

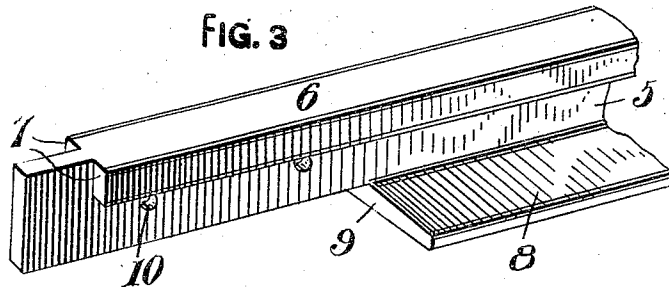
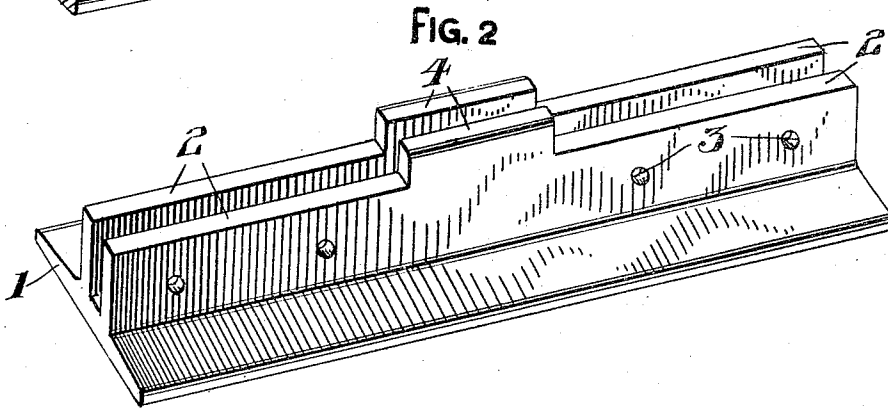
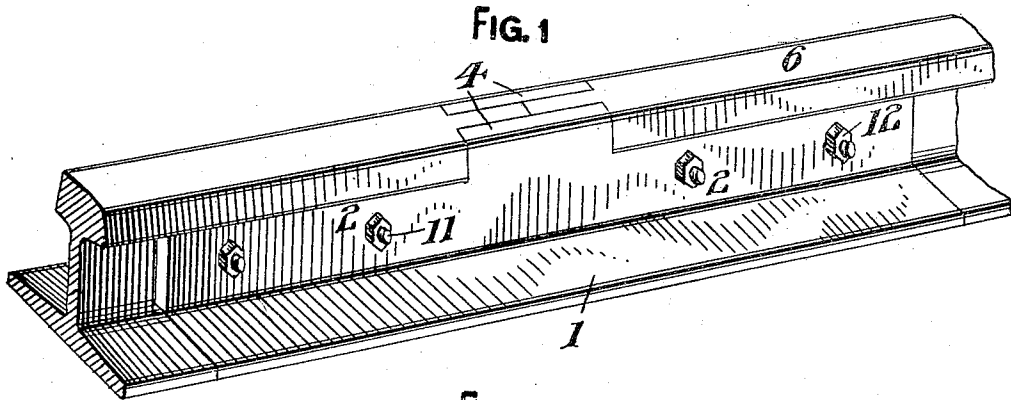
E. R. ORBIN.

RAIL JOINT.

APPLICATION FILED MAY 18, 1912.

1,064,369.

Patented June 10, 1913.



WITNESSES

J. C. Appleman
Samuel Payne

INVENTOR

Edwin R. Orbin

BY

W. C. Ewert & Co.

ATTORNEYS

UNITED STATES PATENT OFFICE.

EDWIN R. ORBIN, OF DUQUESNE, PENNSYLVANIA.

RAIL-JOINT.

1,064,369.

Specification of Letters Patent.

Patented June 10, 1913.

Application filed May 18, 1912. Serial No. 698,354.

To all whom it may concern:

Be it known that I, EDWIN RAY ORBIN, a citizen of the United States of America, residing at Duquesne, 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 objects of my invention are to provide a rail chair for supporting ends of rails whereby a continuous tread will be provided for rolling stock passing over the joints, and to provide a rail chair for rails that obviates the necessity of using splice-bars and braces.

Further objects of my invention are to provide a rail joint wherein the ends of rails are interlocked and thereby prevented from becoming vertically and laterally displaced, and to accomplish the above results by a mechanical construction that is durable, easy to install, inexpensive to manufacture, and highly efficient for connecting the ends of rails.

These and such other objects as may hereinafter appear are attained by a novel construction that will be hereinafter described in detail and then claimed.

Reference will now be had to the drawing, wherein:—

Figure 1 is a perspective view of the rail joint. Fig. 2 is a perspective view of the chair, and Fig. 3 is a perspective view of one end of the rail adapted to be supported by the rail chair.

A rail joint in accordance with this invention comprises a chair having oblong base plates 1 provided with integral splice-bars 2 that are arranged in parallelism and extend from one end of the base plate 1 to the opposite end thereof. The splice-bars 2 are vertically disposed relatively to the base plate 1, and said splice-bars are provided with a plurality of transversely alining openings 3. The upper edges of the splice-bars 2, intermediate the ends thereof, are

provided with longitudinal tread pieces 4, the object of which will presently appear.

The rails that are supported by the rail chair are designated 5 and said rails have a head 6 thereof cut away, as at 7. The base flanges 8 of the rails 5 are cut away, as at 9 and the webs of said rails are provided with transverse openings 10. The cut away portions of the base flanges 8 of each rail provide clearance for the ends of the base plate 1 and the webs of said rails extend between the splice-bars 2 and rest upon the base plates 1. The cut away portions of the head 6 of the said rails provide clearance for the tread pieces 4, said tread pieces filling out the head 6 of said rails as best shown in Fig. 1. After the rails have been assembled upon the rail chair, bolts 11 are mounted in the transverse openings 3 and 10, and nuts 12 screwed upon said bolts.

From the foregoing it will be observed that as a wheel passes off of one rail onto another, the wheel is supported by the tread pieces 4 of the rail chair, consequently jarring and bumping, heretofore experienced, is reduced to a minimum. Further, the breaking down of the ends of rails is eliminated, and the rail joint can be safely and firmly supported upon ties or a road-bed.

What I claim is:—

A rail joint comprising the combination with a pair of rails, each having the base at one end cut away to the lower terminus of the web and its head at the same end cut away at each side to provide that portion of the head of the same thickness as that of the web, the cut away portion of the head being of less length than the cut away portion of the base, the cut away end of one rail, opposing the cut away end of the other rail, a chair including a base plate of the same contour as the base of a rail, said base plate interposed between and flush with the bases of said rail and further forming a continuation of said bases, said chair further including vertically disposed spaced integral splice

bars providing in connection with said plate a pocket having its bottom extending in the same longitudinal plane throughout and against which abut the bottom termini of the webs of the rails at the cut away ends thereof, filling members carried centrally of said splice bars extending in the cut away portions of the heads and flush with and forming continuations of these latter, and

means extending through said splice bars 10 and webs of the rails for securing the chair in position.

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

EDWIN R. ORBIN.

Witnesses:

MAX H. SROLOVITZ,

K. H. BUTLER.

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