

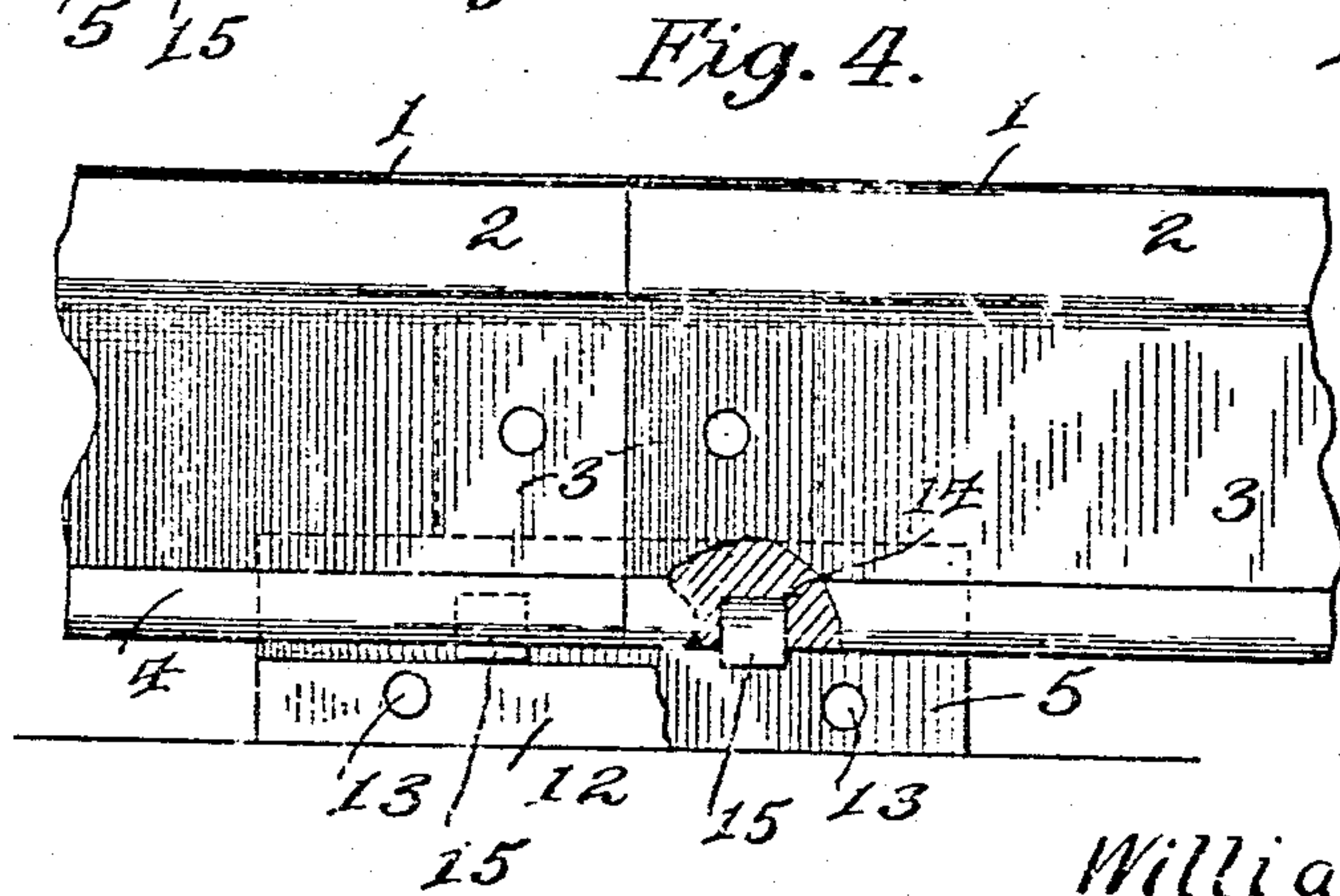
