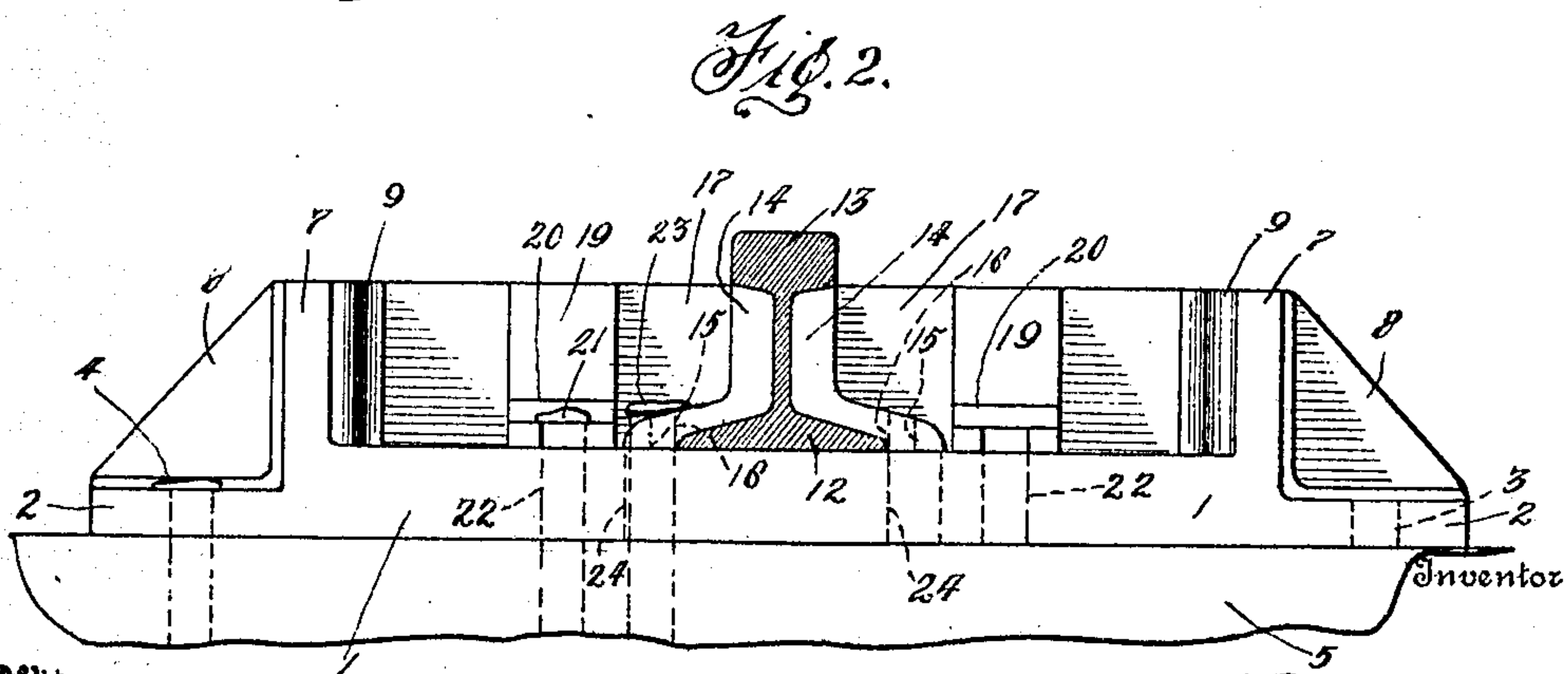
