

905,763.

Patented Dec. 1, 1908.

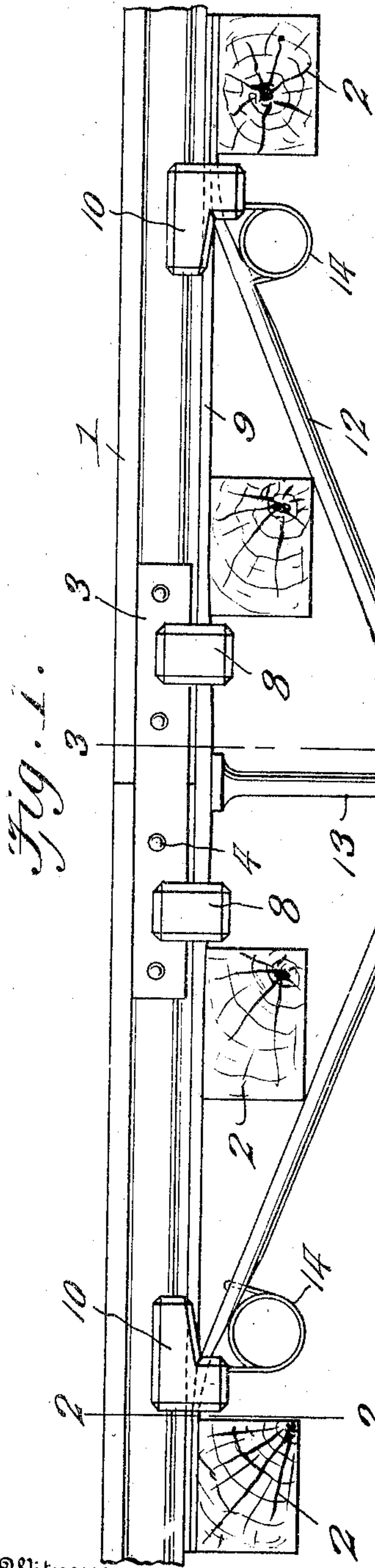


Fig. 3.