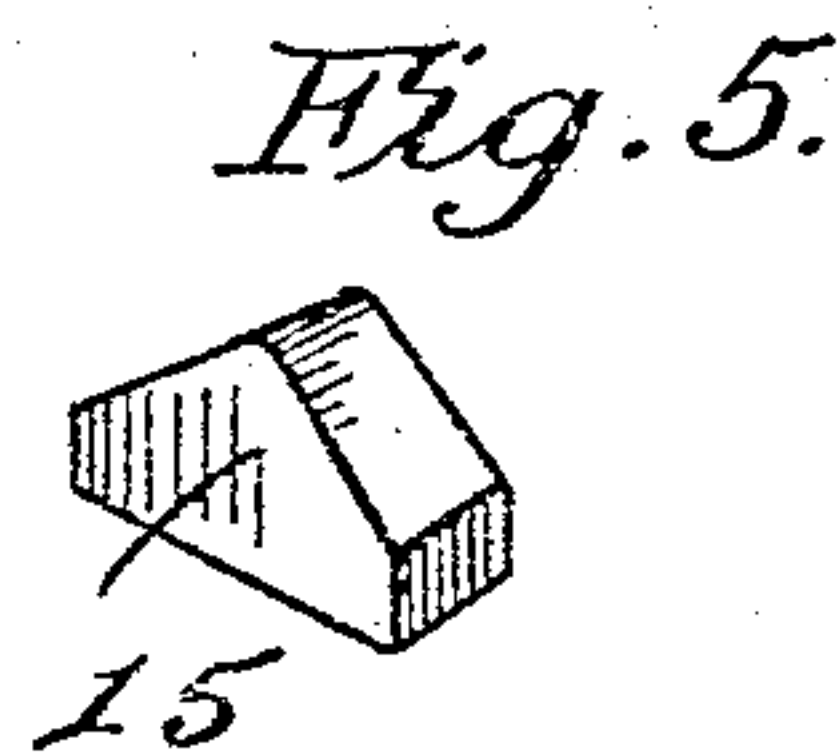
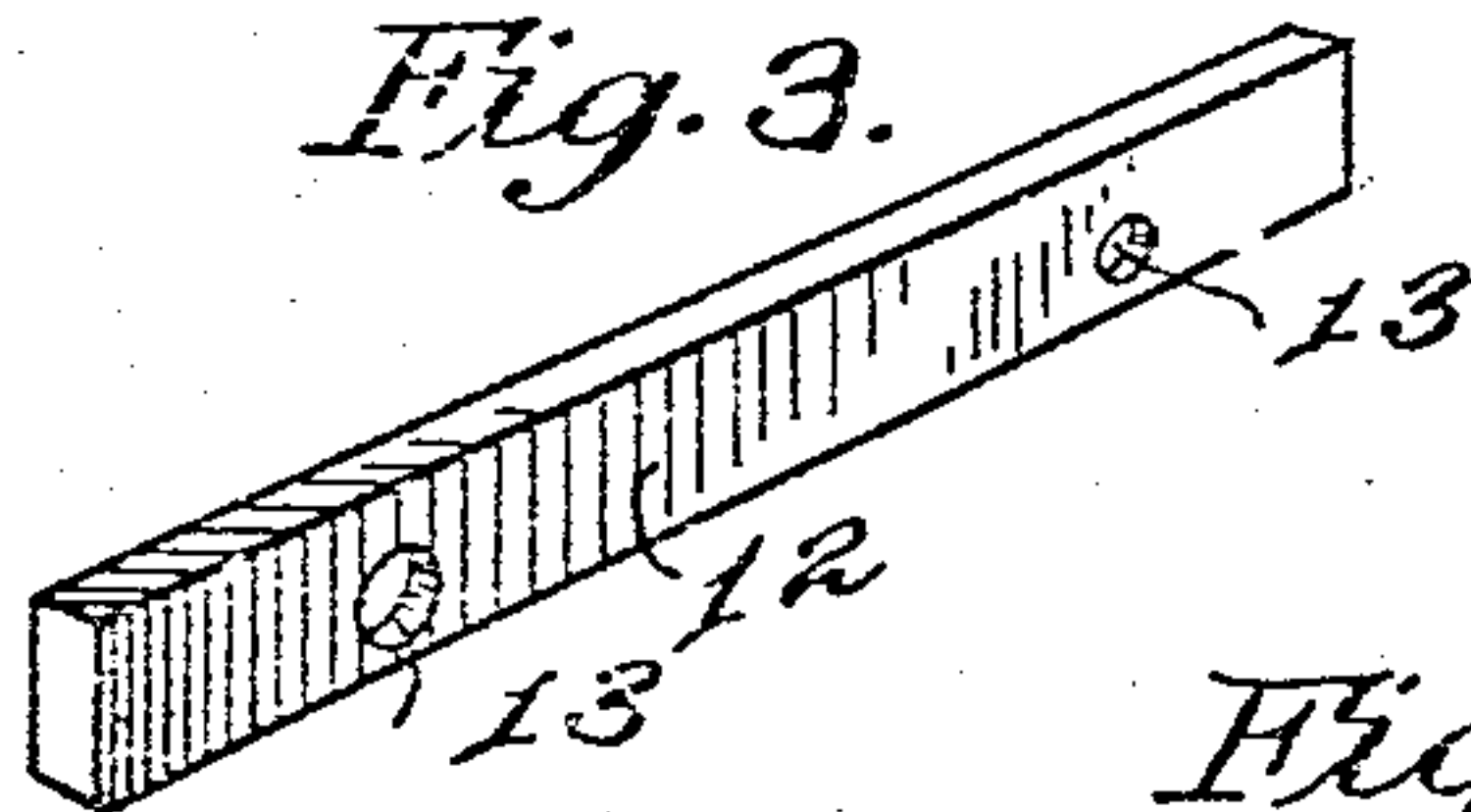
