

L. H. STAMM.
RAIL JOINT.
APPLICATION FILED NOV. 3, 1910.

988,041.

Patented Mar. 28, 1911.

Fig. 1.

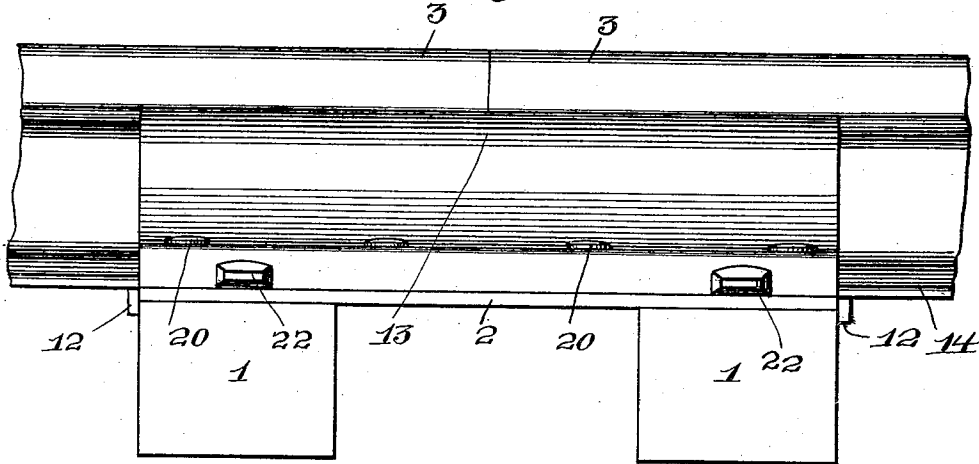
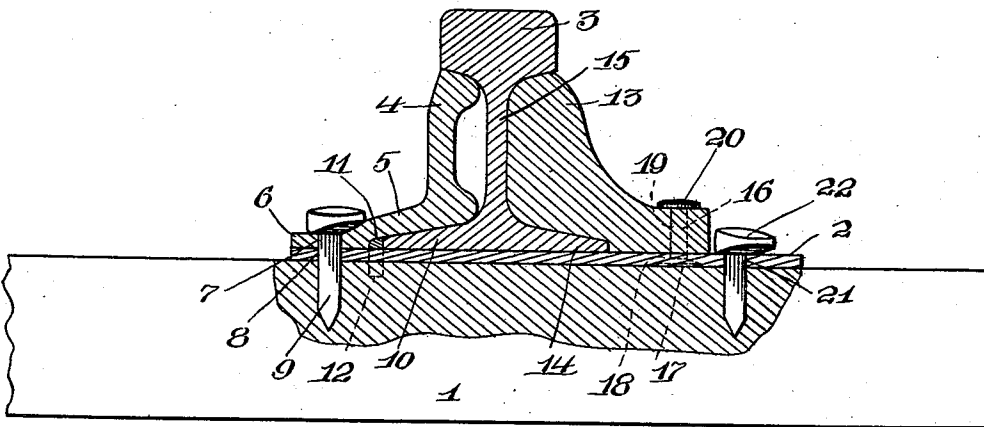


Fig. 2.



WITNESSES

Samuel Tague
K. H. Butler

by

INVENTOR
L. H. STAMM,

W. C. Smith & Co.
Attorneys.

UNITED STATES PATENT OFFICE.

LOUIS H. STAMM, OF BEAVER FALLS, PENNSYLVANIA.

RAIL-JOINT.

988,041.

Specification of Letters Patent.

Patented Mar. 28, 1911.

Application filed November 3, 1910. Serial No. 590,520.

To all whom it may concern:

Be it known that I, LOUIS H. STAMM, a citizen of the United States of America, residing at Beaver Falls, in the county of Beaver 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 fasteners, and the objects of the invention are to provide a novel rail chair for supporting the confronting ends of rails, and to provide a rail joint that can be easily and quickly installed without the use of skilled labor.

