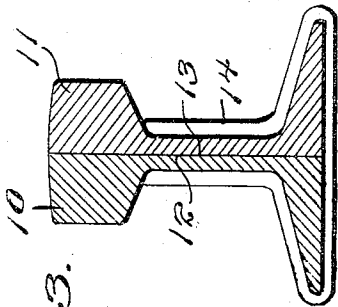
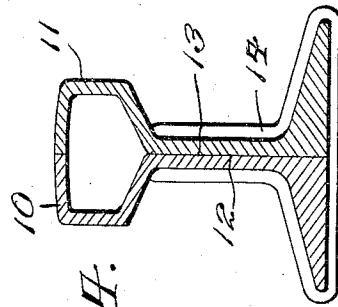
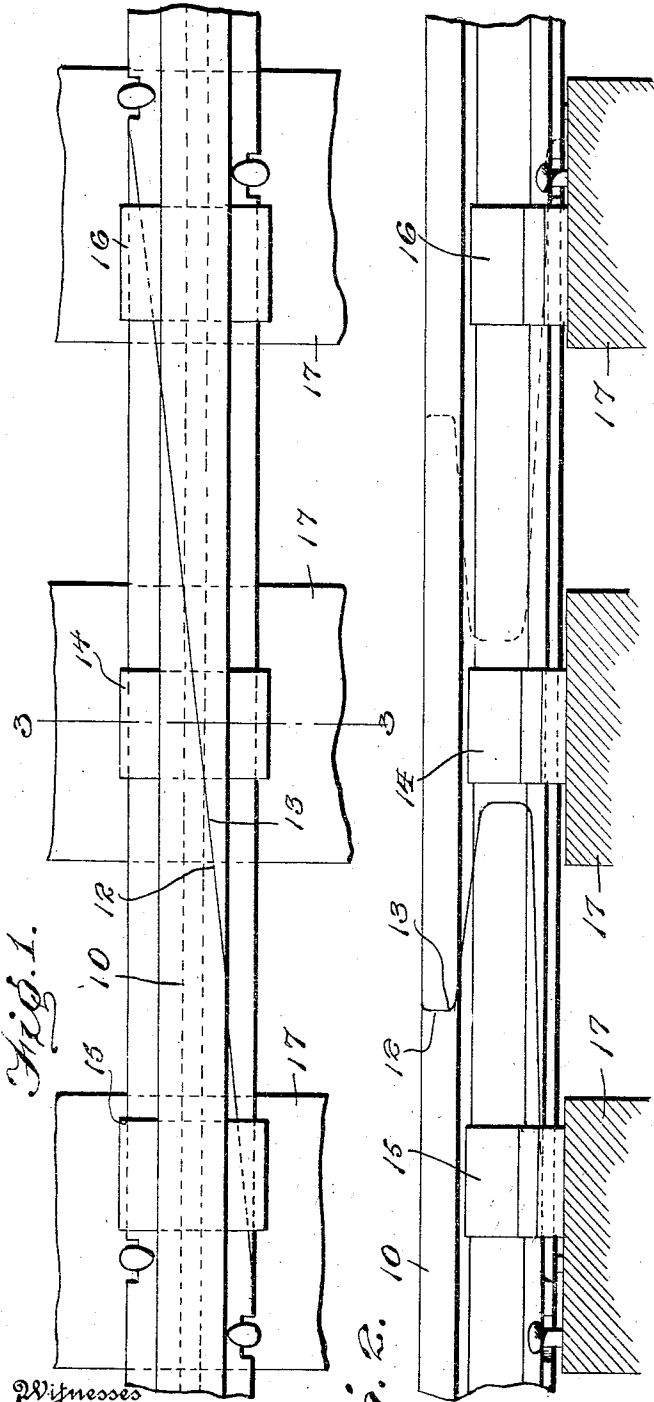


S. B. HYATT.
RAIL JOINT.

APPLICATION FILED AUG. 23, 1912.

1,065,611.

Patented June 24, 1913.



Inventor
S. B. Hyatt.

Witnesses
Edmund A. [Signature]

[Signature]

Fig. 2.

By

[Signature]

Attorneys.

UNITED STATES PATENT OFFICE.

SETH B. HYATT, OF SEDALIA, MISSOURI.

RAIL-JOINT.

1,065,611.

Specification of Letters Patent.

Patented June 24, 1913.

Application filed August 23, 1912. Serial No. 716,764.

To all whom it may concern:

Be it known that I, SETH B. HYATT, a citizen of the United States, residing at Sedalia, in the county of Pettis and State of Missouri, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to improvements in railway joints, and has for one of its objects to simplify and improve the construction and increase the efficiency and utility of devices of this character.

Another object of the invention is to provide a simply constructed joint whereby the tendency of the rails to sag or become depressed at the joints is effectually prevented and a substantially continuous rail produced.

Another object of the invention is to provide a simply constructed device whereby the confronting ends of the rails are firmly coupled and without the necessity of employing clamping bolts or like fastening devices.

With these and other objects in view, the invention consists in certain novel features of construction as hereinafter shown and described, and then specifically pointed out in the claim, and in the drawings illustrative of the preferred embodiment of the invention: Figure 1 is a plan view of portions of rails at their confronting ends including the improved joint; Fig. 2 is a side elevation of the same; Fig. 3 is a transverse section of the rails on the line 3—3 of Fig. 1 with the intermediate clamping member in end elevation; Fig. 4 is a view similar to Fig. 3, illustrating a modification in the construction.

The improved device may be applied to rails of various sizes and rails constructed in various forms, and in the drawings the rails are represented conventionally at 10—11 and are reversely "scarfed", as shown at 12—13, at their confronting ends and overlapped by the "scarfed" portions.

Bearing around the rails, centrally of the "scarfed" portions, is a clip or chair 14

which extends beneath the flanges of the rails and likewise over the upper portions of the flanges and against the vertical webs and beneath the heads, as shown in Fig. 3. Surrounding the rails, near the terminals of the "scarfed" portions, are other chair or clip devices 15—16 corresponding to the member 14 and embracing the united rail members in the same manner. Generally, three of these chair devices 14—15—16 will be employed, but a greater number may be used, if preferred. The ties, represented conventionally at 17, are located beneath the chair members 14—15—16, one of the ties being located beneath each of the chairs, so that the rails are effectually supported and all tendency to sagging or depression under the impact of the rolling stock is effectually prevented. By this simple means, a very strong and compact joint is produced which will not become loosened under the severe strains to which devices of this character are subjected. The "scarfed" portions 12—13 are relatively long, and, preferably, of sufficient length to extend over three ordinary ties or about three and one-half feet from end to end, but these dimensions may be varied, if required.

The chair members 14—15—16 may be of any required strength and may be constructed of any required material, but are preferably of steel pressed or bent into the required shape. The flanges of the rails are provided at suitable intervals with notches 18 to receive the holding spikes 19, the notches being relatively long to provide the necessary space for the expansion and contraction.

The improved device may be applied to the ordinary solid rail or to rails constructed as shown in Fig. 4.

What I claim as new is:

In a railway rail joint, coacting rails each formed from a plate bent upon itself longitudinally and with hollow heads and opposing half webs engaging face to face and opposing half flanges retaining their full size and engaging at their confronting

edges, the rails at the ends being reversely beveled through the heads, webs and flanges of the rails, and clamp members comprising base portions extending beneath the beveled portions of the rails, and integral webs extending over the flanges and against the webs of the rails from opposite sides.

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

SETH B. HYATT. [L. s.]

Witnesses:

G. A. BALDWIN,
ROBERT SHAW.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