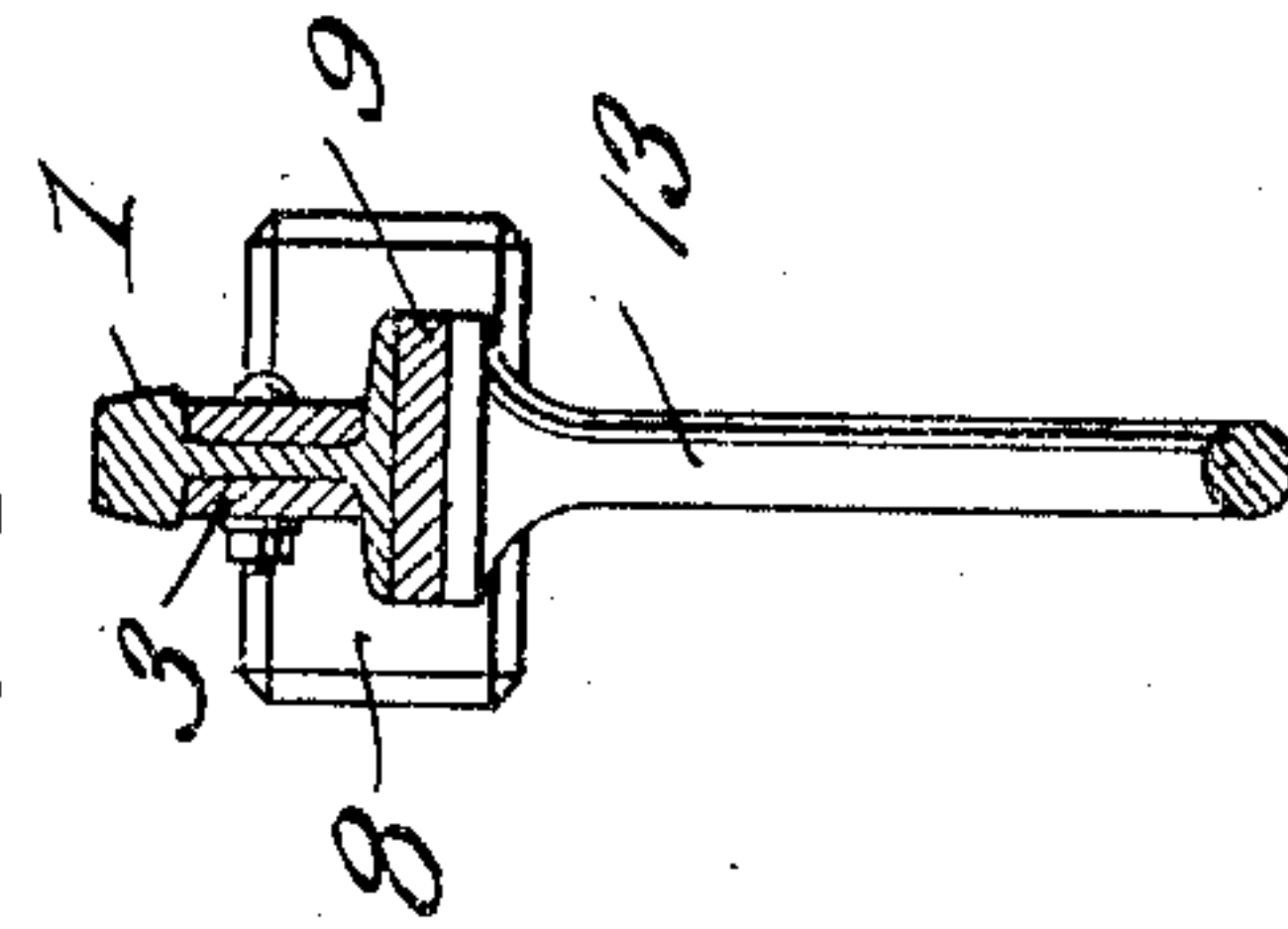


Fig. 2.

