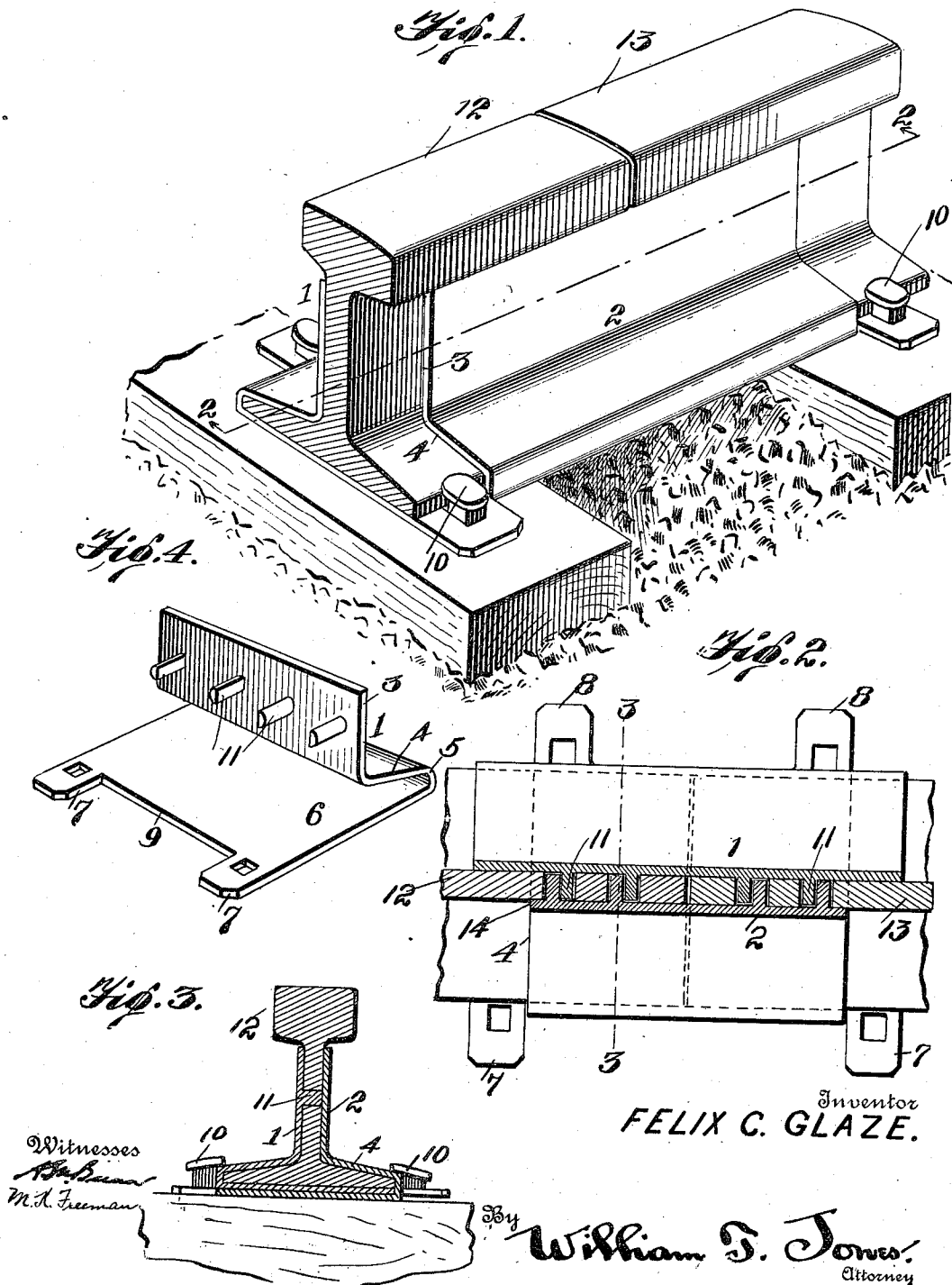


F. C. GLAZE.
RAILWAY RAIL JOINT.
APPLICATION FILED JUNE 2, 1911.

1,008,637.

Patented Nov. 14, 1911.



UNITED STATES PATENT OFFICE.

FELIX C. GLAZE, OF JEFFERSONVILLE, OHIO.

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Specification of Letters Patent. Patented Nov. 14, 1911.

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To all whom it may concern:

Be it known that I, FELIX C. GLAZE, a citizen of the United States, residing at Jeffersonville, in the county of Fayette and State of Ohio, have invented certain new and useful Improvements in Railway-Rail Joints, of which the following is a specification.

My invention relates to improvements in railway rail joints.

