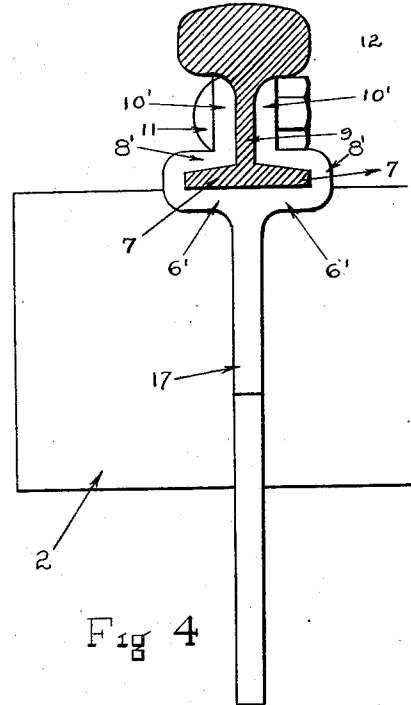
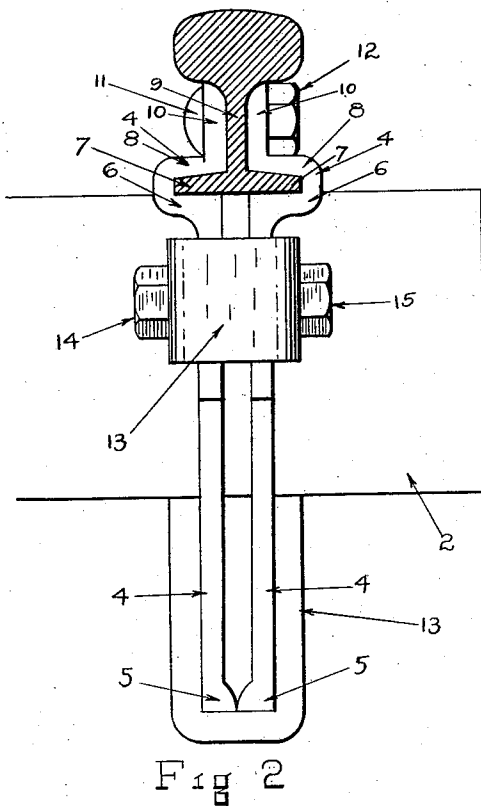
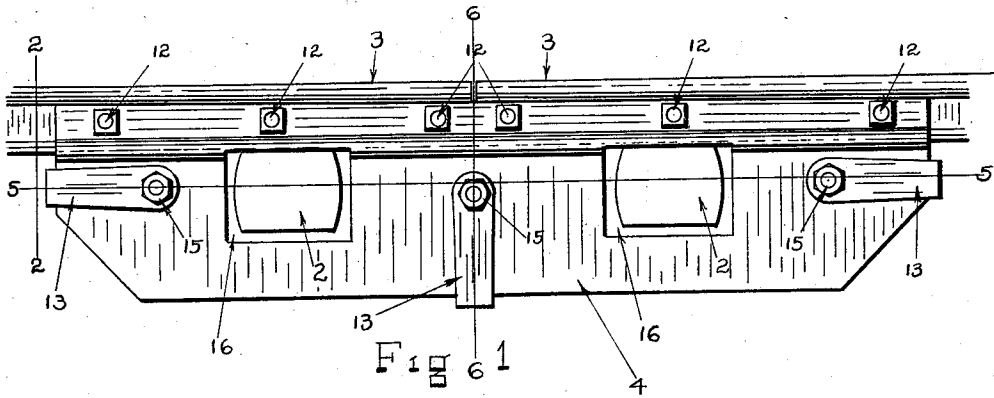


C. EVERITT.
RAIL JOINT.
APPLICATION FILED AUG. 8, 1911.

1,028,817.

Patented June 4, 1912.

2 SHEETS-SHEET 1.



CYRUS EVERITT Inventor

Witnesses

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1,028,817.

