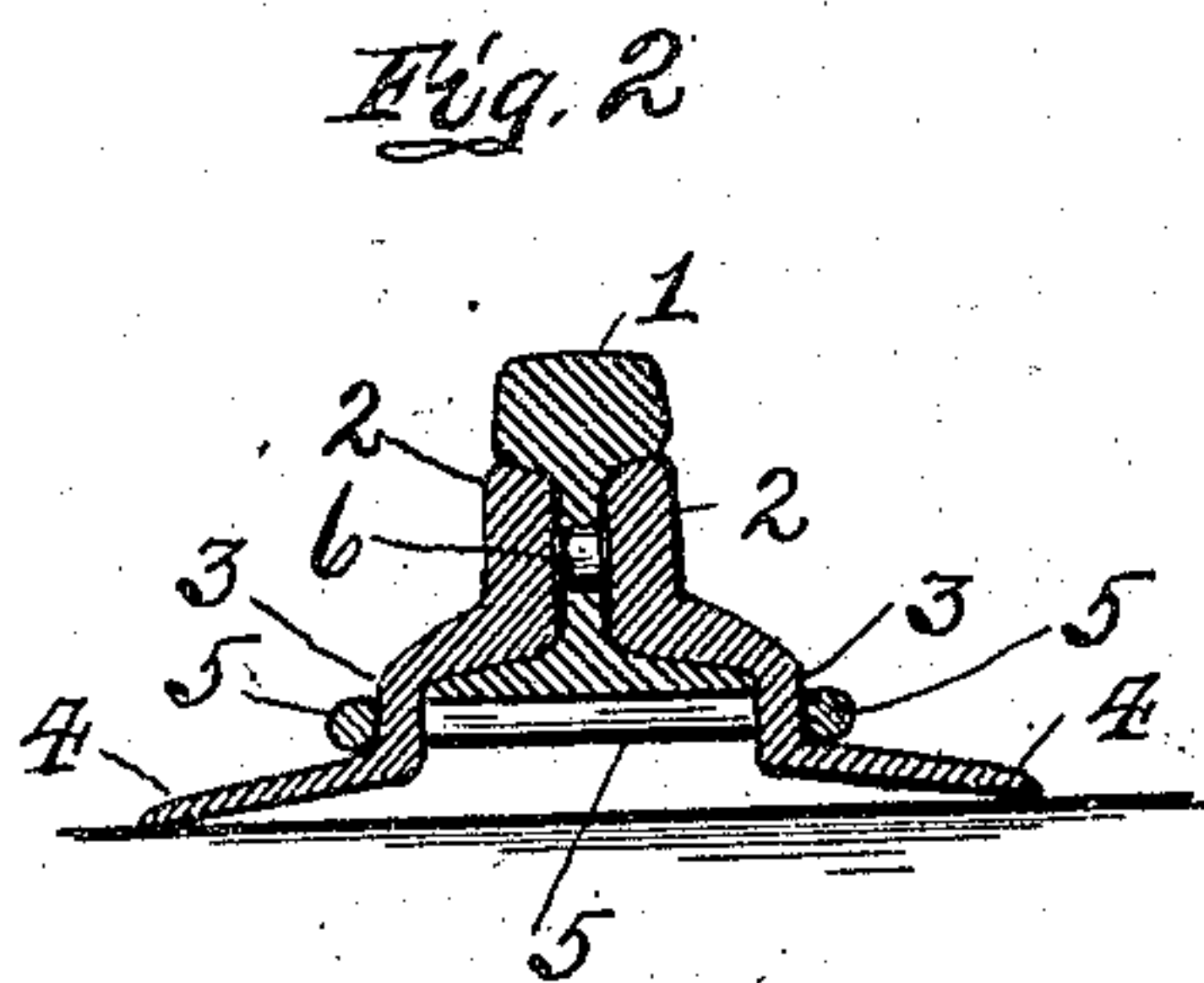
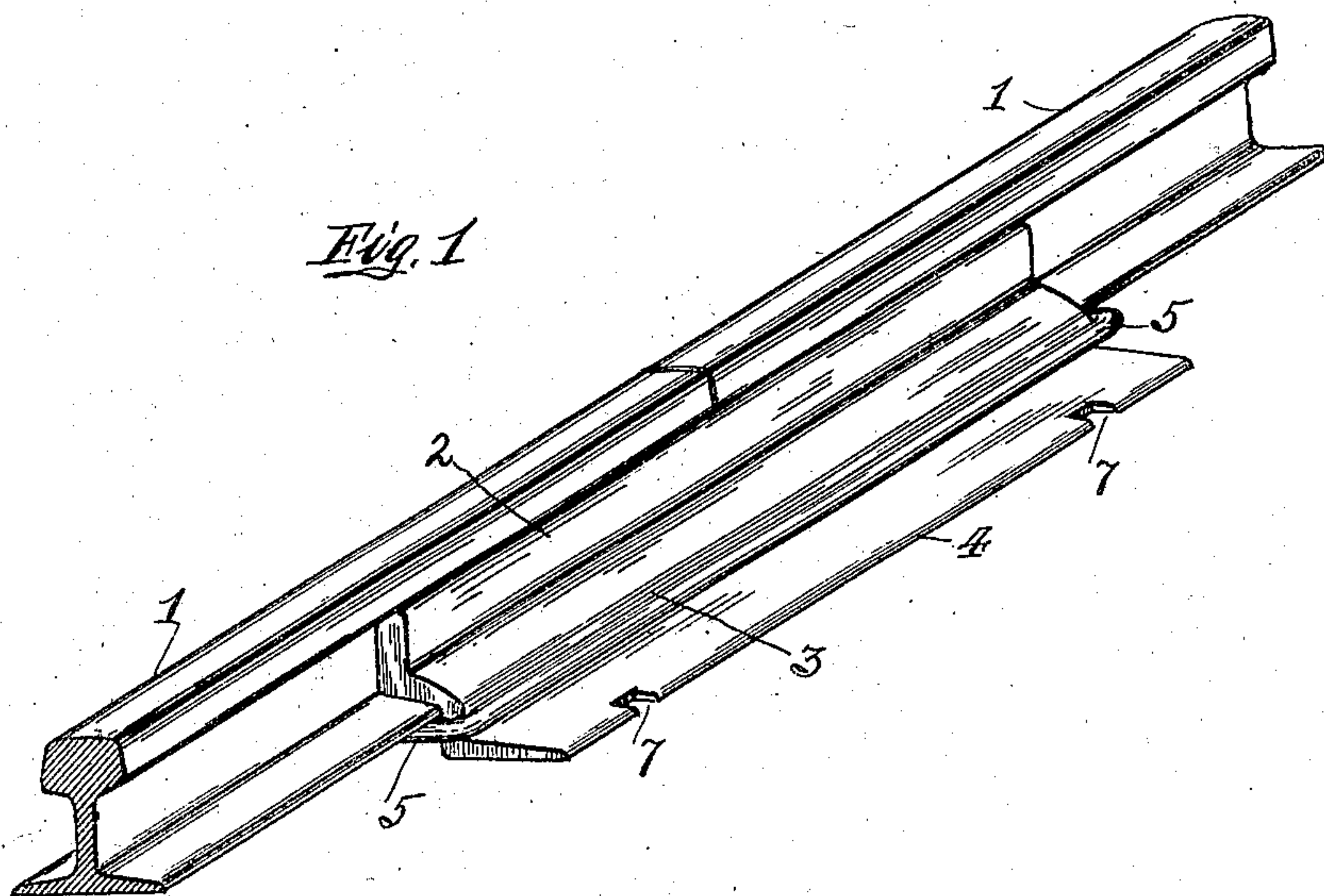