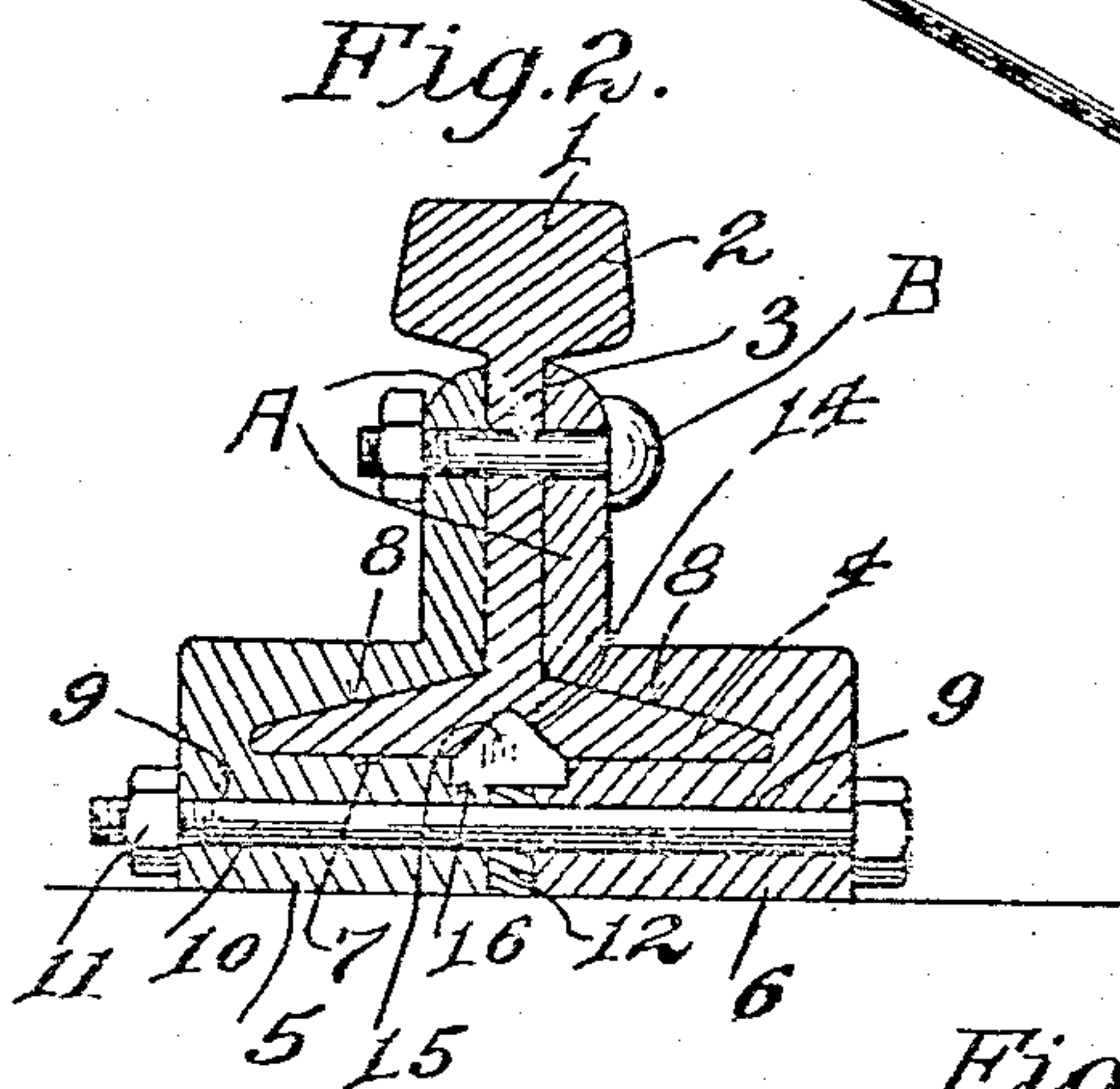