Fig. 3 is a perspective view of the assembly. It shows the rail 2 supported by blocks 4. The bracket 10 is shown at the end of the rail, secured by fasteners 12 and 13. The rail 2 is shown with a series of longitudinal slots. The blocks 4 are shown with a T-shaped cross-section. The fasteners 12 are shown as bolts passing through the rail 2 and the blocks 4. The fasteners 13 are shown as bolts passing through the bracket 10 and the blocks 4. The rail 2 is shown with a series of longitudinal slots. The blocks 4 are shown with a T-shaped cross-section. The fasteners 12 are shown as bolts passing through the rail 2 and the blocks 4. The fasteners 13 are shown as bolts passing through the bracket 10 and the blocks 4.

Fig 3

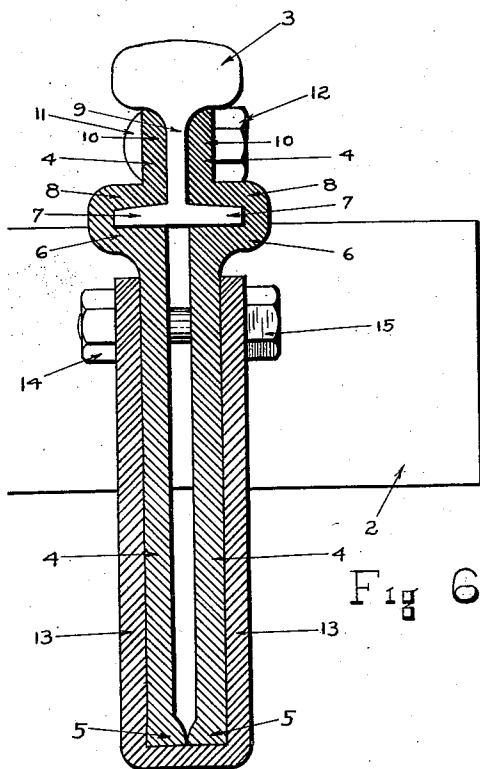


Fig 6

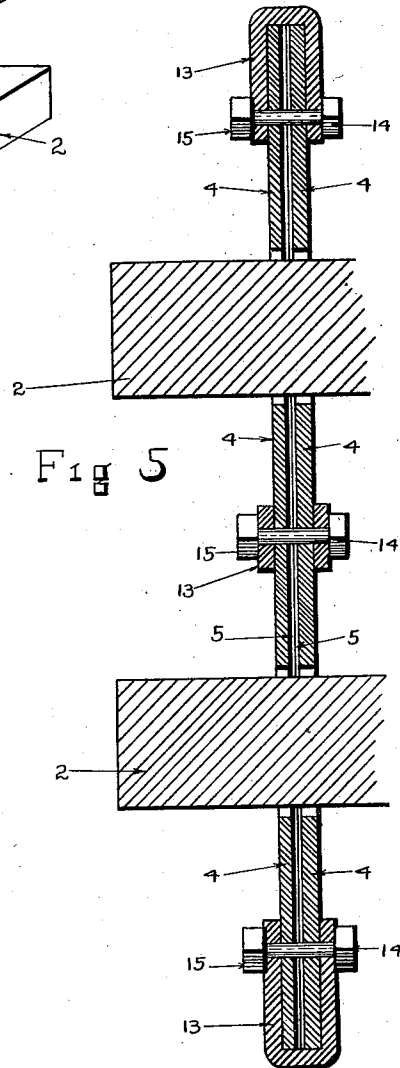


Fig 5

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UNITED STATES PATENT OFFICE.

CYRUS EVERITT, OF SIDNEY, ILLINOIS.

RAIL-JOINT.

1,028,817.

Specification of Letters Patent.

Patented June 4, 1912.

Application filed August 8, 1911. Serial No. 642,938.

To all whom it may concern:

Be it known that I, CYRUS EVERITT, a citizen of the United States, residing at Sidney, in the county of Champaign and State of Illinois, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

My invention relates to improvements in rail joints and has for its leading object the provision of an improved device adapted to take the place of the ordinary splicing or fish plates which will absolutely prevent the rails from getting out of either longitudinal or vertical alinement with each other and which will serve to support the ends of the rails in exact alinement to insure a thoroughly smooth track.

The further object of my invention is the provision of an improved combined tie brace and securing device for the ends of rails which will both insure a satisfactory joint between the rails and will also absolutely prevent loosening movement of the rails with respect to their supporting ties.

Another object of my invention is the provision of an improved rail joining device which will also serve to thoroughly brace the rails and prevent tipping or spreading thereof.

