

H. H. JULICK.

RAIL JOINT.

APPLICATION FILED APR. 15, 1909.

951,004.

Patented Mar. 1, 1910.

Fig. 1.

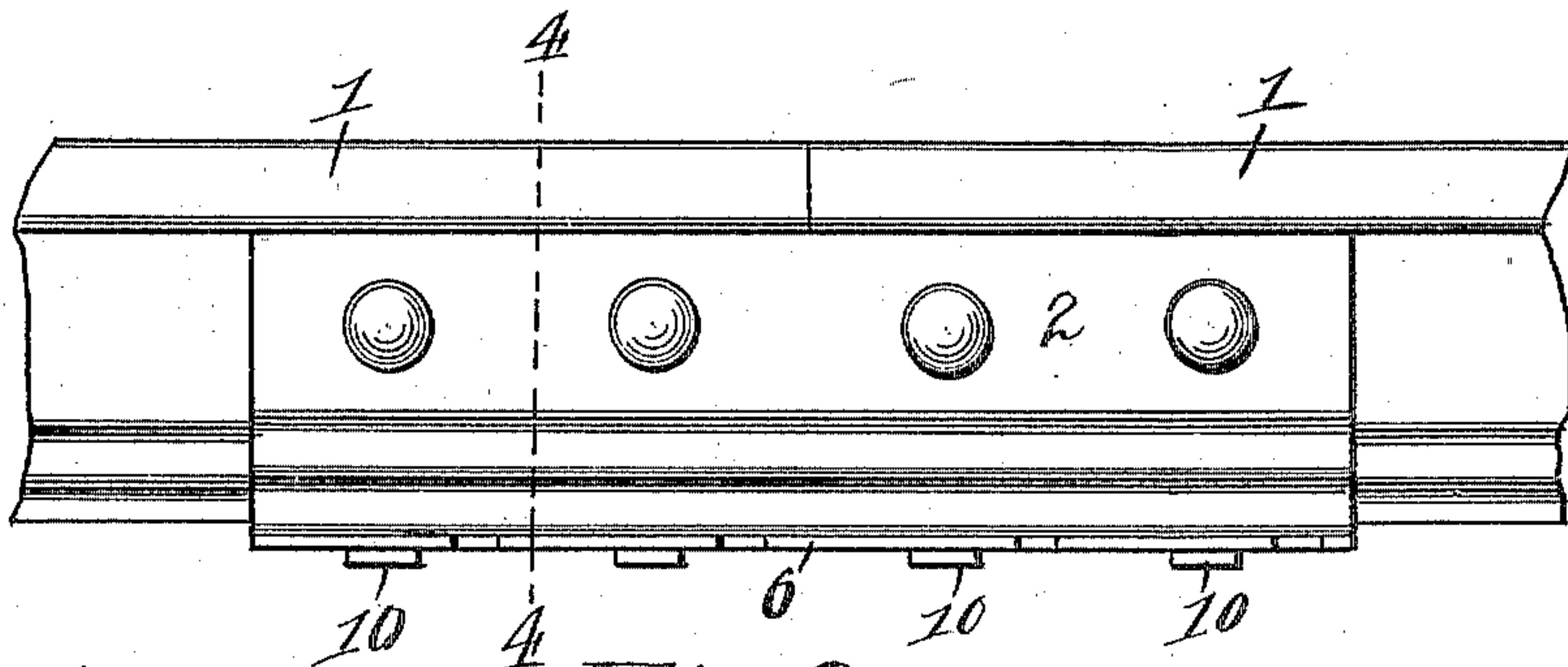


Fig. 2.

