

C. A. THOMPSON.
RAIL JOINT.
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1,064,398.

Patented June 10, 1913.

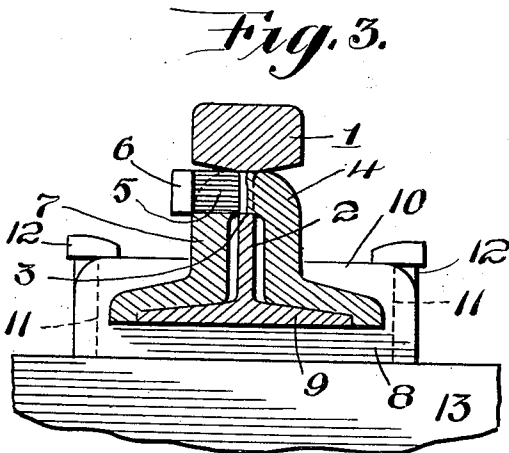
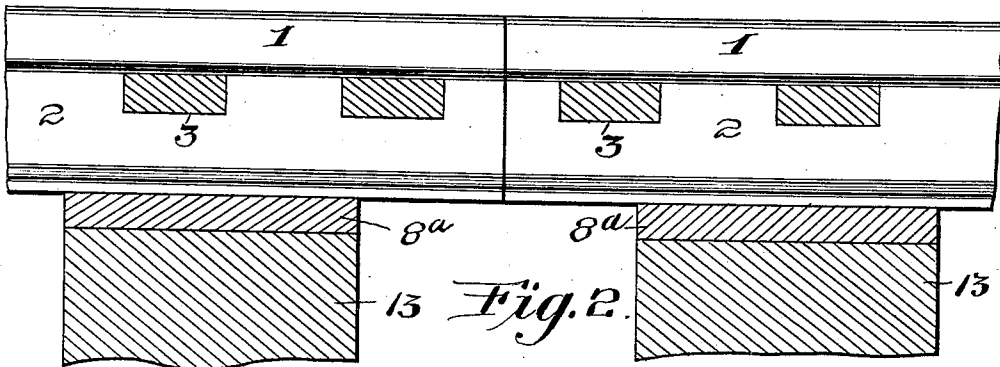
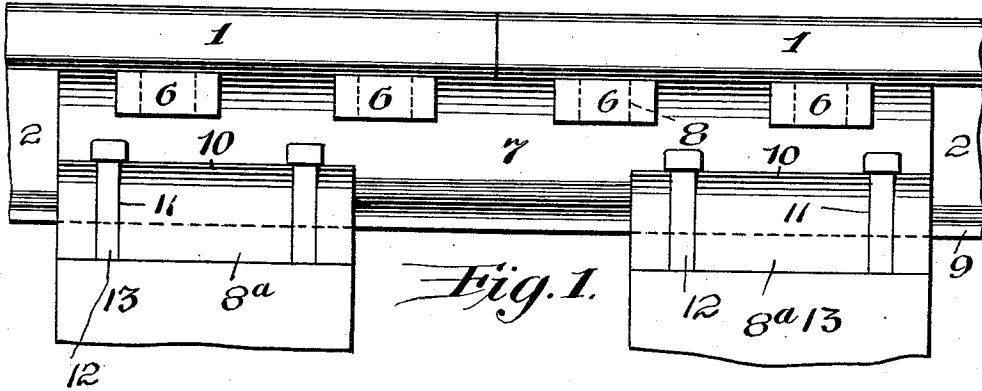


Fig. 4.

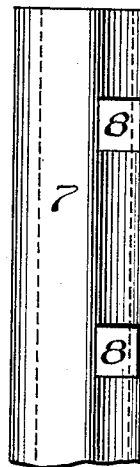
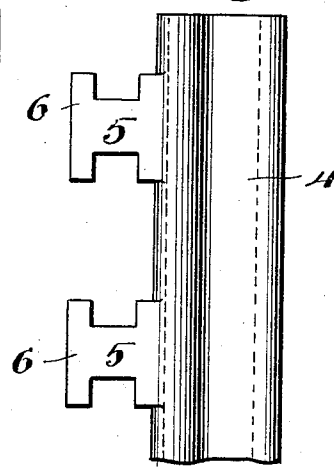


Fig. 5.



WITNESSES
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UNITED STATES PATENT OFFICE.

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RAIL-JOINT.

1,064,398.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CHARLES A. THOMPSON, a citizen of the United States of America, residing at Union City, in the county of Erie 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 to obviate the necessity of using bolts and nuts as a fastening means for splice bars, and to provide interlocking splice bars for positively holding the abutting or confronting ends of rails against accidental displacement.

Other objects of my invention are to provide rail chairs for supporting the ends of rails, the chairs also serving as a fastening means for retaining splice bars in engagement with said rails, and to provide a rail joint that affords practically a smooth tread for rolling stock.

Further objects of my invention are to provide a strong and durable rail joint consisting of comparatively few parts easily assembled, and to accomplish the above results by a mechanical construction that is inexpensive to manufacture and highly efficient as a connection for rails of various rail ways.

With the above and other objects in view the invention resides in the novel construction, combination and arrangement of parts to be hereinafter specifically described and then claimed.

Reference will now be had to the drawing, wherein:—

Figure 1 is a side elevation of a rail joint in accordance with this invention, Fig. 2 is a longitudinal sectional view of the same, Fig. 3 is a cross sectional view of the rail joint, Fig. 4 is a plan of a portion of one splice bar, and Fig. 5 is a plan of a portion of another splice bar.

Further describing my invention in detail with reference to the accompanying drawing wherein like numerals denote corresponding parts throughout: 1 denotes rails having the webs 2 thereof, adjacent to the ends, provided with oblong openings 3.

4 denotes a splice bar engaging and bracing one side of the rails 1. The splice bar has the inner side thereof provided with tongues 5 that are H-shaped in plan and

said tongues fit in the openings 3 and protrude therefrom, the tongues presenting T-shaped heads 6.

7 denotes another splice bar that has the upper edge thereof notched, as at 8 to provide clearance for the tongues 5 and engage behind the heads thereof, as best shown in Fig. 3.

8 denotes rail chairs that are slidably mounted upon the ends of the splice bars to support the base flanges 9 of the rails. The rail chairs have overhanging flanges 10 engaging and holding the splice bars 4 and 7 in position. The outer edges of the rail chairs are notched, as at 11 to receive spikes 12, said spikes entering ties 13 to retain the rail chairs thereon.

The rail chairs 8 are placed in position after the splice bars have been assembled and said rail chairs prevent the ties 13 from being injured by any movement of the rails. The tongues 5 prevent longitudinal displacement of said rails and the chairs prevent vertical displacement. The joint in its entirety forms a durable support for the rails and can be easily and quickly installed by unskilled labor.

While in the drawing there is illustrated a preferred embodiment of the invention it is to be understood that the structural elements are susceptible of such modifications and variations as fall within the scope of the appended claim.

What I claim is:—

In a rail joint, the combination with rails having the webs thereof provided with oblong openings, of a splice bar bracing said rails, H-shaped tongues carried by said splice bar and adapted to extend through the openings of said rails and present T-shaped heads at the opposite sides of said rails, a notched splice bar extending behind the T-shaped heads of said tongues, rail chairs slidably mounted upon the ends of said splice bars and having overhanging flanges engaging said bars, and spikes adapted to secure said chairs to ties.

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

CHARLES A. THOMPSON.

Witnesses:

NANCY ANNA COLT,
MARY E. COLT.