Other objects and advantages of my improved rail joint will be apparent by reference to the following description taken in connection with the accompanying drawings, and it will be understood that I may make any modifications in the specific structure shown and described within the scope of my claim without departing from or exceeding the spirit of my invention.

Figure 1 represents a side elevation of a joint illustrating the use of my improved rail joining device, the road bed adjacent the said device being shown in section. Fig. 2 represents a sectional view on the line 2—2 of Fig. 1. Fig. 3 represents a perspective view of one of my clamping or joining sections. Fig. 4 represents an end view of a modified construction of my invention. Fig. 5 represents a longitudinal sectional view on the line 5—5 of Fig. 1, and Fig. 6 represents a vertical sectional view on the line 6—6 of Fig. 1.

In the drawings, the numeral 1 designates the road bed in which is embedded the cus-

tomary ties 2 for supporting the railway rails 3. Ordinarily the meeting ends of the said rails 3 are connected by bolting to the web thereof the bracing or fish plates, but this method often proves unsatisfactory and it is to obviate the objections to the usual fish plates that I have provided my improved devices. In the preferred form of my invention I have shown two separate clamps adapted to engage opposite sides of the rails and to be bolted together, while in the modified construction I form my device from a single piece having a passage extending longitudinally thereof to receive the rails.

In the preferred form of my invention, I employ a pair of plates 4 having the inwardly extending rib or flange portions 5 at their lower edge and having at their top the horizontal portions 6 adapted to form a rest for the basal flanges 7 at the foot of the rail. Said portions 6 have the reversely bent portions 8 to rest on the upper face of the basal flanges 7 and the portions 8 extend inward against the web 9 of the rail and terminate in the upwardly extending fish plate portions 10. The usual securing bolts 11 are passed through the plate portions 10 and through the web 9, nuts 12 engaged on the ends of the bolts 11 serving to tightly clamp the plates 4 against the web of the rail and thus to securely hold the entire device in position. To bind the plate portions 4 together, to hold the lower half of the device in position and cause the plates 4 to brace each other, I pass around the two plates 4 the clevis members 13 having their ends clamped against the plates 4 by the bolts 14 and nuts 15, said clevises and clamping bolts holding the plates toward each other with their ribs 5 in tight engagement with each other. It will thus be seen that the said plates with their portions 6 extending along beneath the adjacent ends of the meeting rails serve to satisfactorily support the rails with their heads or tread portions in exact horizontal alinement. To support the rails at their jointure and to brace the securing plates and prevent the same from being bent from the weight of a train, I form in the portions 4 the alined apertures 16 through which the ties 2 are passed, the plates 4 extending down below the ties and

being embedded in the road bed, whereby the plates are prevented from movement relative to the ties and serve to hold the ties in position, spikes 17 being employed to further aid in securing the plates to the ties.

In the modified construction of my invention as illustrated in Fig. 4 in place of employing two plates clampingly secured together, I employ a single heavy web 17 having the diverging right angular portions 6' with the inwardly extending portions 8' and fish plate portions 10' secured to the web of the rails by the bolts 11. The construction and use of this device being otherwise identical with the device shown in the other figures of the drawing.

From the foregoing description taken in connection with the accompanying drawings, the construction and use of my improved railway rail joint will be readily apparent, and it will be seen that I have provided a thoroughly satisfactory device in which the embedding of the lower portion thereof and the passage of the ties through said lower portion serves to prevent direct or tilting lateral movement, while the engagement of the rails between the fish plate portions and the resting of the rails on the horizontal portions of my device prevent the

meeting ends of the rails from getting out of alinement in any direction.

I claim:

The combination with the meeting ends of a pair of rails, of a pair of plates adapted to span said ends, said plates comprising fish plate portions adapted to bear against the rail webs, said fish plate portions terminating at their lower ends in upper and lower horizontal portions having a space for receiving the flanged bases of the rails, the extreme lower ends of the plates being provided with inwardly directed flange portions which contact for holding the plates in spaced relation, means for clamping the fish plate portions of the rail webs, clevises spanning those portions of the plates positioned beneath the flange portions of the rails, a plurality of alined apertures formed in said plates for receiving the rail ties, said apertures being greater in area than the ties, as and for the purpose set forth.

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

CYRUS EVERITT.

Witnesses:

S. J. MOFFITT,
RAY YOUNGBLOOD.