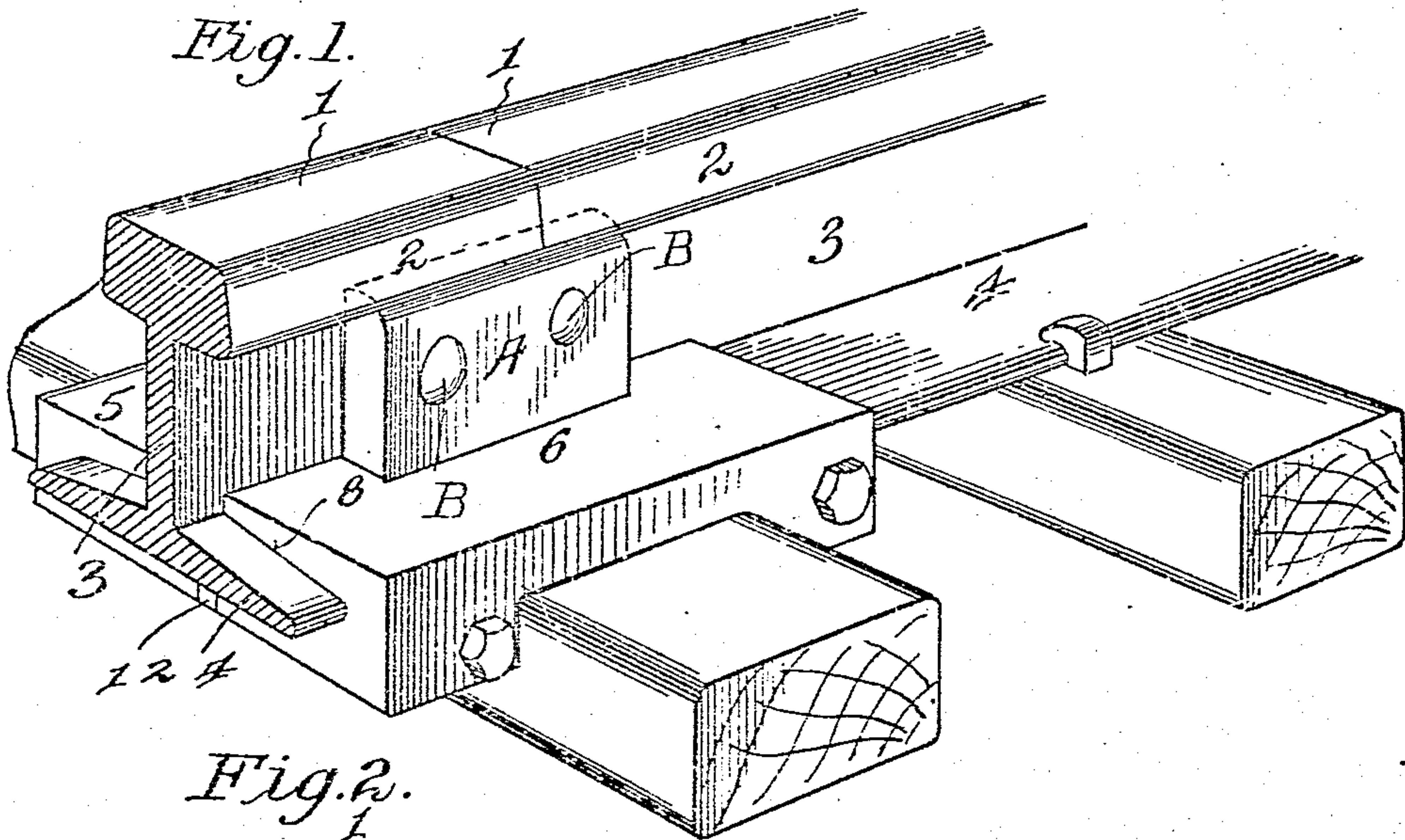
W. E. EWEN.