A. S. LIND.
RAIL CONNECTION.
APPLICATION FILED MAY 6, 1908.

899,697.

Patented Sept. 29, 1908.



Witnesses:
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UNITED STATES PATENT OFFICE.

AUGUST S. LIND, OF McKEESPORT, PENNSYLVANIA.

RAIL CONNECTION.

No. 899,697.

Specification of Letters Patent.

Patented Sept. 29, 1908.

Application filed May 6, 1908. Serial No. 431,118.

To all whom it may concern:

Be it known that I, AUGUST S. LIND, a citizen of the United States, residing at McKeesport, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Rail Connections; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to an improved railway rail connection, and it comprises a means whereby said rails may be joined together without the use of nuts and bolts; and the invention further consists in the certain details of construction and combination of parts, as will be fully described hereinafter.

In the accompanying drawings:—Figure 1 is a perspective view of my improved rail connection, the same being shown in position on the meeting ends of the ordinary railway rails; the said connection being constructed and arranged in accordance with my invention. Fig. 2 is an end sectional elevation of the same. Fig. 3 is an inside face view of one of the splice bars, showing the position of the pins for engaging openings formed in the web of the rails.

To put my invention into practice and thereby provide a railway rail connection that will be simple, durable, and of small cost, and at the same time dispense with the use of nuts and bolts as in the ordinary form of such connections; I provide two flanged plates 2, the one analogous with the other, each of which is formed with a vertical portion 2, a broad flange 4, along which is a shoulder 3, and spike openings 7. Upon the inner face of each of these splice bars 2, are short pins 6, arranged to engage with the openings formed in the web of the rail 1; said openings being ordinarily used for bolts. These pins are arranged as shown at Fig. 3, those 6 shown in full lines belonging to the one bar, and those 6' shown in dotted lines to the other bar. I now provide a stout bar of

iron or steel and bend the same in rectangular form, the ends being welded together to form a link 5, which when in position engages with the shoulders 3, and the ends of the link beneath the tread of the rails 1.

To assemble the parts, the ends of the rails are brought together, one of the splice bars 2 arranged in position encircled by the link 5, the said link passing beneath the rails. The flange 4 of the other splice bar 2 is inserted between the flange of the rail and the one side of the link 5, in which position the said bar may be slid into position, the pins 6 of which entering the openings in the web of the rails will prevent any movement of the parts. Spikes are now driven through the slots 7 to the ties beneath, drawing the flange and bars 2 downward and pressing the latter tightly against the rails.

It is obvious from the above description of the connection that the greater the weight placed upon the rails 1, the tighter the connection will become.

Various slight modifications and changes may be made in the details of construction without departing from the spirit of the invention. Therefore I do not wish to confine myself to the exact construction, shown and described, but wish to claim all such modified forms as would come properly within the general scope of the invention.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is:—

The herein described railway rail connection, comprising the splice bars, having pins formed on their inner face, longitudinal shoulders and outwardly extending and downwardly inclined base flanges formed on each of said bars, in combination with a link adapted to engage with said shoulders and pass beneath the tread of the rails and the means comprising spikes for holding the parts together, as described.

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

AUGUST S. LIND.

Witnesses:

WM. G. WALTER,
THOMAS E. REDDY.