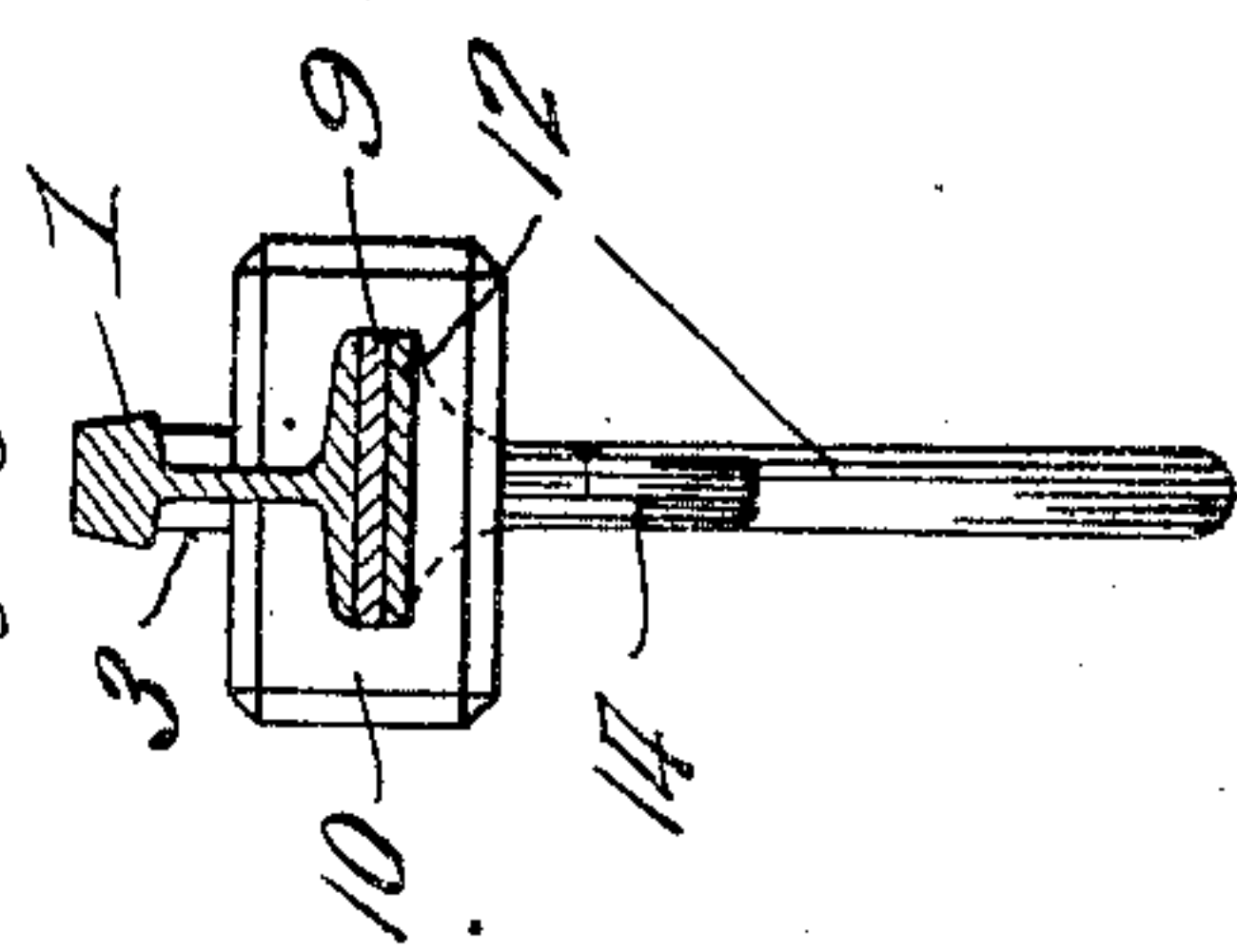


Fig. 5.

