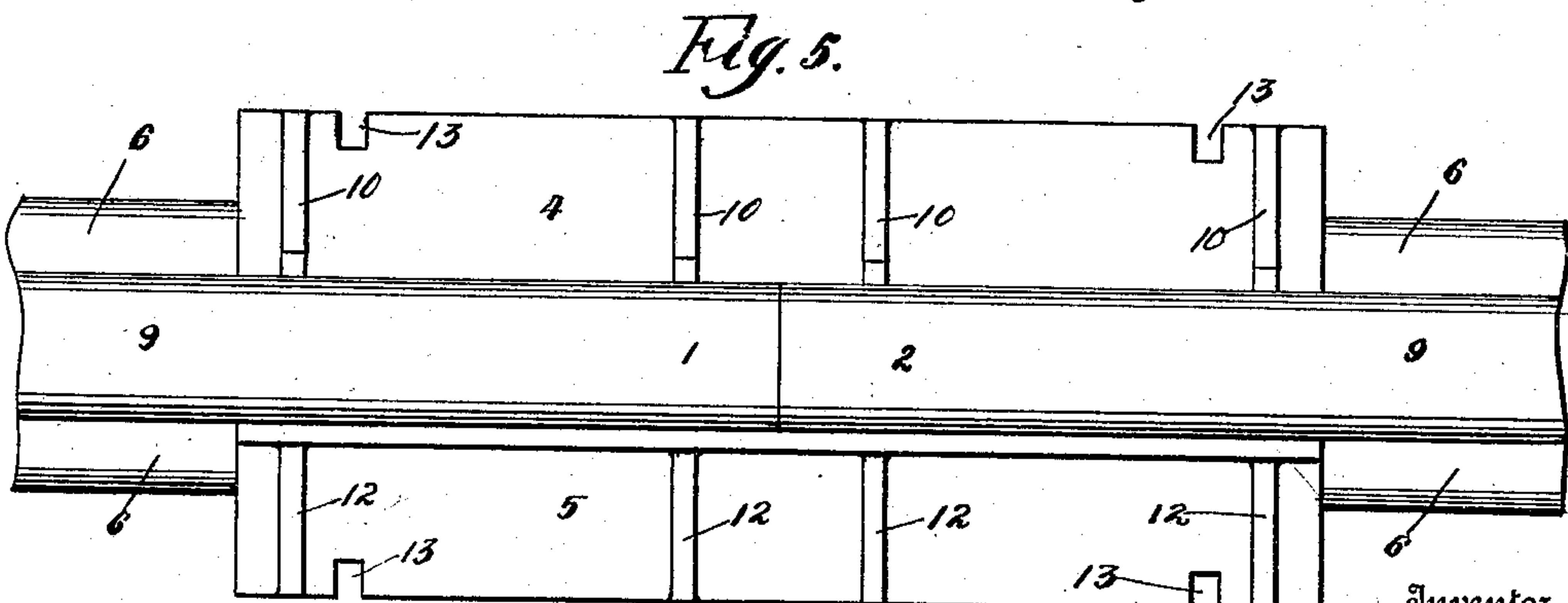