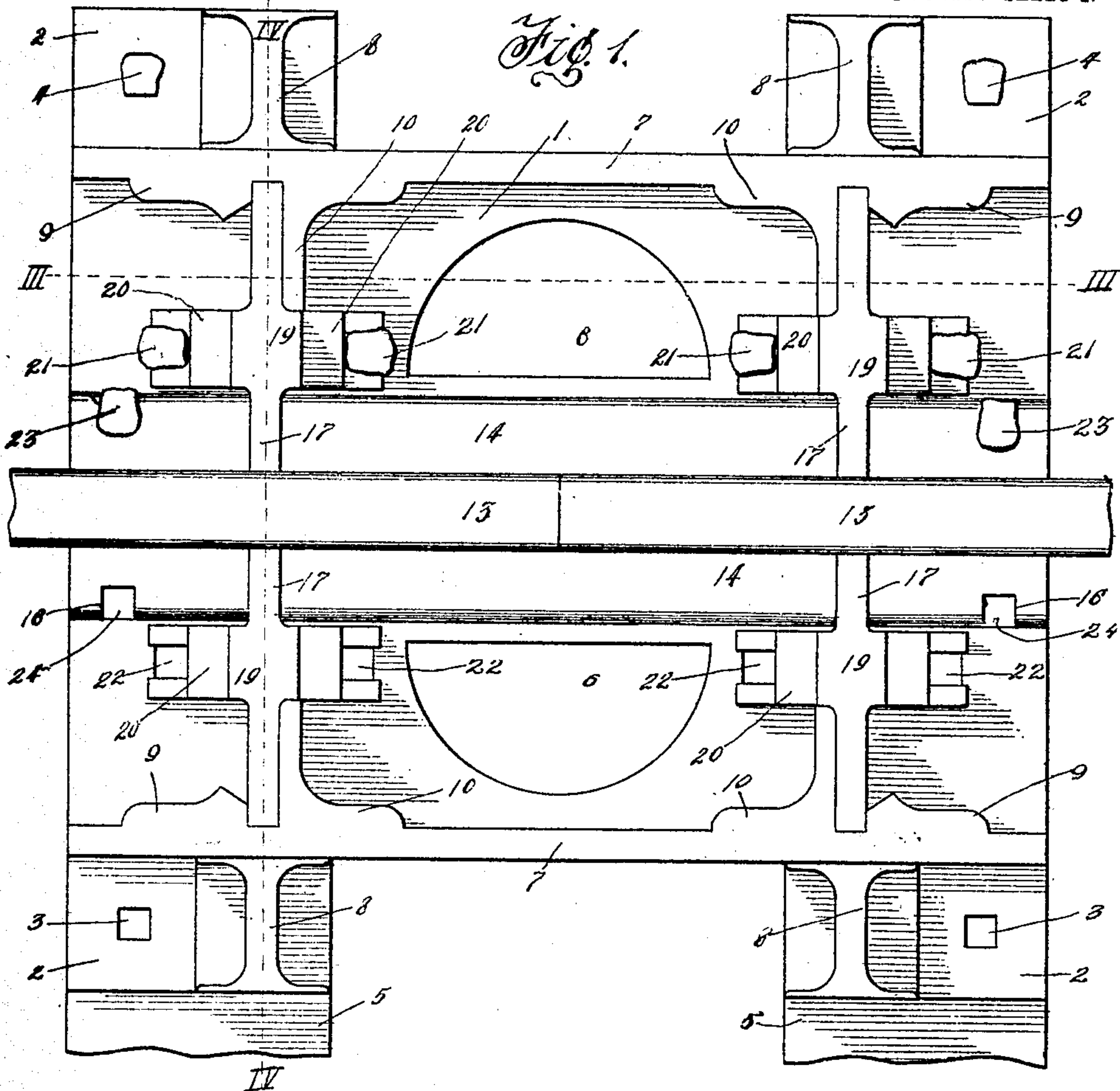