The primary object of the invention is to provide a boltless rail joint, and thereby secure the obvious, resultant advantages of minimizing expense, danger, and annoyance.

Another object of the invention is the provision of a rail joint which inhibits any possibility of displacement of the abutting ends of the rails, regardless of the amount of vibration to which the rails may be subjected.

A further object of this invention is to provide a rail joint which will be extremely simple in construction, strong and durable, and comparatively inexpensive to manufacture.

To the accomplishment of the recited objects and others coördinate therewith, the preferred embodiment of my invention resides in that construction and arrangement of parts hereinafter described, illustrated in the accompanying drawings, and embraced within the scope of the appended claims.

In said drawings: Figure 1 is a fragmentary perspective of the confronting ends of the rails showing the application of the fastener, Fig. 2 is a longitudinal section taken along lines 2—2 of Fig. 1, Fig. 3 is a transverse section taken along lines 3—3 of Fig. 2, and Fig. 4 is a detailed perspective of one of the fastening members.

Referring more particularly to the drawings for a detailed description of my invention, the numerals 1 and 2 designate a pair of complementary members, each of which comprises essentially a vertical fish-plate portion 3, an angular portion 4, a folded portion 5, and a base portion 6. Both of the members have the same transverse dimensions, but their longitudinal extents vary, that is to say, the member 1 has a greater length than its correlative member 2. The member 1 is, furthermore, provided with a pair of apertured projections 7 which extend from the outer edge and are formed as integral portions of the base 6, whereby the said base presents a rabbeted appearance at its outer extremity, as will be clearly seen

upon inspection of Fig. 4. The base of member 2 is equipped with a similar pair of apertured projections 8, although in this case, these projections may be dispensed with if desired and the edge of the base extended entirely out to serve as a suitable bearing for spikes or other equivalent fastening devices.

In assembling the joint, the members are so arranged that the base of the larger member 1, will be superposed with respect to the base of the smaller member 2, and the folded portion 5 of the last mentioned member will lie between the projections 7 of the base of member 1 and in contact with the edge 9 of the base intermediate said projections. In this relation the member 2 will be contained within the longitudinal extent of member 1, so to speak, and the projections 7 and 8 will protrude from beneath the rail base sufficiently to permit of the ready insertion of spikes as 10.

Projecting from the inner face of the fish-plate portion 3 of each member are a plurality of suitably spaced lugs or extensions 11, which as clearly exhibited in Fig. 4, are semi-circular in transverse section. The relative spacing of these extensions on the respective members is such that when the latter are brought together the projections will lie parallel in the same horizontal plane intimately contiguous each other in pairs, as best shown in Fig. 2. It will be manifest that suitable openings will be made in the abutting ends of the rails 12, as 13, for the introduction of these extensions 11, each opening receiving a pair of extensions.

In actual use, when the members 1 and 2 have been caused to assume the relation illustrated in Fig. 1, all possibility of any displacement of the adjacent rail sections is absolutely precluded by reason of the interlocking arrangement of the members, the use of the spikes 10 not only as a securing means for these members but as a reliable fastening for the bases of the rail, and the employment of the extensions 11 in conjunction with the openings 14 in the web of the rail.

It should be understood that in its broader aspect the invention comprehends the employment not only of the various means described, but of equivalent means for performing the recited functions.

While the arrangement shown is thought at the present time to be preferable, it is de-

sired to reserve the right to effect such modifications and variations thereof as may come fairly within the scope of the appended claims.

5 What I claim is:

1. In a railway rail joint, the combination of a pair of complementary members, each comprising a vertical fish-plate portion, an angle portion, and a base portion, one of
10 said members having a greater extent than the other member in direction of the length of the rail, and the base of one member being superposed with respect to the base of the other member, and fastening means carried by the fish plate portion of each mem-
15 ber.

2. In a railway rail joint, the combination of a pair of complementary members, each comprising a vertical fish-plate portion, an
20 angle portion, and a base portion, the base portion of one member having a pair of spaced projections, one on each side thereof, and the other member being adapted to occupy a position beneath the first mentioned

member and wholly between said projec- 25
tions, and fastening means carried by the fish plate portion of each member.

3. In a railway rail joint, the combination of adjacent ends of a pair of rails, the webs of which are provided with openings, a pair
30 of complementary members, each comprising a vertical fish-plate portion, an angle portion, and a base portion, one of said members having a greater longitudinal extent than the other member in the direction
35 of the length of the rail, and the base of one member being superposed with respect to the base of the other member, said members having oppositely disposed projections each pair of which are adapted to enter one
40 of the openings in said web.

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

FELIX C. GLAZE.

Witnesses:

CLARA KELLEY,
E. L. BUSH.

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