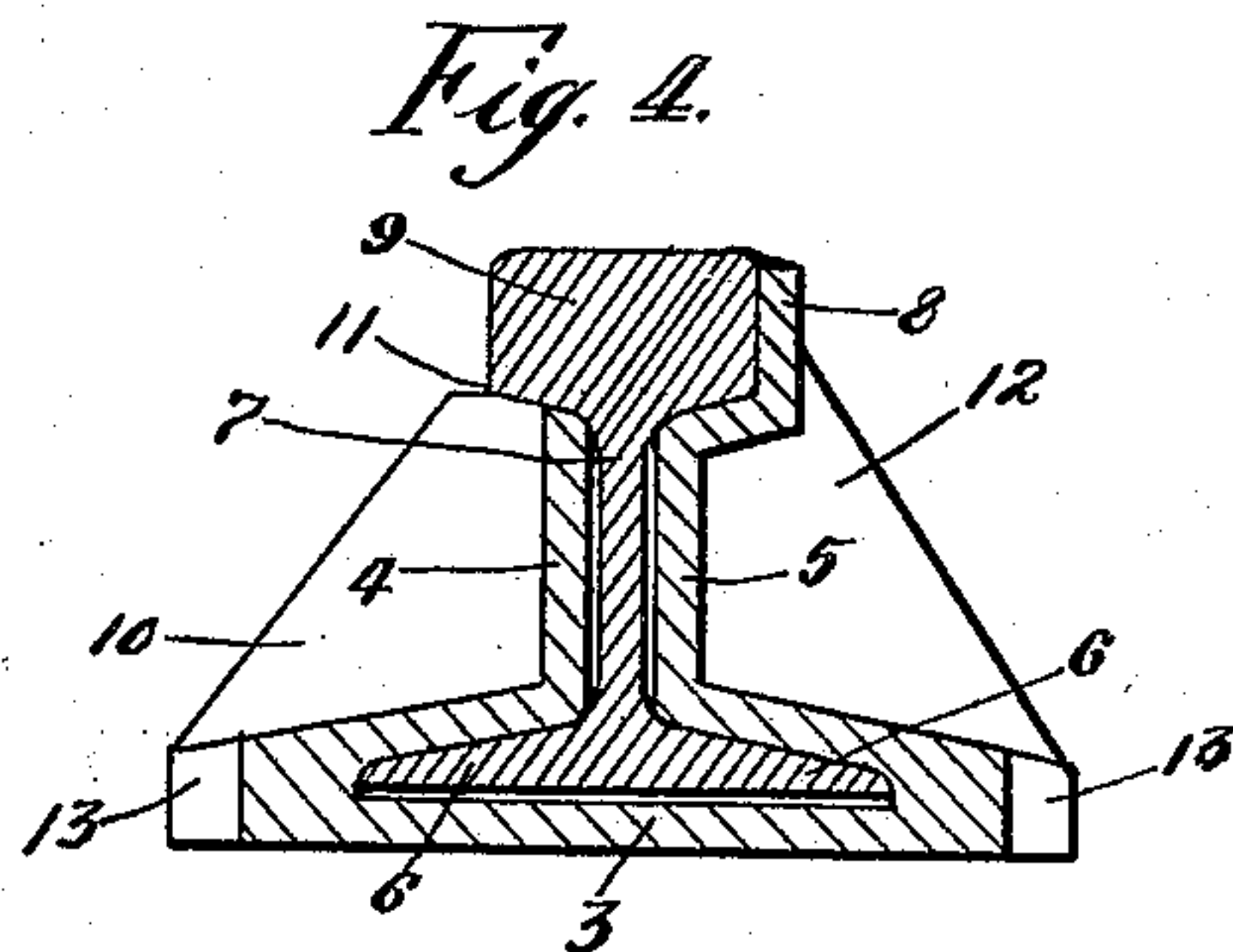
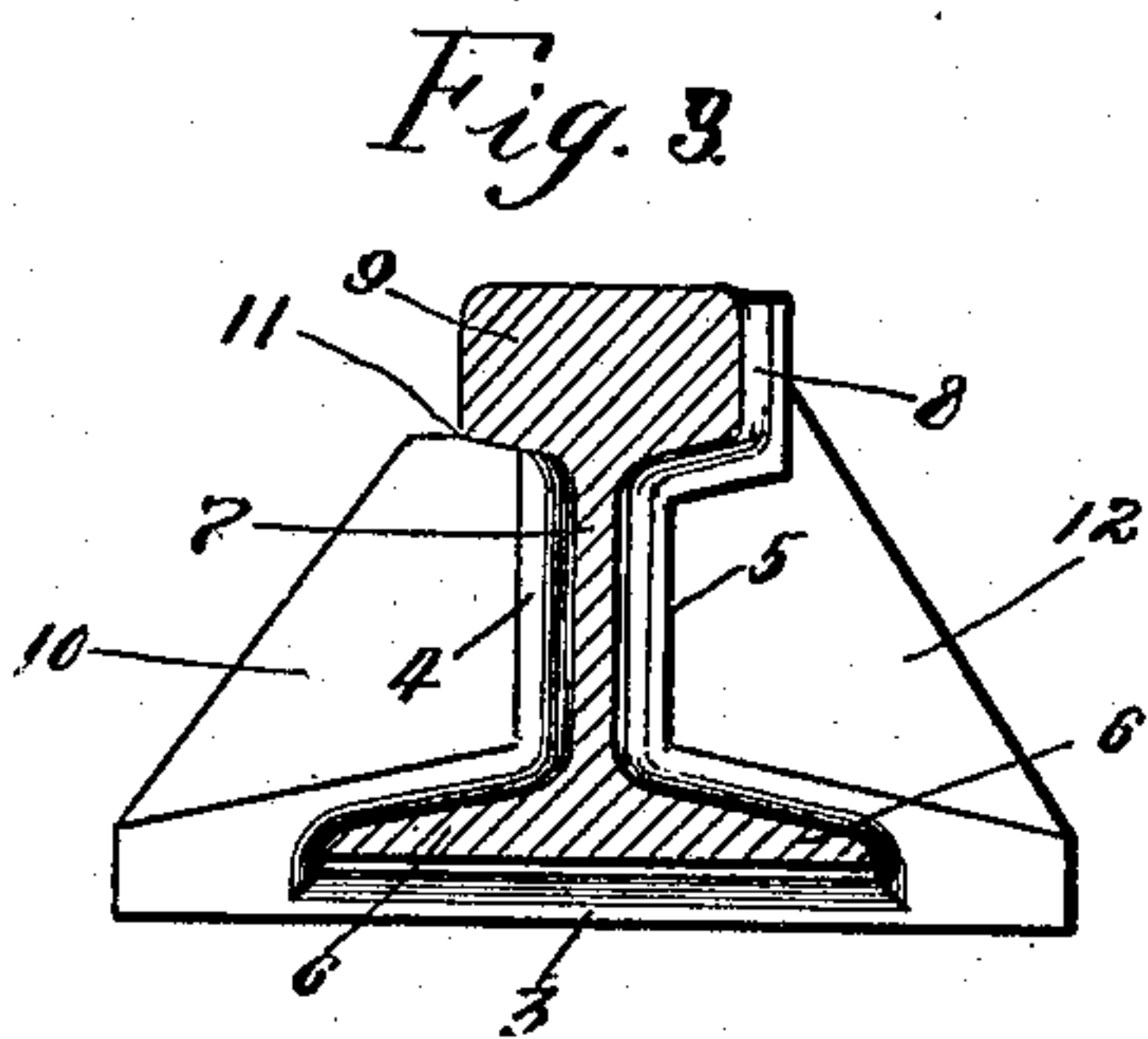
