Z. T. HOSKINS.

COMBINED RAIL JOINT AND CHAIR.

APPLICATION FILED FEB. 20, 1909.

943,880. Patented Dec. 21, 1909.

Fig. 1.

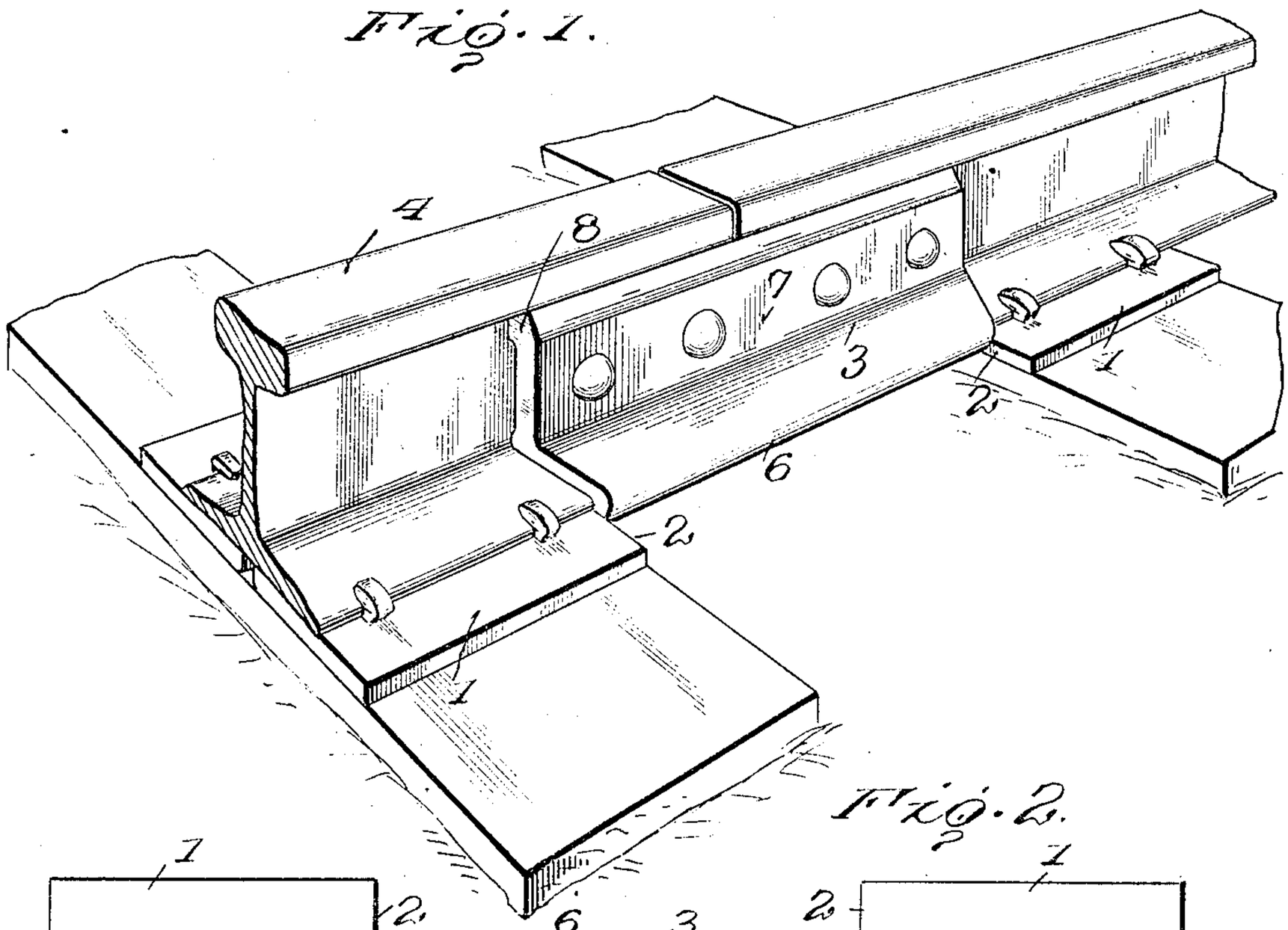


Fig. 2.