P. HOLDAMPF.
RAIL JOINT AND RAIL BRACE.
APPLICATION FILED FEB. 1, 1909.

916,315.

Patented Mar. 23, 1909.

2 SHEETS—SHEET 1.



Witnesses
R. L. Farrington.
W. H. Butler

By W. C. Everett

P. HOLDAMPF

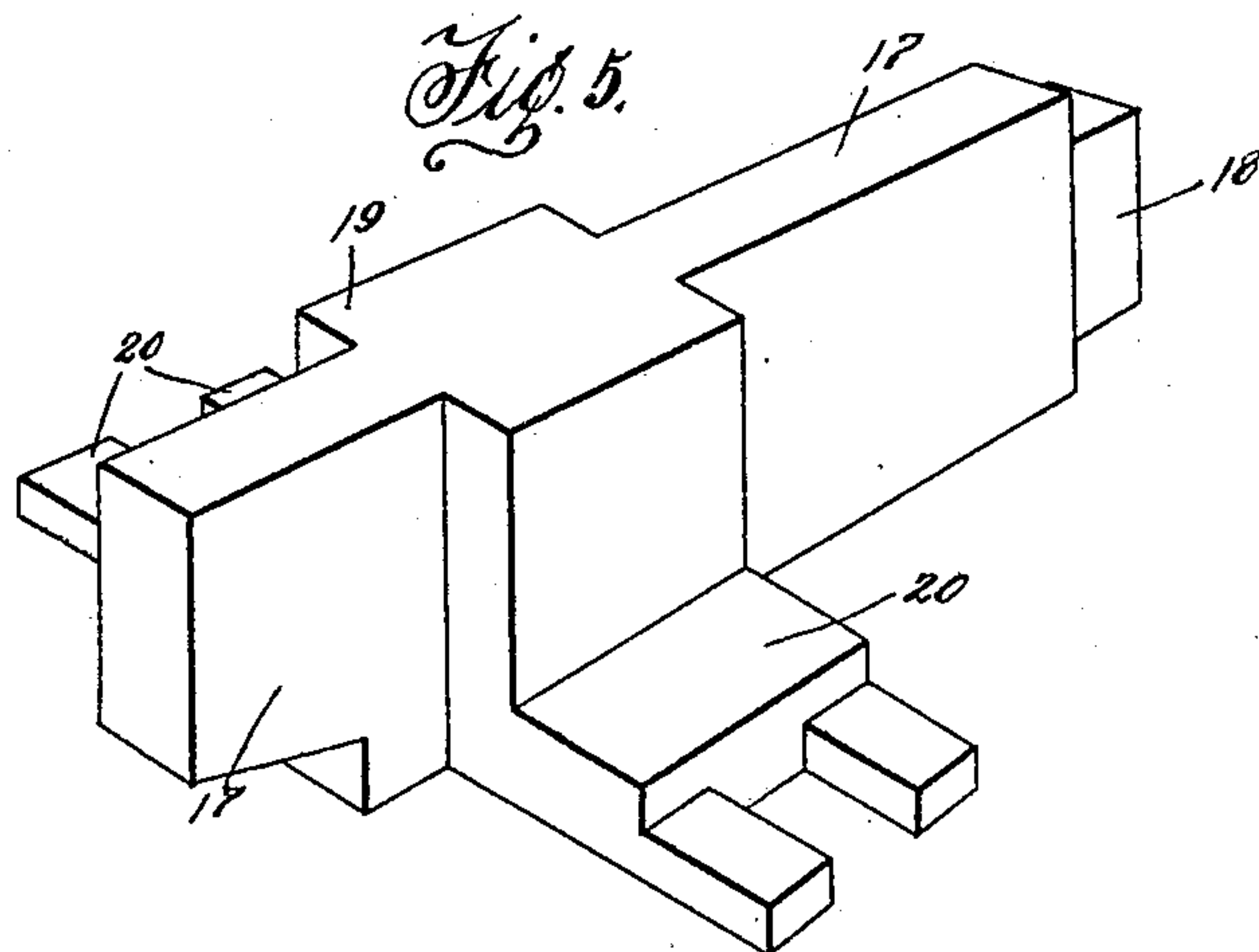
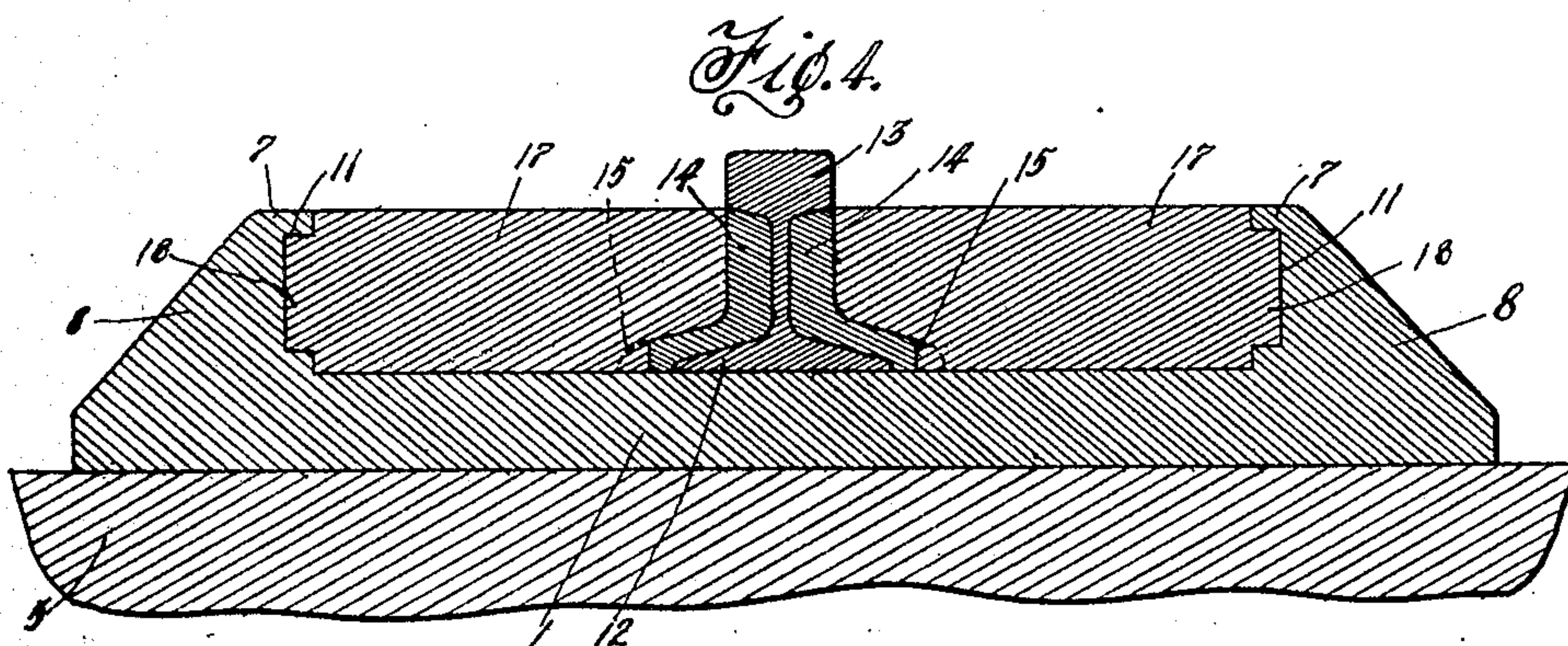
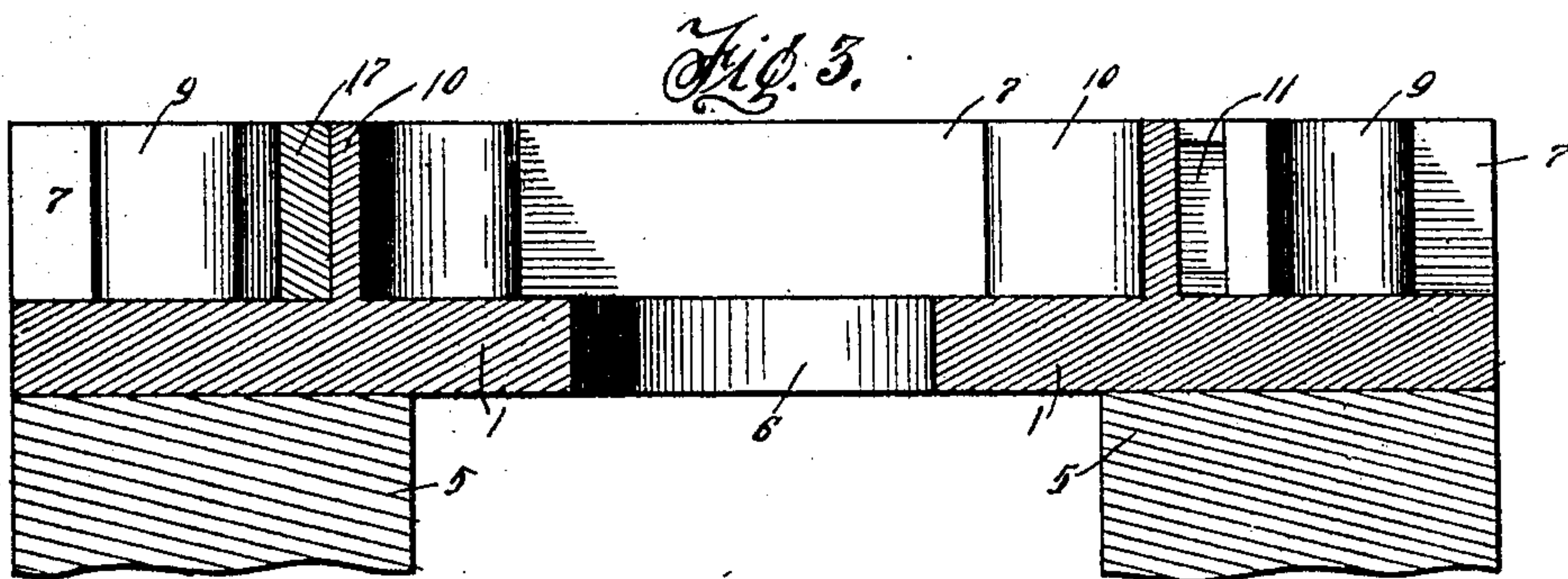
Attorneys