JOINT CHAIR.

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978,721.

Patented Dec. 13, 1910.



Witnesses

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WILLIAM E. EWEN, OF NEWLIN, TEXAS.

JOINT-CHAIR.

978,721.

Specification of Letters Patent.

Patented Dec. 13, 1910.

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To all whom it may concern:

Be it known that I, WILLIAM E. EWEN, a citizen of the United States, residing at Newlin, in the county of Hall and State of Texas, have invented new and useful Improvements in Joint-Chairs, of which the following is a specification.

This invention relates to certain new and useful improvements in joint chairs, and the primary object of the same is to provide an organization of elements for effectively holding the meeting ends of railway rails by establishing an under support as well as a lock therefor whereby the lateral movement of the rails is entirely obviated and the longitudinal movement of the rails effectively limited.

With the above, and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and arrangement of parts hereinafter fully described and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the improvement, and in which drawings,

Figure 1 is a perspective view of a joint chair constructed in accordance with the present invention. Fig. 2 is a transverse sectional view of the same. Fig. 3 is a perspective view of the spacing block. Fig. 4 is a side elevation of the rails, parts being shown in section, and one of the members comprising the joint chair being removed. Fig. 5 is a perspective view of one of the locking dogs.

In the accompanying drawings the numeral 1 designates the meeting ends of a pair of rails. These rails 1 are of the ordinary construction comprising heads 2, webs 3 and base flanges 4.

The numerals 5 and 6 designate a pair of members comprising the joint chair. These members 5 and 6 comprise metallic blocks provided with a cut away portion adjacent their inner faces. This cut away portion comprises a substantially horizontal wall 7 and an inclined wall 8 terminating with the face of the said blocks 5 and 6. The walls provided by this cut away portion are adapted to coincide with the shape of the base flanges 4 of the rail members 1, so as to provide a secure pocket for the said base flanges. The portions of the blocks below the horizontal walls 7 are provided with a plurality

of longitudinally extending openings 9, the same being adapted for the reception of threaded headed bolts 10 which are provided with the usual nuts 11. Positioned between the members 5 and 6 is a spacing block 12, the same being constructed preferably of wood and being also provided with a plurality of openings 13 registering with the openings 9 of the members 5 and 6. The base flange 4 of the rail members 1 and 2 is centrally provided adjacent its ends with a substantially V-shaped pocket 14, and adapted to be positioned within this pocket is a V-shaped locking dog 15. The horizontal wall 7 of the cut away portion of the members 5 and 6 is provided with rectangular openings 16 registering with the openings 14 of the rails and adapted for the reception of the locking dogs 15.

From the above description, taken in connection with the accompanying drawings, it will be noted that I have provided a simple and effective joint chair for connecting the meeting ends of a pair of rails, one which, through the medium of the spacing block 12 may be arranged to fit the base flanges of rails of various widths, one which can be readily adjusted so as to tightly engage with the base flanges of the rails, and one which through the medium of the loosely positioned locking dog 15 effectively prevents the longitudinal movement of the rails.

It will be noted, by reference to the several figures of the drawing, that the members 5 and 6 have their central portions adjacent their inner faces provided with upstanding offset members A, the same having their horizontal edges underlying the ball of the rail members 1. Each offset A is provided with a pair of spaced openings, the same being adapted to aline with similar openings in the webs 3 of the rails 1 adjacent their meeting faces, and these openings are also adapted for the reception of suitable retaining elements designated by the letter B. By this arrangement, it will be noted that sinking of the rails at their point of meeting is entirely obviated and that the said offsets A add great strength to the structure.

Having thus described the invention, what I claim as new is:—

1. In a device of the class set forth, the combination with the meeting ends of a pair

of rails, said rails having their base flanges centrally provided with substantially V-shaped pockets, a joint chair for the rail, said joint chair comprising a pair of members, each of said members being provided with a longitudinal recess adapted for the reception of the base flanges of the rails, the splice members being also provided with depressions registering with the pockets of the rails, V-shaped locking dogs mounted within the pockets of the rails and adapted to engage the recesses of the splice members, a spacing block between the meeting faces of the splice members, and transversely extending securing elements for the members of the joint chair and the spacing block.

2. In a device of the class set forth, the combination with rail sections, of a joint chair for the rails, said joint chair comprising a pair of members, each having longi-

tudinal cut away portions adapted for the reception of the base flanges of the rails, the members being further provided with vertical offsets adapted to underlie the balls of the rails, means for connecting these offsets with the webs of the rails, the base flanges of the rails being provided with spaced substantially V-shaped pockets, V-shaped blocks carried by the members comprising the joint chair and adapted to engage the pockets of the rail, a spacing block between the said splice members, and means for connecting the splice members below their points of engagement with the base flanges of the rails.

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

WILLIAM E. EWEN.

Witnesses:

SETH PAECMEYER,
L. M. CARDWELL.