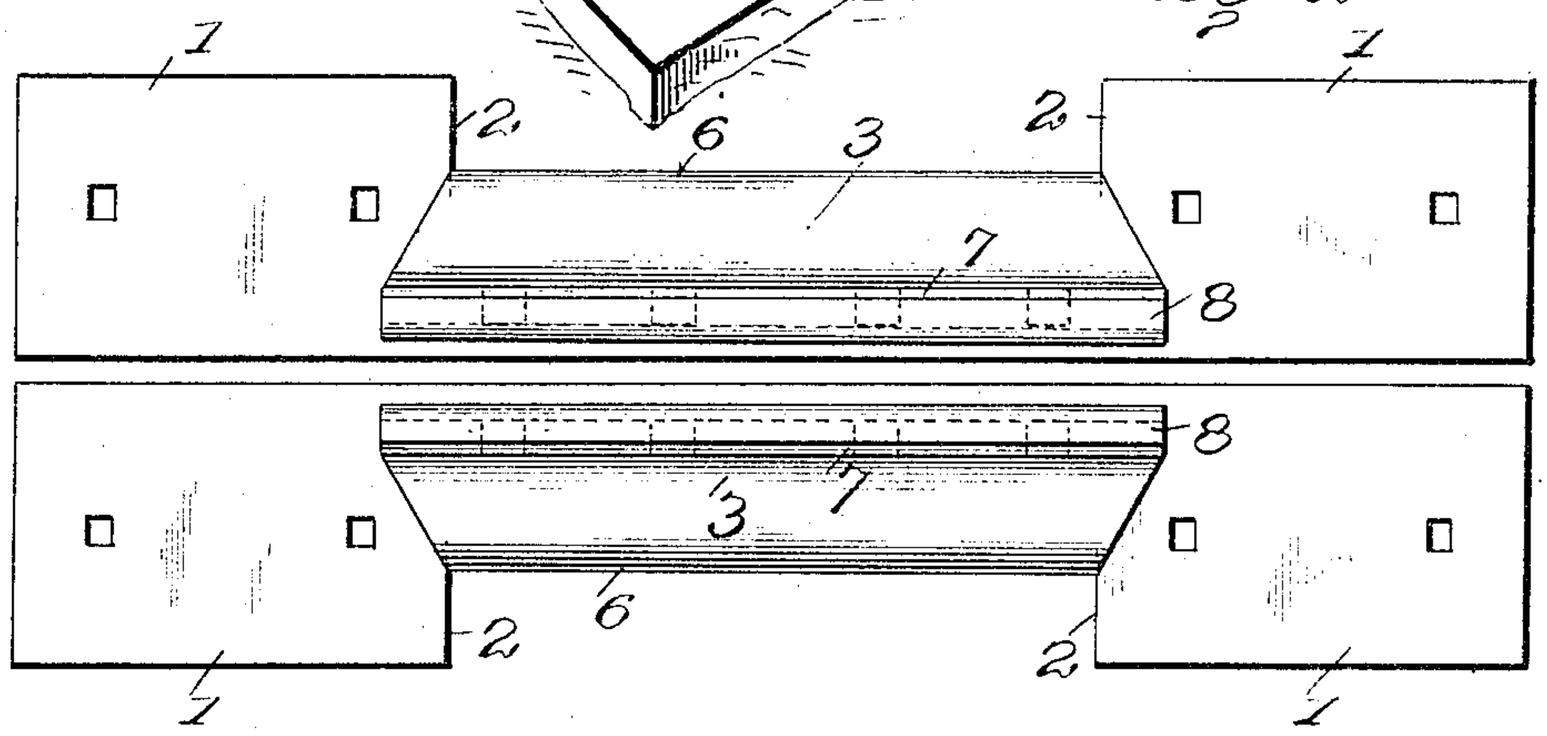
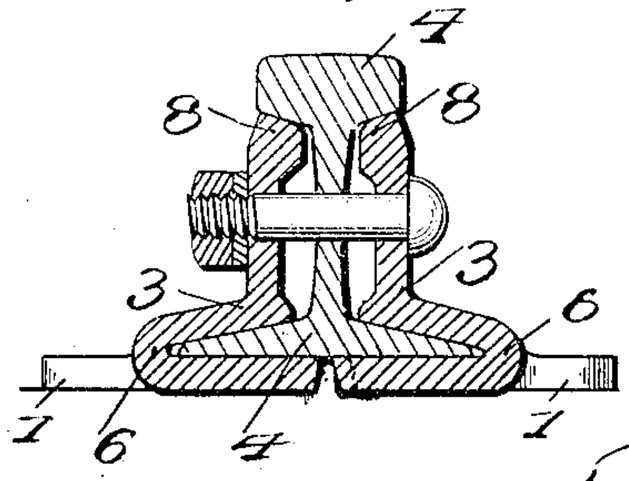


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

ZACHARY T. HOSKINS, OF CHICAGO, ILLINOIS.

