

A. H. KAY.
RAILROAD JOINT AND CHAIR.
APPLICATION FILED AUG. 6, 1910.

1,005,712.

Patented Oct. 10, 1911.

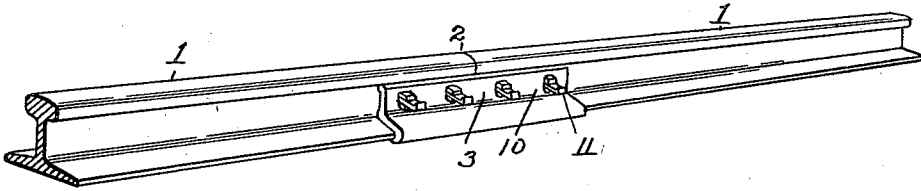


Fig. 1.

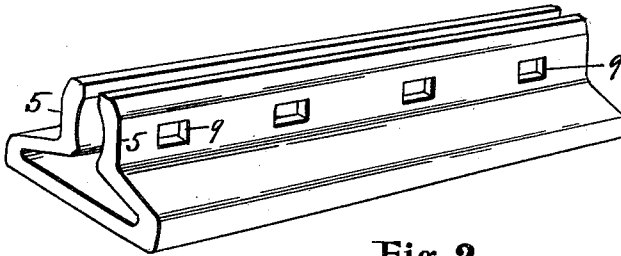


Fig. 2.

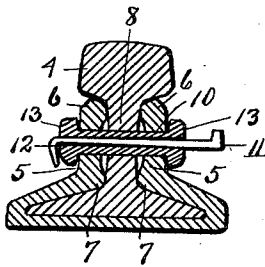


Fig. 3.

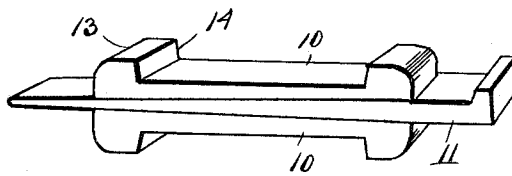


Fig. 4.

Witnesses

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UNITED STATES PATENT OFFICE

ALFRED H. KAY, OF DETROIT, MICHIGAN, ASSIGNOR OF SIXTY ONE-HUNDREDTHS TO
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RAILROAD JOINT AND CHAIR.

1,005,712.

Specification of Letters Patent.

Patented Oct. 10, 1911.

Application filed August 6, 1910. Serial No. 575,959.

To all whom it may concern:

Be it known that I, ALFRED H. KAY, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have invented a certain new and useful Improvement in Railroad Joints and Chairs, and declare the following to be a full, clear, and exact description of the same, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to railroad joints and chairs. Its object is to provide a means of joining rails end to end, so that lateral and downward movement and longitudinal creeping will be minimized, and it is a further object of my invention to provide a device from which the securing members cannot possibly escape.

Referring to the drawings:—Figure 1, represents two rails joined end to end. Fig. 2, represents the joint chair separate from the rail. Fig. 3, is a vertical cross section of the chair and rail. Fig. 4, represents the two gibs and the key, which fasten the chair to the rails.

The rails 1 meet midway between the ends of a chair 3, which both supports and couples them. The chair or jacket 3 is provided with concave or arched risers or jaw portions 5 on each side, and each riser bears against the rail at the angle between the head and web and at the angle between the web and flange. The chair socket extends over and conforms to the flange, and also under the foot of the flange and forms a solid rigid seat for the rail base.

The chair can be of any size or weight, as the weight of the rail requires. The risers are provided with oblong slots 9, and similar slots are provided in the rails at registering points. Through each slot two gibs 10 are inserted. The gibs 10 have flat straight sides to engage the upper and lower sides of the slot and terminate in heads 13 with beveled faces 14 engaging the mouth of the slot. The surfaces of the gibs which

are intended to engage the wedge 11 are slightly inclined and when assembled are so placed that the faces diverge. The key 11 is a flat wedge of malleable, flexible or pliant material fitting in the space between the gibs when in place and is inclined on either side to correspond with the incline on the adjacent gib. The key 11 is driven in between the gibs 10, spreading and tightening them and causing the head 13 with its beveled face 14 to engage the mouth of the slot and securely press the free edges 6 of the riser against the rail at the meeting angle of the head and the web of the rail and press the bearings 7 of the chair against the rail at the angle of the web and the foot flange thereof. The key projects beyond the gib heads on the thin end and can be bent over and secure the gibs and key from slipping from place.

What I claim is:—

The combination of a railroad joint chair of one piece, its inner sides adjacent to the web, concave, adapted to engage at the angles between the head and the web and the flanges and the web, said chair extending around and embracing the footflange, providing a rigid seat for the rail base; with a fastening consisting of two oppositely beveled gibs engaging through slots in the web of the rail and in the risers of the chair, provided with heads with beveled faces, the beveled faces of the uppermost of said gibs engaging the chair above the slots and the lowermost of said gibs engaging the chair below the slots, whereby the two gibs act to draw the risers against the rail, and a key beveled to correspond with the gibs, driven between the uppermost and the lowermost thereof, and having a thin, extended point adapted to be bent over the gib heads, substantially as described.

In testimony whereof, I sign this specification in the presence of two witnesses.

ALFRED H. KAY.

Witnesses:

CHARLES F. BURTON,
LOTTA LEE BRAY.