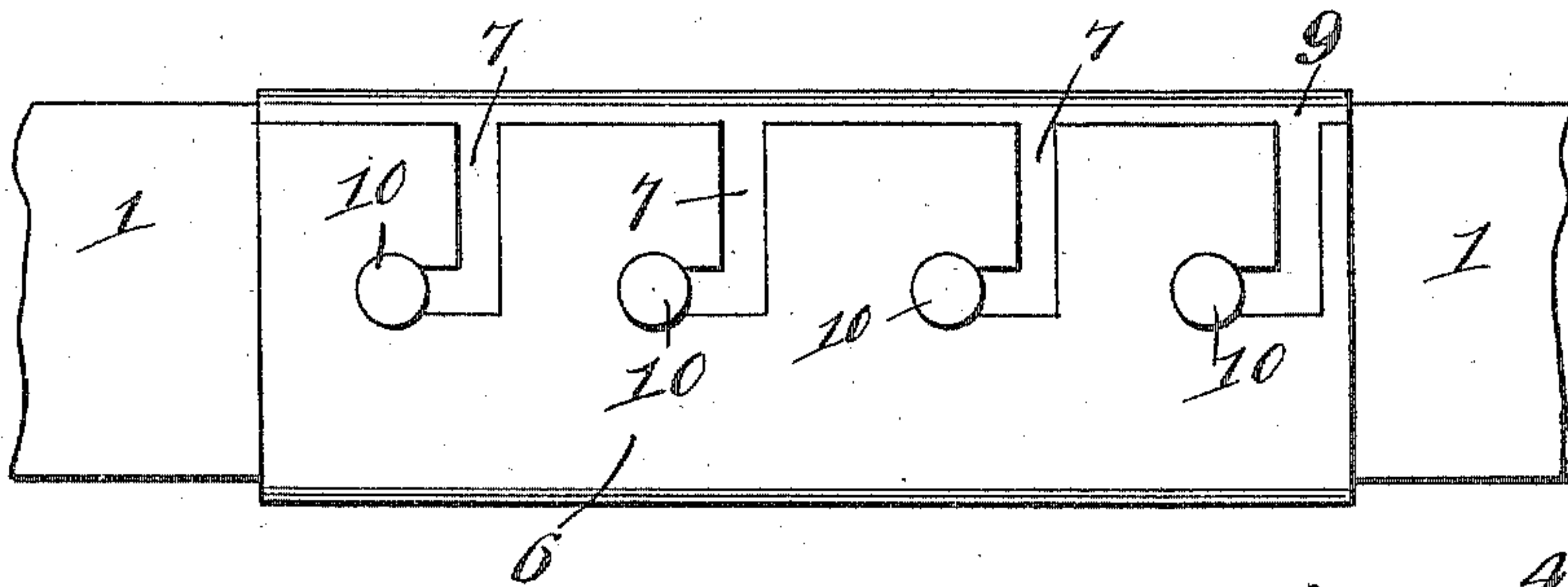


Fig. 3.

