T. HEINEY.

RAIL JOINT.

APPLICATION FILED MAY 12, 1908.

907,048.

Patented Dec. 15, 1908.

Fig. 1.

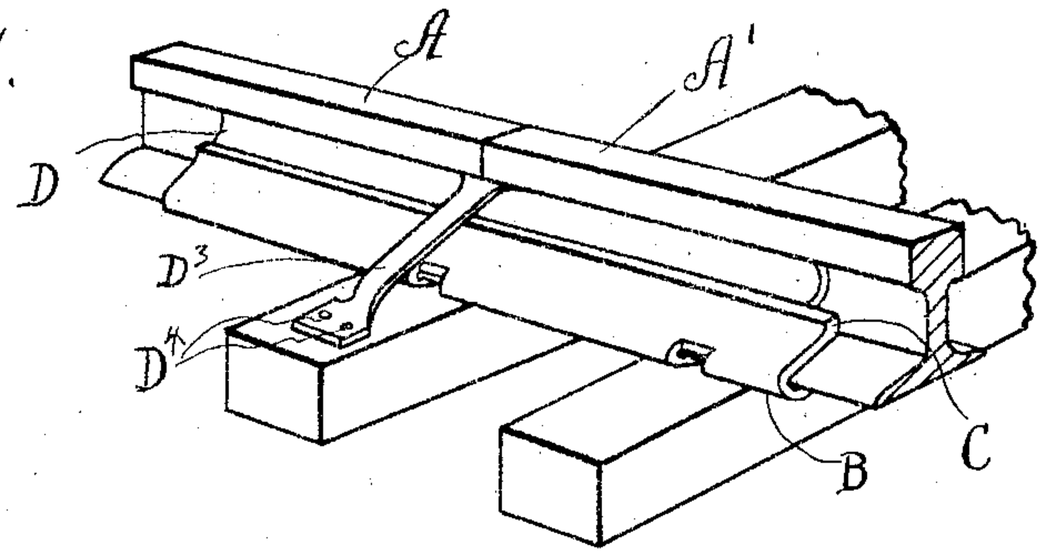


Fig. 2.

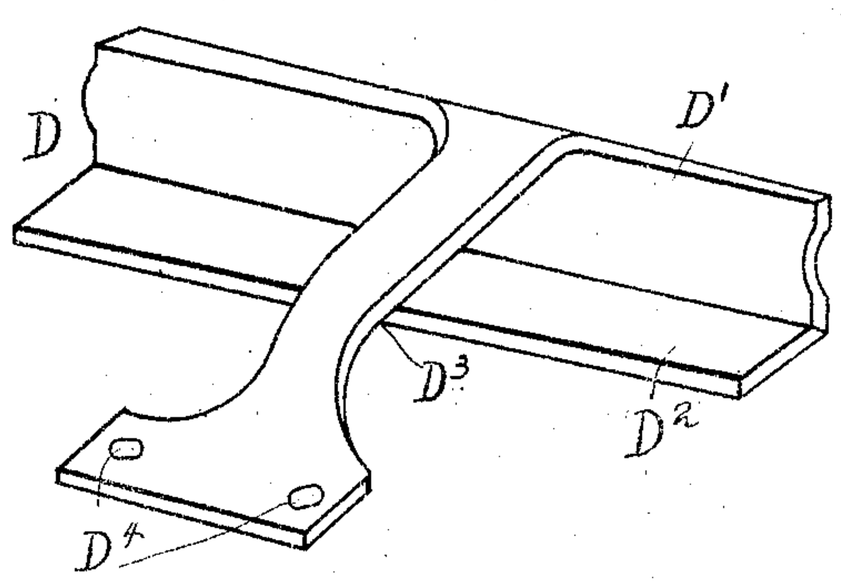
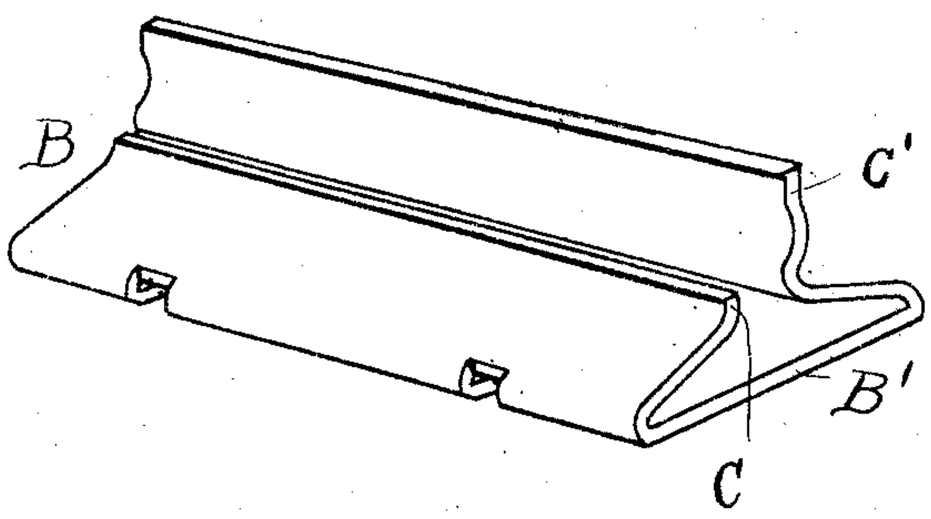


