

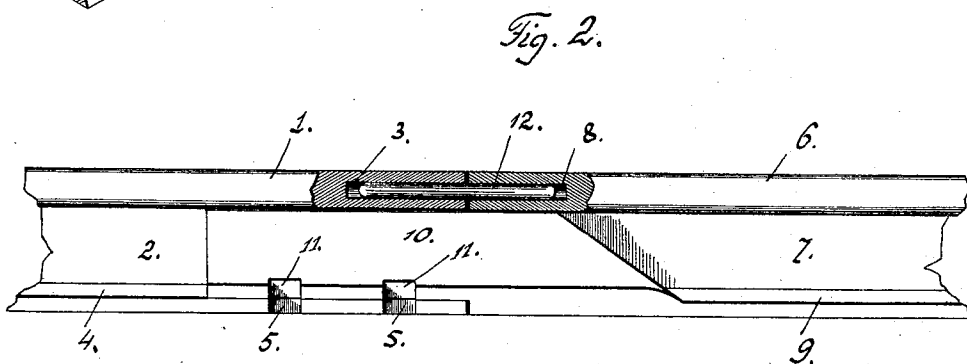
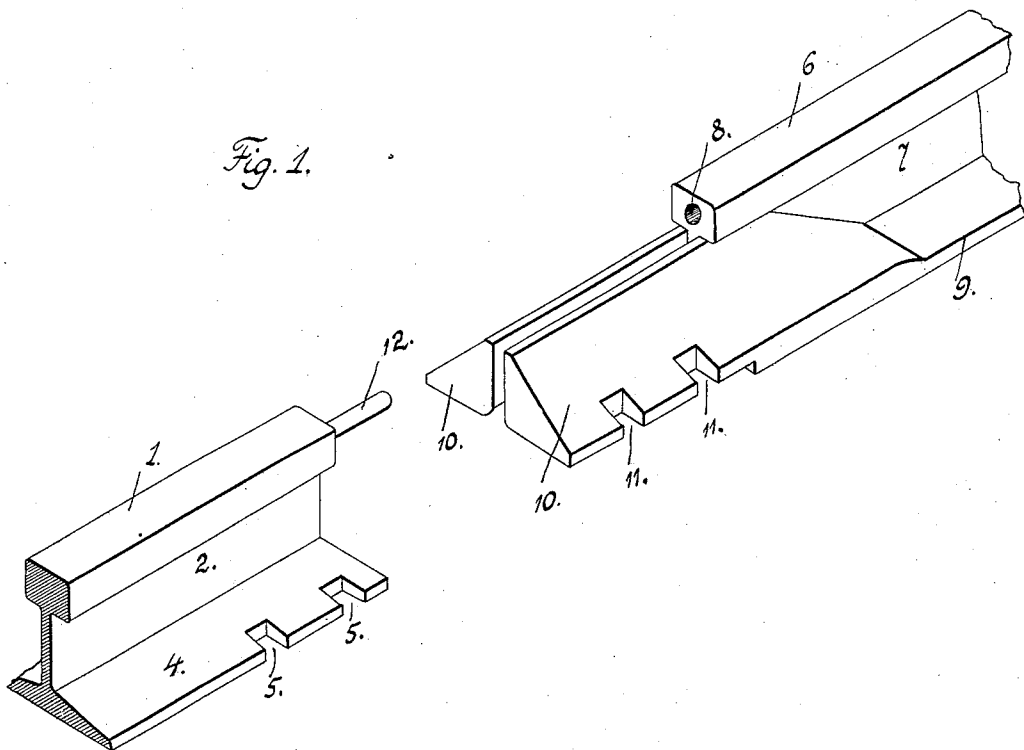
No. 860,923.

PATENTED JULY 23, 1907.

G. V. LAWRENCE.

RAIL JOINT.

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WITNESSES:

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RAIL-JOINT.

No. 860,923.

Specification of Letters Patent.

Patented July 23, 1907.

Application filed April 30, 1907. Serial No. 371,139.

To all whom it may concern:

Be it known that I, GEORGE V. LAWRENCE, a citizen of the United States of America, residing at Carnegie, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to rail joints, and the invention has for its object to provide a novel rail joint wherein the use of nuts and bolts is entirely dispensed with for connecting the confronting ends of two rails together.

My invention aims to provide a novel joint having practically a continuous tread, whereby the jolting and vibrations of rolling stock is eliminated. In this connection, my improved rail joint is particularly designed for steam railways, but the principle of my invention can be readily embodied in the joints of street railways. To this end, I have devised a rail joint wherein positive and reliable means are employed for bracing the confronting ends of two sections of rails and preventing the rails from being laterally and vertically displaced with relation to one another.

The detail construction entering into my invention will be hereinafter more fully described and then specifically pointed out in the appended claims, and referring to the drawing forming part of this application, like numerals of reference designate corresponding parts throughout the several views, in which:—

Figure 1 is a perspective view of my improved rail joint, the rails thereof being separated, Fig. 2 is a side elevation of the same, the rails being connected together and partly in section.

To put my invention into practice, I provide the head 1 of one rail 2 with a longitudinally disposed socket 3, while the base flanges 4 of said rail are provided with recesses 5 for spikes employed for securing a rail upon the tie. The head 6 of the adjoining rail 7 is also provided with a longitudinally disposed socket 8, while

the base flanges 9 and the web portion of said rail are provided with outwardly extending splice bars 10, each bar being substantially triangular in cross section. The edges of the bars are provided with recesses 11 for spikes, said recesses registering with the recesses 5 of the rail 2, when the splice bars extend over the base flanges 4 of said rail. To connect the heads 1 and 6 of the rails 2 and 7, I use a pin 12, said pin bracing the heads and providing practically a continuous tread for the rolling stock, at the same time the surplus length of the recesses 3 and 8 allowing for expansion and contraction of the rails. The splice bars 10 are formed integral with the rail 7 and when overlying the base flanges 4 of the rail 2, said splice bars are adapted to brace the web portion of said rail, also supporting the head 1 of the rail 2, preventing lateral and vertical displacement of the rail 2 with relation to the rail 7.

It is thought that the manner of assembling the rail joint, will be readily understood from the foregoing description, and it is obvious that such changes in the size, proportion and minor details of construction, as are permissible by the appended claims, may be resorted to without departing from the spirit and scope of the invention.

What I claim and desire to secure by Letters Patent, is:—

In a rail joint, the combination of two rails, the heads of said rails having sockets formed therein, a pin adapted to fit in said sockets, splice bars carried by one of said rails and adapted to overlie the base flanges of the other rail and brace the head thereof, said splice bars having spike recesses formed in their edges adapted to align with similar recesses formed in the base flanges of the adjoining rail, substantially as described.

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

GEORGE V. LAWRENCE.

Witnesses:

H. C. EVERT,
MAX H. SROLOVITZ.