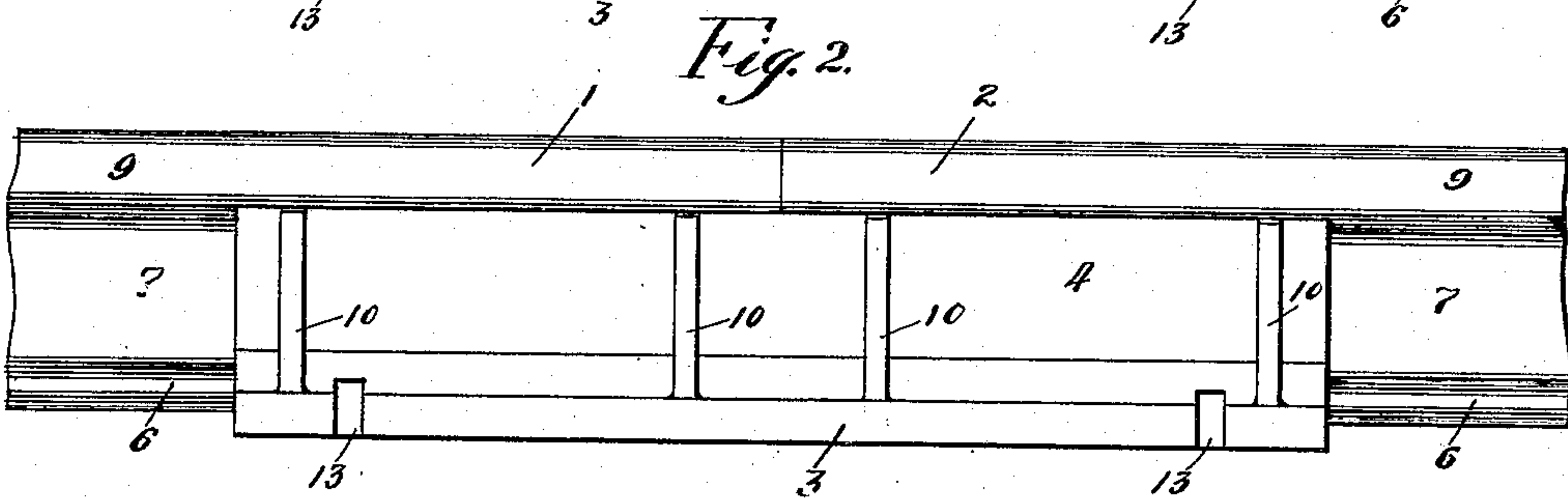