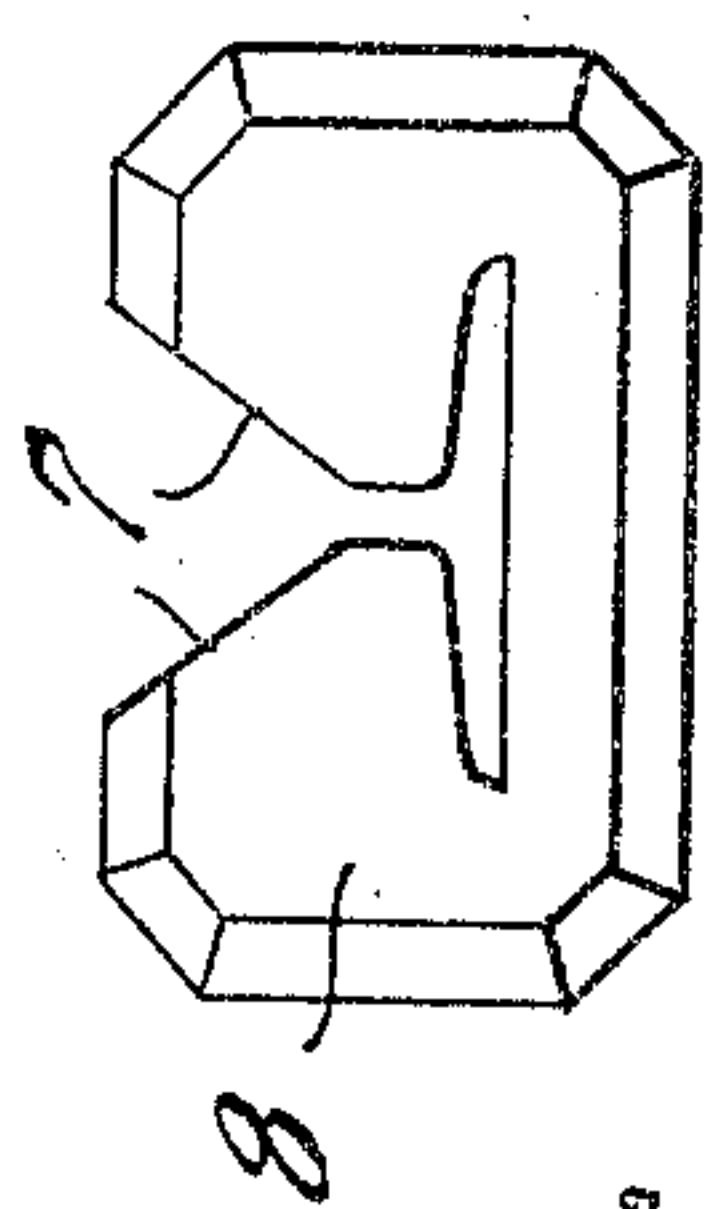
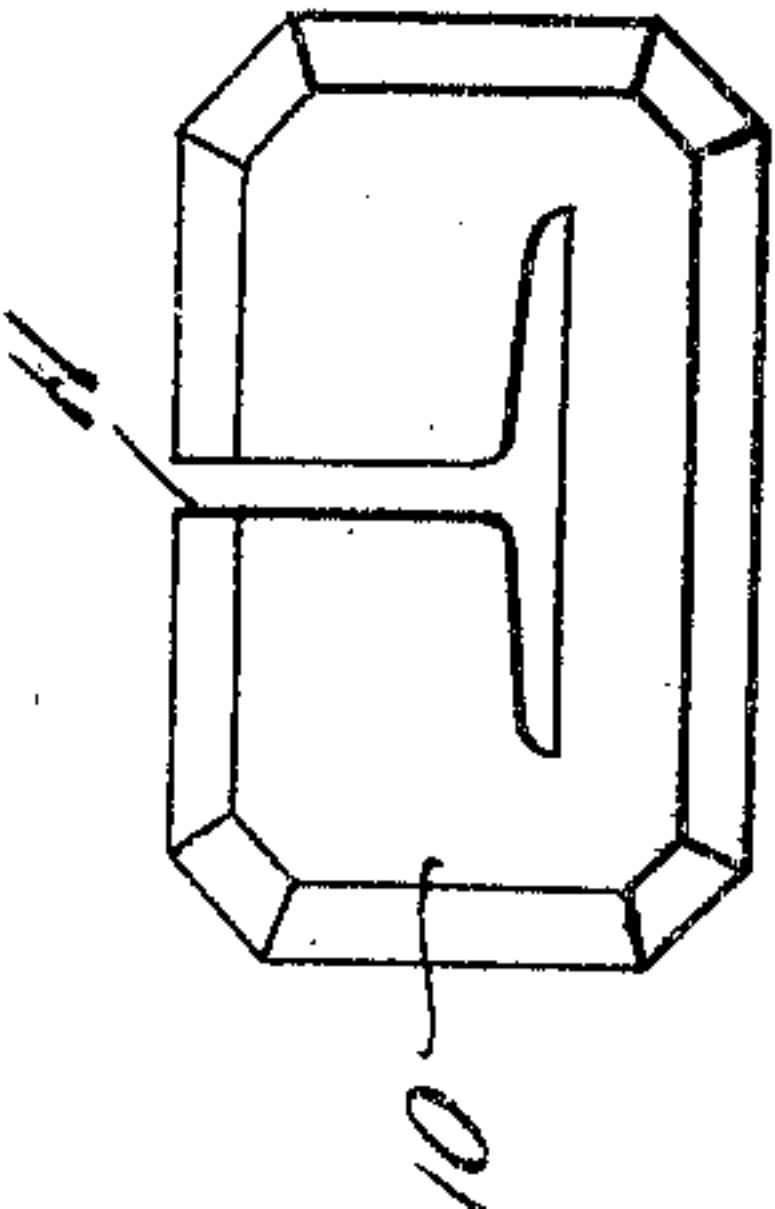


Fig. 6.



Witnesses

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FRED J. TABER, OF GARFIELD, KENTUCKY.

RAILROAD-BRACE.

No. 905,763.

Specification of Letters Patent.

Patented Dec. 1, 1908.

Application filed November 21, 1907. Serial No. 403,210.

To all whom it may concern:

Be it known that I, FRED J. TABER, a citizen of the United States, residing at Garfield, in the county of Breckinridge and State of Kentucky, have invented new and useful Improvements in Railroad-Braces, of which the following is a specification.