Fig. 3.



WITNESSES

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RAIL-JOINT.

No. 907,048. Specification of Letters Patent. Patented Dec. 15, 1908.

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To all whom it may concern:

Be it known that I, THEODORE HEINEY, a citizen of the United States, residing at Nazareth, in the county of Northampton and State of Pennsylvania, have invented a certain new and useful Improvement in Rail-Joints, of which the following is a specification.

My invention relates to a new and useful improvement in rail joints and has for its object an exceedingly simple and effective device of this character by means of which the ends of two ordinary rails may be held together without the use of nuts and bolts thus providing a substantial, cheap and readily placed coupling for the ends of the rails.

With these ends in view this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claims.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same I will describe its construction in detail, referring by letter to the accompanying drawing forming a part of this specification, in which—

Figure 1 is a perspective view of my improvement secured to the ends of two rails. Fig. 2, is a perspective view of the wedge, and Fig. 3, a perspective view of the plate.

In carrying out my invention as here embodied, A and A′ represent the ends of two ordinary rails, and B a steel plate so formed as to have a base portion B′ which is wider than the base flanges of the rail, vertically and upwardly extending flanges C and C′, the flange C being shorter than the flange C′, thus leaving a space between the top of the said flange C and the lower portion of the head of the rail. The upwardly extending flange C′ is bent outward or corrugated as indicated, so as to produce a certain amount of spring action, which will compel it to rest firmly against the shank of the rail.

D represents the wedge member, the side D′ of which is the wedge proper, the central portion of which is bent outward or corrugated, to produce a spring action, so that when the wedge is in place it will readily remain there, the bottom D^2 thereof being of the same thickness throughout. From the upper portion of the side D′ on the wedge D is formed the brace D^3 having openings D^4 on the outer end thereof for the reception of spikes when being secured in position upon the cross ties.

In practice when it is desired to place my improved rail joint upon the ends of two rails the plate D will first be placed upon the end of the rail A and to move toward the opposite end of said rail until it will allow the end A′ of the next rail to be placed against the rail A then the plate will be moved in the opposite direction until it has been past the desired distance upon the ends A′ of the rail, the small end of the wedge D is then placed between the flange C of the plate B and the rails and driven inward until it is tight, which will generally bring the brace D^3 opposite the joining place of the ends A and A′ of the rails, the spikes will then be placed on the opening D^4 and driven into the cross ties thus holding the ends of the rails securely in position.

Of course I do not wish to be limited to the exact details here shown as these may be varied without departing from the spirit of my invention.

Having thus fully described my invention what I claim as new and useful is—

1. In a railway rail joint the combination with the ends of the rails A and A′, the plate B so formed as to produce a base and upwardly extending flanges one of which is shorter than the other, the longer one being corrugated, and a wedge member the side of which is the wedge proper, said side being corrugated, said side having a brace formed therewith, having openings formed in its outer end for the reception of spikes formed from the side of said wedge member, substantially, as described.

2. In a railway rail joint composed of the meeting ends of two rails, a plate so formed as to produce a base and upwardly extending flanges, one of which is shorter than the other, the longer one being corrugated, a corrugated wedge member adapted to be driven between the shorter upwardly extending flange and the side of the rail and a brace having an opening cut therein for the reception of spikes formed from the side of said wedge member, substantially as described.

3. In a railway rail joint, the combination with the ends of two rails, a plate so formed as to produce a brace, upwardly extending flanges thereon, one of which is shorter than

the other thus leaving a space between the top of said flange and the head of the rail, with the longer flange being corrugated, a wedge member having the side and bottom portion at right angles to one another, the side portion being the wedge proper, having a corrugation formed thereon, a brace formed from the top portion of the side of said wedge member having openings cut therein through which spikes are adapted to pass for securing it to the cross ties, as and for the purpose set forth.

In testimony whereof, I have hereunto affixed my signature in the presence of two subscribing witnesses.

THEODORE HEINEY.

Witnesses:
EDWIN BERGER,
GEORGE W. COPE.