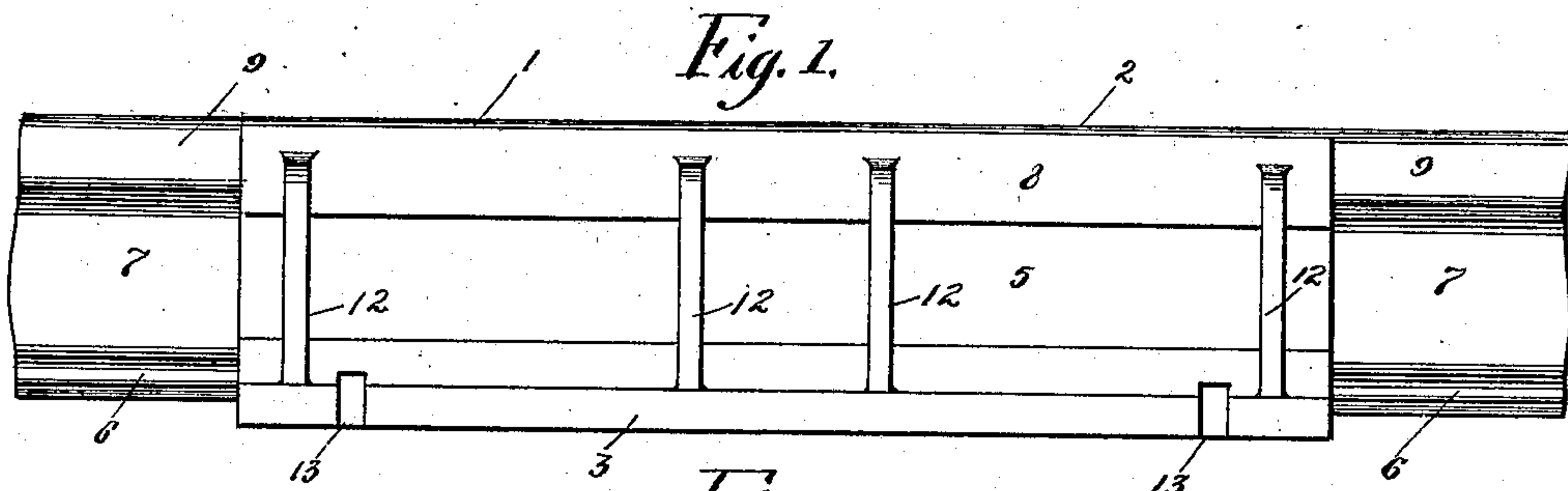