This invention relates to new and useful improvements in rail joints provided with trusses and has relation to the same.

It is an object of the invention to simplify and improve the construction and operation of this class of devices, and to provide a novel joint brace for railway rails whereby the joint will be well braced and there will be no danger of the joint separating or sinking while being in use.

It is also an object of this invention to provide a novel device of this character wherein means are provided for holding the truss or the standard of the truss in positive engagement with the rail.

Furthermore, it is an object of the invention to provide a novel device of this character that is simple in construction, efficient in practice and economical to manufacture.

With the above and other objects in view the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully described and claimed.

In the accompanying drawings, Figure 1 is a fragmentary view showing the invention in applied position. Fig. 2 is a sectional view on the line 2—2 of Fig. 1. Fig. 3 is a sectional view on the line 3—3 of Fig. 1. Fig. 4 is a view in perspective detail of the fish plate. Figs. 5 and 6 illustrate in elevation certain details of the invention.

The rails 1 are supported upon ties 2, in any ordinary or preferred manner. The meeting ends of the rails are united or connected by the fish plates 3 which are secured to the rails in the ordinary manner by the bolts 4 passing through the openings 5 in the fish plates. It is to be understood that these openings in the fish plates coincide or register with the openings in the rails. Adjacent the ends of each of the fish plates are recesses 6 having their upper walls beveled inwardly from the outer side. These recesses are engaged by inwardly extending portions 7 on the free ends of the approximately U-shaped chairs 8. It is to be observed that the upper edges of the intumed portions 7, are inclined or beveled to engage or contact with

the beveled portions of the recesses 6. It is to be stated that these chairs are to be applied to the rails before the application of these fish plates and owing to the beveled portion 6, this can be readily accomplished.

Resting on the ties 2 adjacent the rail joint beneath the rails, is the bridge piece 9, which passes between the chairs and the base of the rails, said chairs holding or clamping the bridge to the rails, said bridge is further held to the rails by the clamp 10 positioned adjacent the ends of the bridge. These chairs 10 are constructed similar to the chairs 8, except, that their intumed portions 11, terminate in straight edges, intended to contact with the webs of the rail.

The form of the chairs 8, is specifically shown in Fig. 5, while the form of the chairs 10 is shown in Fig. 6. Passing through the chairs 10, and beneath the bridge 9, is a truss bar 12 provided with a standard 13. This standard 13 engages the under surface of the bridge beneath the joint. The standard 13, is preferably integral with the truss, though it may be obviously formed a separate part if desired. In order that this standard may be held in constant contact with the bridge, springs 14 depend upon the chairs 10 and engage the truss bar 12 adjacent its ends as shown in Fig. 1. Should the strain on the standard 13 be sufficient to impart movement to the truss 12, the springs 14, will return the truss to its normal position when the strain or pressure is removed. The springs 14 may be of any ordinary construction but it is found in practice to be preferably as illustrated. It is to be observed that the under surface of the bridge 9 is oppositely inclined from the center, this is to assure the proper clamping of the chairs 8, as will, it is thought, be fully appreciated by those skilled in the art to which this invention relates.

Having thus fully described the invention, what is claimed as new is:

1. The combination with the meeting ends of rails, a bridge, clamps adapted to secure the bridge to the rails, a truss carried by the clamps, and provided with a standard, and springs secured to the truss and clamps for yieldingly holding the standard in engagement with the truss and bridge.

2. The combination with rails, a bridge, clamps adapted to secure the bridge to the rails a truss secured to the clamps and provided with a standard, and means for yield-

ingly holding the standard in engagement with the bridge.

3. The combination with rails, a bridge, clamps adapted to secure the bridge to the
5 rails, a truss secured to the clamps and provided with a standard, and means for yieldingly holding the standard in engagement with the truss and bridge.

4. In combination with rails, a bridge,
10 clamps adapted to secure the bridge to the

rails, a truss carried by the clamps and provided with a standard, and spring means for yieldingly holding the standard in engagement with the truss and bridge.

In testimony whereof I affix my signature 15
in presence of two witnesses.

FRED J. TABER.

Witnesses:

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C. S. BOARD.