916,315.

P. HOLDAMPF.
RAIL JOINT AND RAIL BRACE.
APPLICATION FILED FEB. 1, 1909.

Patented Mar. 23, 1909.

2 SHEETS—SHEET 2.



Inventor
P. HOLDAMPF

Witnesses
R. L. Farrington.
A. N. Butler

By H. C. Everett & Co.

Attorneys

UNITED STATES PATENT OFFICE.

PAUL HOLDAMPF, OF PITTSBURG, PENNSYLVANIA.

RAIL-JOINT AND RAIL-BRACE.

No. 916,315.

Specification of Letters Patent.

Patented March 23, 1909.

Application filed February 1, 1909. Serial No. 475,470.

To all whom it may concern:

Be it known that I, PAUL HOLDAMPF, a subject of the King of Hungary, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints and Rail-Braces, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to rail joints and rail braces, and the objects of my invention are, first, to provide positive and reliable means for connecting and bracing the confronting ends of two rails, whereby the rails cannot become laterally or vertically displaced; second, to obviate the necessity of using nuts and bolts as a connecting medium for the confronting ends of two rails; third, to provide a rail connection and brace that can be easily and quickly placed in position by unskilled labor; fourth, to provide a rail fastener that will be positive in its action, simple and durable, and highly efficient for the purposes for which it is intended; and fifth, to obviate accidents and wrecks due to the spreading and breaking of rails at the adjoining ends thereof.

I attain the above objects by a rail joint and brace that will be presently described in detail and then specifically pointed out in the appended claims.

In the drawings, Figure 1 is a plan of my rail joint and brace, Fig. 2 is an end view of the same, Fig. 3 is a longitudinal sectional view taken on the line III of Fig. 1. Fig. 4 is a cross sectional view taken on the line IV of Fig. 1, and Fig. 5 is a perspective view of one of the rail fasteners.

In the accompanying drawings 1 designates a plate, having the sides thereof provided with oppositely disposed transverse extensions 2 having spike openings 3 formed therein, whereby said plate can be secured by spikes 4 to two parallel ties or sleepers 5. The plate 1 intermediate the ends thereof, and adjacent to the longitudinal edges thereof are cut away, as at 6, to reduce the weight and expense of manufacturing said plate. The longitudinal edges of said plate 1 are provided with longitudinal ribs 7 extending from one end of the plate to the opposite end, said ribs at the extension 2 having braces 8 formed integral with said extensions and said

ribs. The inner confronting sides of the ribs 7 and opposite each brace thereof are provided with transverse enlargements 9 and 10, the latter being of greater length than the former. The ribs 7 between the enlargements 9 and 10 are provided with sockets 11, the object of which will presently appear.

The base plate 1 is adapted to support the base flanges 12 of the rails 13 and embracing said rails are longitudinal splice bars 14 having the lateral portions thereof provided with notches 15 and 16. Adapted to engage in the notches 15 are transverse rail fasteners 17 having the rear ends thereof provided with tongues 18 for engaging said sockets 11 of the ribs 7.

The rail fasteners intermediate the ends thereof are enlarged as at 19, and provided with lateral bifurcated extensions 20 to receive spikes 21 adapted to pass through openings 22 provided therefor in the plate 1. Additional spikes 23 are adapted to engage in the notches 16 of the splice bars 14 and extend through openings 24 provided therefor in the plate 1, said spikes extending into the ties 5.

The splice bars 14 brace the web and head portions of the rails 13, the fasteners 17 brace the splice bars, and the ribs 7 and enlargements 9 and 10 brace said fasteners, and the structure in its entirety preventing the rails 13 from becoming laterally or vertically displaced.

Having now described my invention, what I claim as new, is;—

1. In a rail joint and brace, the combination with ties and rails, of a plate secured upon said ties and adapted to support said rails, oppositely disposed extensions carried by the longitudinal edges of said plate, longitudinal ribs carried by said plate and having the confronting sides thereof provided with sockets, braces carried by said extensions for the outer sides of said ribs, enlargements carried by the inner sides of said ribs, and rail fasteners extending between said enlargements and into said sockets for bracing said rails, and means for simultaneously securing said rail fasteners and said plate to said ties, substantially as described.

2. In a rail joint, the combination with ties and rails, of a plate secured to said ties and adapted to support said rails, longitu-

nal ribs carried by said plate and having notches formed therein, fasteners arranged between said rails and said ribs and adapted to extend into the sockets of said ribs, lateral
5 bifurcated extensions carried by said fasteners, and means for simultaneously securing said fasteners and said plate to said ties.

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

PAUL HOLDAMPF.

Witnesses:

A. H. RABSÁG,

MAX H. SROLOVITZ.