

W. H. WENTZ.
RAIL COUPLING DEVICE.
APPLICATION FILED JUNE 18, 1912.

1,059,243.

Patented Apr. 15, 1913.

Fig. 1.

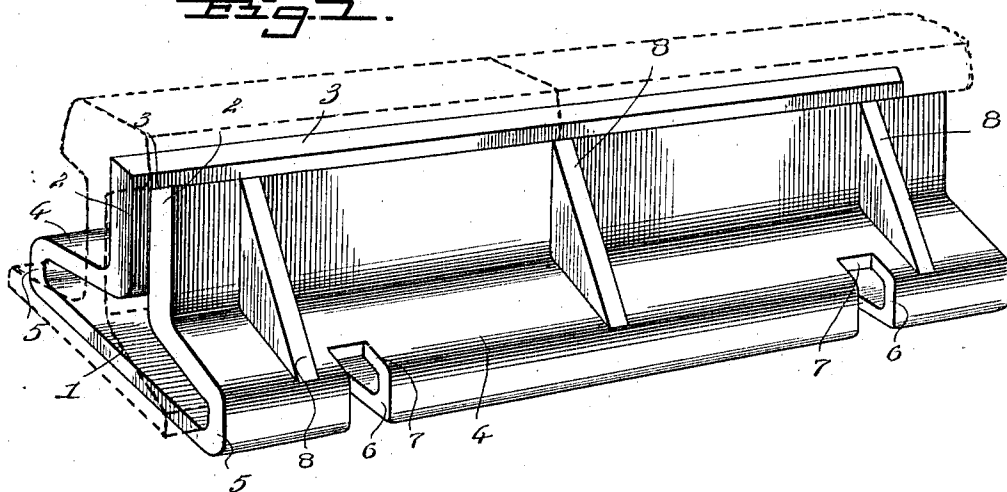


Fig. 2.

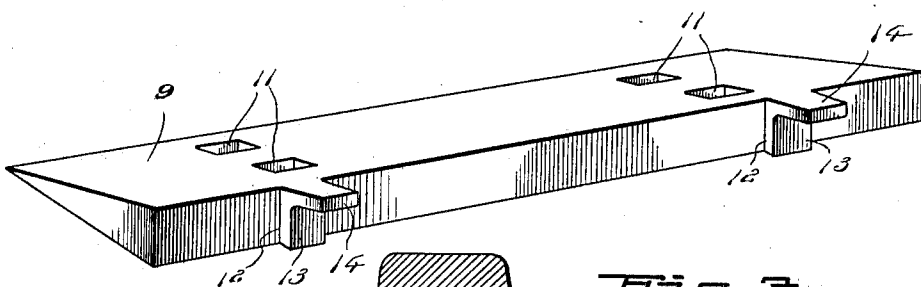
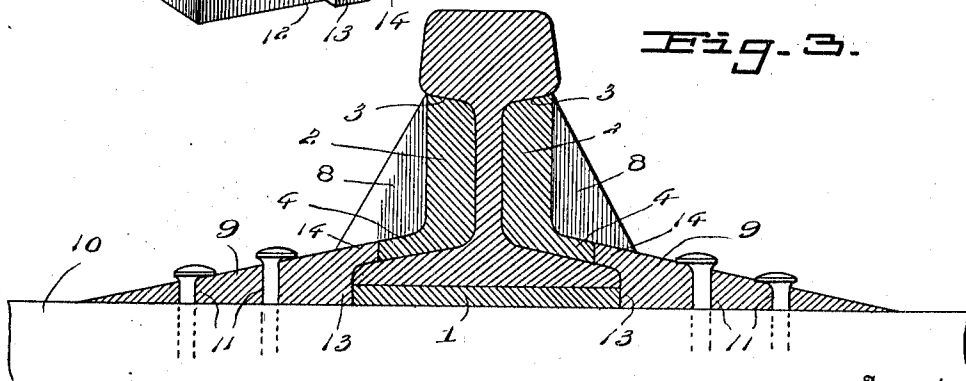


Fig. 3.



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RAIL-COUPLING DEVICE.

1,059,243.

Specification of Letters Patent.

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Application filed June 18, 1912. Serial No. 704,351.

To all whom it may concern:

Be it known that I, WILLIAM H. WENTZ, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented new and useful Improvements in Rail-Coupling Devices, of which the following is a specification.

This invention relates to rail coupling devices and has for an object to provide means for effectually connecting the adjacent rail ends together to prevent their sagging at the joint and for positively preventing the longitudinal or lateral creeping of the rail.

In the drawing forming a portion of this application, and in which like letters of reference indicate similar parts in the several views:—Figure 1 is a perspective view of the sleeve. Fig. 2 is a perspective view of one of the clamping plates. Fig. 3 is a transverse section through the coupling.

The coupling comprises a sleeve member which is provided with a base or chair portion 1, and the vertical plates 2 which are disposed at the sides of the web of the rail as shown in Fig. 3 and which are provided with longitudinally disposed upper surfaces 3 which are seated against the ball of the rail. From the flanges 2, the metal of which the sleeve is formed is extended downwardly and outwardly as at 4 to engage against the flange of the rail and from these portions the metal is extended vertically into the base of the chair 1 as at 5, the said portion 5 being extended the full length of the sleeve and having formed therein notches that are preferably provided with vertical legs 6 and upper branches 7. Suitable webs 8 are formed as an integral part of the sleeve and are connected with the flanges 2 and the portions 4 so as to securely brace them relatively.

The companion clamping plates 9 herein employed are adapted to lie flat against the rail supporting tie 10 and as shown said plates are provided with vertical passages 11 to accommodate fastening spikes or devices that may be driven into the tie so as to hold the coupling against lateral movements. Lugs 12 on the inner edges of the clamping plates are provided with vertical portions 13 to fit in the vertical branches 6 of the notches in the sleeve, while extensions 14 of the lugs are adapted to extend into the branches 7 of the grooves. In this manner the sleeve is securely held against longitudinal creeping as will be understood.

The coupling as described is extremely simple, it may be manufactured at a relatively low cost and in use it is found most efficient in preventing the sagging of the meeting ends of rail sections and for eliminating the longitudinal or lateral creeping or spreading of the rails.

I claim:—

A rail coupling comprising a sleeve adapted to embrace the vertical web and the base flange of a rail and provided with notches having vertical branches and substantially horizontal branches, and clamping plates having lugs provided with portions fitting in the vertical portions of the notches and having extensions adapted to fit in the other portions of the notches, the said plates being provided with passages therein for the reception of fastening devices whereby the coupling may be secured to a tie.

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

WILLIAM H. WENTZ.

Witnesses:

R. E. COLEMAN,
GEO. W. HANLEY.

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