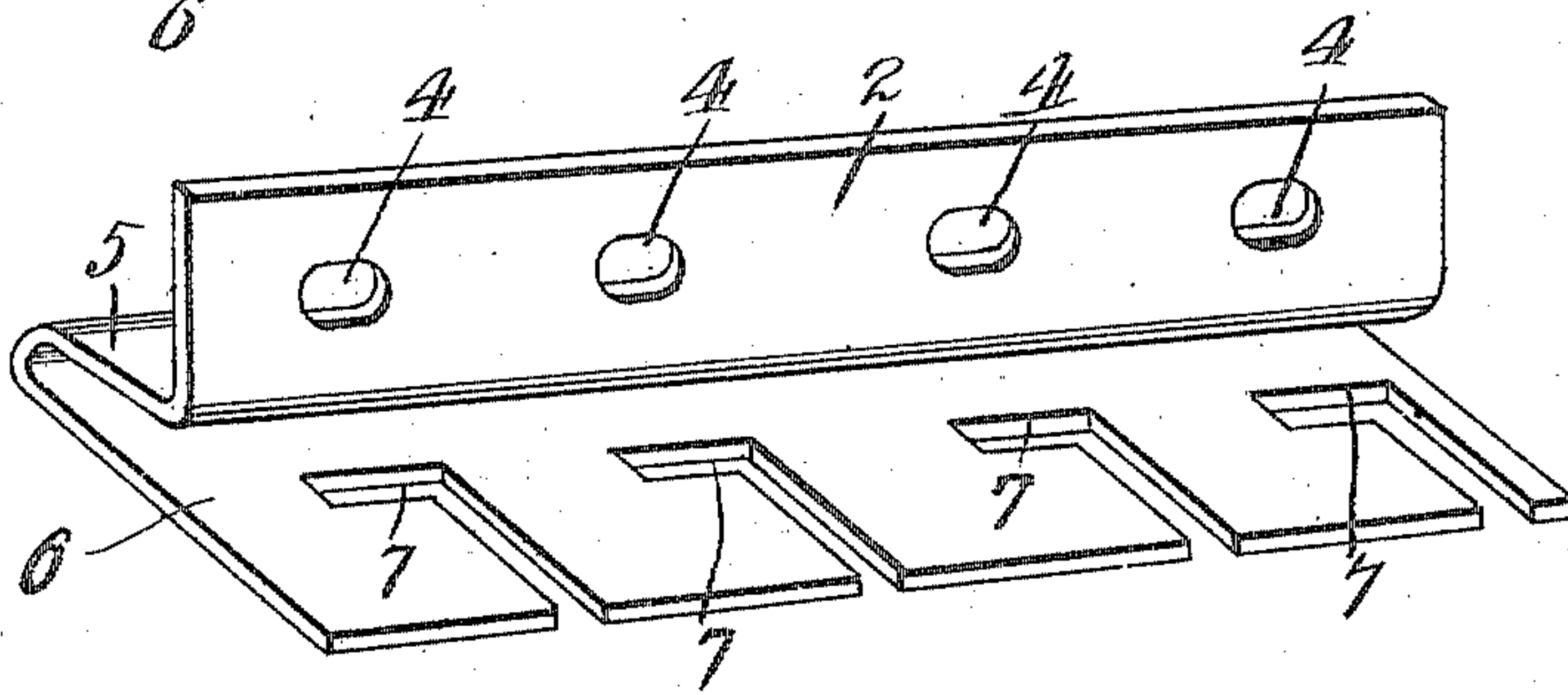
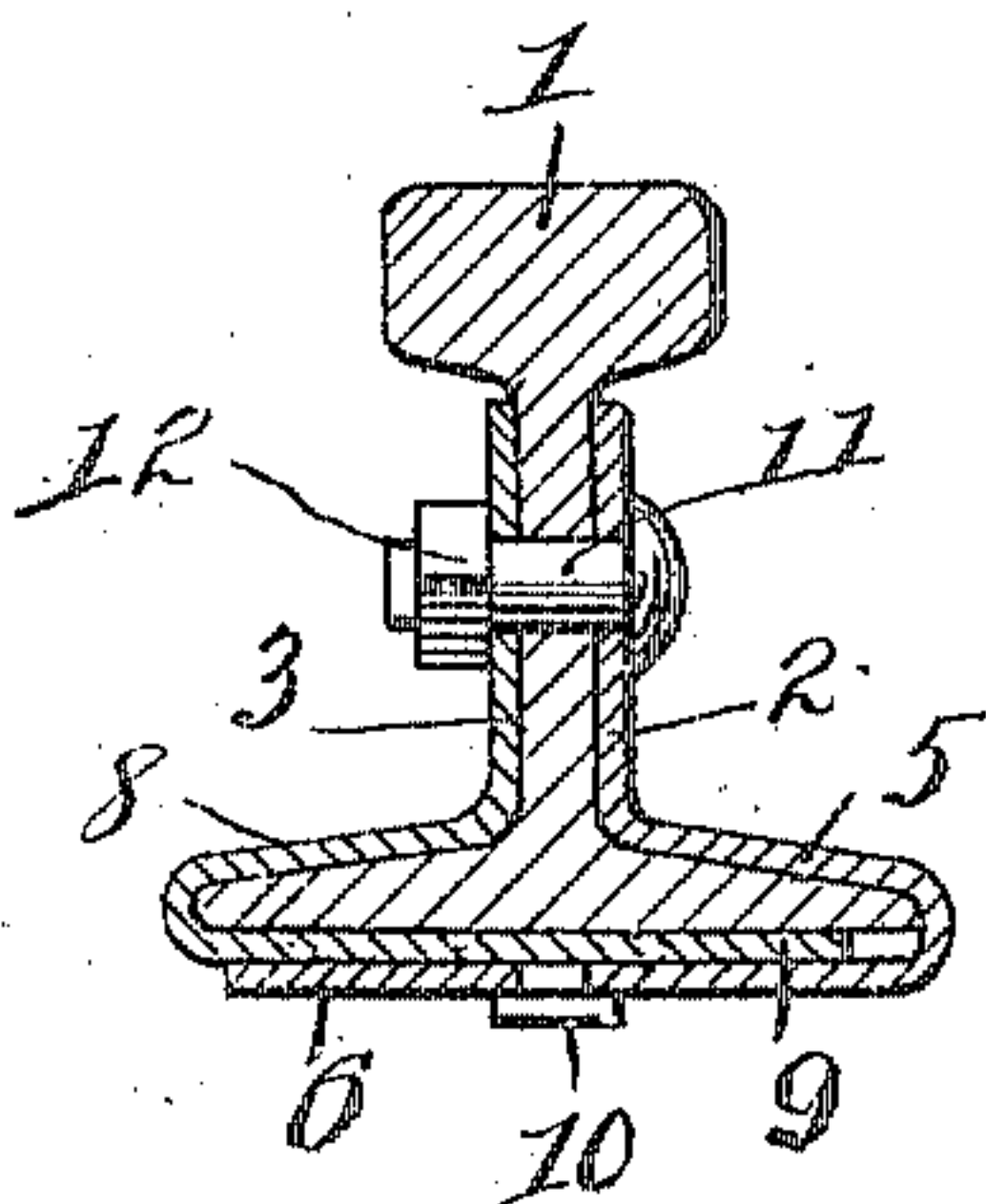