A. G. URBAN.
RAIL JOINT.
APPLICATION FILED NOV. 3, 1908.

920,887.

Patented May 4, 1909.



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UNITED STATES PATENT OFFICE.

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RAIL-JOINT.

No. 920,887.

Specification of Letters Patent.

Patented May 4, 1909.

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To all whom it may concern:

Be it known that I, ALBERT G. URBAN, a citizen of the United States of America, residing at Windber, in the county of Somerset 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 rail joints, and the objects of my invention are, first, to provide a continuous tread for rolling stock, thereby eliminating the jarring and jolting experienced when a car passes over a rail-joint; second, to dispense with the use of nuts and bolts as a fastening medium for the splice bars of a rail joint; third, to provide a novel rail chair that will prevent the lateral and vertical displacement of the confronting ends of rails; and fourth, to provide a simple, durable and inexpensive rail joint that can be easily and quickly installed by unskilled labor.

I attain the above objects by a structure that will be presently described and claimed.

In the drawings:—Figure 1 is an elevation of the outer side of my rail joint, Fig. 2 is a similar view of the inner side of the joint, Fig. 3 is an end view of the joint, Fig. 4 is a cross sectional view of the same, and Fig. 5 is a plan.

Referring to the drawings in detail, 1 and 2 denote a pair of rail sections, the confronting ends of which are adapted to be supported by a chair in accordance with this invention. The chair comprises a rectangular base plate 3 of relatively greater width than the base 6 of a rail section. Formed integral with the base plate 3 are splice bars 4 and 5 which inclose the top of the base 6 of the rail section and also the webs 7 of the rails. The splice bar 5 is positioned upon the outer side of the rail sections 1 and 2 and terminates at its top in an angular extension 8 which embodies an upwardly and outwardly inclined portion seated against the lower face of the head 9 of the rail and further comprises a vertically extending portion

which abuts against the outer side of the head of the rail and terminates at a point below the plane of the tread of the rail. The extension 8 constitutes a means for bracing the heads of the rail sections as is evident. The splice bar 4 abuts against the lower face of the head 9 and formed integral with the splice bar 4 is a plurality of reinforcing ribs 10, said ribs abutting against the lower face of the head 9 and constituting a brace therefor. Formed integral with the splice bar 5 and the extension 8 are reinforcing ribs 12, on top of the ribs 12. The ribs 12 terminate at a point below the plane of the top of the extension 8. The ribs 10 and 12 at their lower ends are of such a width as to project from the splice bars to the edges of the base plate 3. The longitudinal edges of the base plate 3 are provided with notches 13 to enable the base plate 3 to be securely spiked in position and with the base plate bridging a plurality of parallel ties.

From the foregoing construction and arrangement of parts, it is evident that when the chair is set up with respect to the rail section, the rail section cannot be displaced with respect to the section 2 and therefore an efficient joint is set up for the confronting ends of the rail sections.

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

In a rail section joint, the combination of a pair of rail sections, of a chair adapted to support said sections, said chair comprising a baseplate relatively wide with respect to the base of a rail section, outer and inner splice bars formed integral with said base plate and inclosing the bases and webs of the rail section, said inner splice bar abutting against the lower faces of the heads of said rail sections, said outer splice bar provided with an extension embodying an outwardly extending and upwardly inclined portion abutting against the lower face of the heads of said rail sections and said extension further comprising a vertically extending portion abutting against the outer side of the heads of said rail sections, reinforcing rods

formed integral with said inner splice bar
and abutting against the lower face of the
heads of said rail sections, and reinforcing
ribs formed integral with said outer splice
5 bar and with said extension, said last men-
tioned reinforcing ribs at their top termi-
nating at a point below the plane of the top
of the vertical portion of said extension, and

said base plate provided in each longitudinal
edge with notches for the reception of spikes. 10

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

ALBERT G. URBAN.

Witnesses:

CHAS. MORFORD,

ROBT. G. COLBORN.