Other objects of the invention are to obviate the necessity of using bolts and nuts for connecting the confronting ends of rails, and to furnish a rail joint with positive and reliable means for compensating for the expansion and contraction of the rails.

Further objects of the invention are to provide a rail fastener that can be advantageously used upon curved sections of tracks for preventing lateral and vertical displacement of rails, and to accomplish the above results by a joint that is simple, durable, inexpensive to manufacture, and efficient for the purposes for which it is intended.

With these and such other objects in view as may hereinafter appear the invention consists of the novel construction, combination, and arrangement of parts to be hereinafter specifically described and then claimed.

Reference will now be had to the drawing, wherein:

Figure 1 is a side elevation of the joint, and Fig. 2 is a cross sectional view of the same.

In the drawing, the reference numeral 1 denotes ties and bridging or spanning the said ties at each end thereof is a tie plate 2 adapted to support a rail or the confronting ends of rails 3.

4 denotes a splice bar arranged upon the inner sides of the rails and having the flange 5 thereof extended, as at 6, and provided with spike openings 7, said spike openings registering with other spike openings 8 in the tie plate 2, whereby spikes 9 can be driven through the openings 7 and 8 into the ties 1. The base flange 5 on the splice bar 4 is of a greater width than the inner base flange 10 of the rails 3, thereby pro-

viding a longitudinal space 11 into which is driven a strip of soft metal serving functionally as a filler. To retain the strip 11 in position, the ends thereof are bent downwardly upon the sides of the ties 1, as at 12.

13 denotes an outer splice bar or brace which snugly embraces the outer base flanges 14 of the rails, the webs 15 thereof, and the heads. The outer splice bar 13 is retained in position by malleable pins 16 having heads 17. The tie plate 2 is provided with openings 18 to receive the headed ends of the bolt 16, and the splice bar 13 is provided with openings 19 to receive the shanks of the bolts 16. After the splice bar 13 has been placed in position, the upper ends of the malleable bolts 16 are upset or headed, as at 20, to lock the splice bar 13 in engagement with the tie plate 2. The tie plate 2 protrudes beyond the edge of the splice bar 13 and is provided with spike openings 21 whereby spikes 22, of a less length than the spikes 9 can be employed for securing the outer edge of the tie plate 2 to the ties 1.

In some instances the outer splice bar 13 can be made integral with the tie plate 2, but it is preferable to make the same whereby it can be easily removed from the tie plate, should said tie plate need renewing.

It is thought that the manner of assembling the rail joint will be apparent without further description, and while in the drawings there is illustrated a preferred embodiment of the invention, it is to be understood that the structural elements thereof are susceptible of such changes as fall within the scope of the appended claim.

What I claim, is:

In a rail joint and rail fastener, the combination with ties and rails, of a tie plate spanning said ties and adapted to support the confronting ends of said rails, said tie plate having spike openings formed therein, an inner splice bar adapted to brace the inner sides of said rails and having the flange thereof extended and provided with spike openings adapted to register with the spike openings at the inner edge of said tie plate, spikes mounted in said openings and said ties and adapted to retain said inner splice bar in engagement with said rails, a soft metal filler strip interposed between the edge of the inner base flanges of said rails and the flanged extension of said inner splice bar, said soft metal strip having the ends bent downward to engage the sides of said

ties, an outer splice bar snugly bracing the
outer sides of said rails, malleable bolts
extending upwardly through said tie plate
and through the outer edge of said outer
5 splice bar, said bolts having the upper ends
thereof upset or headed to hold said splice
bar in engagement with said tie plate, and
spikes extending through the outer edge of

said tie plate into said ties, substantially as
and for the purpose herein described. 10

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

LOUIS H. STAMM.

Witnesses:

MAX H. SROLOVITZ,
C. A. RENZIEHAUSEN.

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