Fig. 4.



Witnesses
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HENRY H. JULICK, OF MOUNT HOPE, WISCONSIN.

RAIL-JOINT.

951,004.

Specification of Letters Patent.

Patented Mar. 1, 1910.

Application filed April 15, 1909. Serial No. 490,085.

To all whom it may concern:

Be it known that I, HENRY H. JULICK, a citizen of the United States, residing at Mount Hope, in the county of Grant and State of Wisconsin, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to rail joints, and one of the principal objects of the same is to provide splice bars which can be readily connected and disconnected from the rail joint by merely loosening the bolts.

Another object of the invention is to provide splice bars which will prevent rails from spreading or sinking and which will form a rail chair underneath the base flanges of the rails and which may be easily connected together by means of bayonet slots and studs.

These and other objects may be attained by means of the construction illustrated in the accompanying drawing, in which,—

Figure 1 is a side elevation of the meeting ends of a pair of rails connected together by means of splice bars made in accordance with my invention. Fig. 2 is a bottom plan view of the same. Fig. 3 is a detail perspective view of one member of the rail splice. Fig. 4 is a sectional view taken on the line 4—4 of Fig. 1.

Referring to the drawing, the numerals 1 designate the meeting ends of a pair of railway rails.

The numeral 2 designates one of the members of the splice, and 3 is the other member thereof. The member 2 is provided with a vertical fish plate portion having bolt holes 4 therein, said bolt holes being preferably oblong or elongated, as shown in Fig. 3. From the fish plate portion the member 2 extends over the base flange of the rail forming a cover 5, and from this point a rail chair 6 extends underneath the base flange of the rail, said chair portion having a series of L-shaped or bayonet slots 7. The member 3 is provided with a fish plate portion adapted to lie against the side of the web of the rail and a cover member 8 which

incloses the upper portion of the base flange of the rail at the joint and a chair portion 9 extending under the base flange of the rail, said chair portion having a series of projecting headed studs 10.

The splice bars are applied to the meeting ends of the rails as follows: The member 3 is placed in position with its ends projecting upon opposite sides of the rail joint. The member 2 is then placed in position, and the bayonet slots 7 are engaged with the headed studs 10, as shown in Fig. 2 of the drawing. The bolts 11 are then passed through the holes 4 in the section 2 through the web of the rail and through the bolt holes in the section 3, after which the nuts 12 are applied to the bolts. In order to remove the splice bars the nuts 3 are turned off, and the bolts 11 are removed from the bolt holes so as to permit the member 2 to slide longitudinally of the rail members to release the studs 10 from the slots 7.

From the foregoing it will be obvious that the splice bars may be quickly applied to a rail joint without the use of special tools; that after the bolts have been applied the splice bar members will be rigidly held in position and will not permit the rails to spread, sink or creep.

I claim:—

The herein described rail splice comprising two members each having fish plate portions and chair members, one of said chair members having L-shaped slots therein and the other member having headed studs to engage said slots, said two members being held to the meeting ends of the rails by bolts extending through the fish plate portions of said splice and through the webs of the rails, said fish plate portions having elongated bolt openings.

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

HENRY H. JULICK.

Witnesses:

FRANK DEGINHARDT,
DAN PHILLIPS.