COMBINED RAIL JOINT AND CHAIR.

943,880. Specification of Letters Patent. Patented Dec. 21, 1909.

Application filed February 20, 1909. Serial No. 479,214.

To all whom it may concern:

Be it known that I, ZACHARY T. HOSKINS, citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Combined Rail Joints and Chairs, of which the following is a specification.

My invention relates to an improvement in a combined rail joint and chair for railway rails, and it has for its object the provision of means whereby the rails will be secured together at their meeting ends in a manner that will provide a smooth joint at such point, whereby the wheels will be prevented from pounding the ends of the rails.

By the use of my invention the rails are securely fastened to the ties and are prevented from creeping, but at the same time are permitted such freedom of movement as is necessary under their normal expansion and contraction.

A further object of my invention is economy of labor, the same obviating the necessity of the frequent tightening of the bolts.

In the accompanying drawings illustrating my invention Figure 1 is a perspective view of my rail joint and chair as applied to the meeting ends of two rails; Fig. 2 is a plan view of a pair of the combined rail joints and chairs, and Fig. 3 is a cross sectional view of Fig. 1.

1 represents the blank from which my rail joint and chair is made, and 2, 2 the angular cuts on the lines of which the portion 3 is bent upwardly to embrace the flanges of the rails 4, 4 thereof. The bent-up portion 3 is first bent forwardly as at 6, said portion covering the meeting ends of the flanges of the rails 4, 4, and is then bent upwardly as at 7, and the upper edges of the portions 7 are provided with the heads 8 which rest against the under side of the tread of the rails when the parts are in position. The uncut forwardly extending portion of the plate 1 extends beneath the rails at the meeting ends thereof and supports the same, while the rear corner portions of the said plate extend rearwardly on the ties and afford bearings or support for the rail. Spike holes are provided in the flat portion of the plate 1, and the upwardly bent portion of said plate is provided with bolt holes which extend on both sides of the joint of the two rails, and bolts are secured therein securely binding the ends of the said rails and the joint or chair together. The plate 1 is made a length sufficient to extend across the space between two of the ties, the flat portions of said plate flanking the turned up portion, practically covering the face of said ties adjacent to the rails and being spiked thereto as stated. Two or more of the spikes which secure the member 1 to the ties are driven therethrough so that their heads overlap the flanges of the rail as shown.

By having the heads 8 extend under the joint between the rails the strain is taken off the bolts, the joints are held even, the friction from under the heads of the rails is removed, and wear of the rail is materially lessened.

While I have shown and described what I believe to be the preferred embodiment of my invention, it will be understood that various changes may be made in the form and construction thereof without material departure therefrom, and I do not wish to be understood as limiting myself to the precise construction shown and described herein.

What I claim as new and desire to secure by Letters Patent is:

1. A combined rail joint and chair comprising a pair of plates each of which is a duplicate of the other extending beneath the meeting ends of the rails and having struck up portions intermediate their ends adapted to embrace the flanges and to extend up into contact with the under side of the treads of the rails at their meeting ends, said struck up portions being of a length equal to the distance between adjacent ties and adapted to span the space between said ties, as set forth.

2. A combined rail joint and chair comprising a pair of plates each of which is a duplicate of the other extending beneath the meeting ends of the rails and having struck up portions intermediate their ends adapted to embrace the flanges and to extend up into

contact with the under side of the treads of the rails at their meeting ends, bolts securing said plates and rails together, and spikes securing said plate to the ties, said struck up portions being of a length equal to the distance between adjacent ties and adapted to span the space between said ties, as set forth.

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

ZACHARY T. HOSKINS.

Witnesses:

ALBERT J. WOLTEMADE,

JENNIE MCDOWELL.