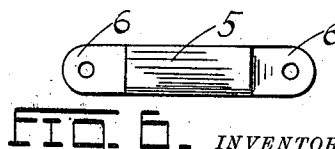
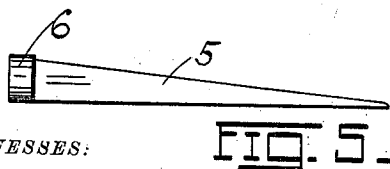
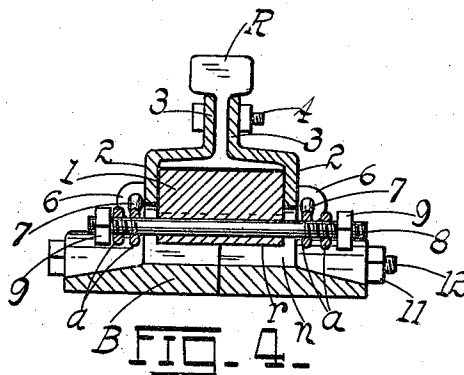
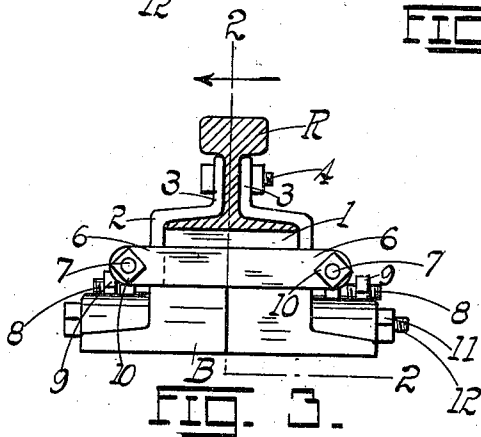
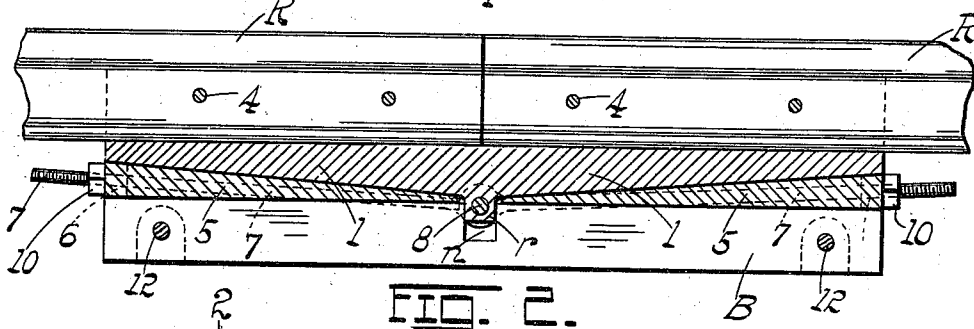
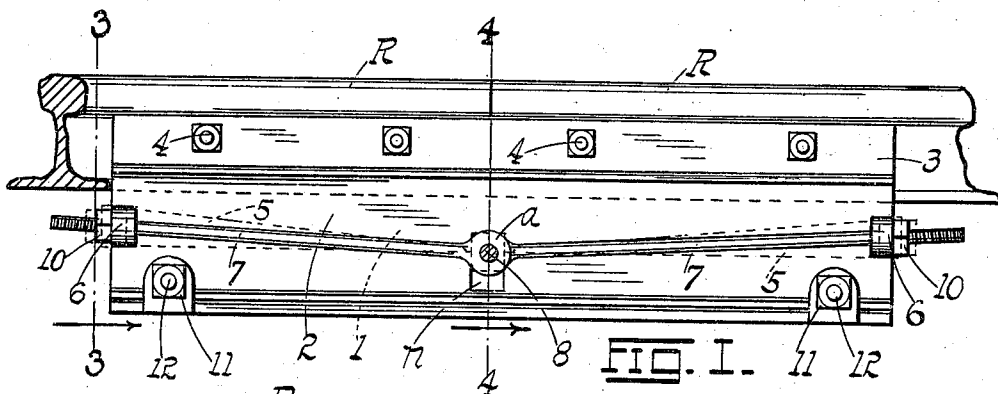


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RAIL JOINT.
APPLICATION FILED AUG. 5, 1910.

983,890.

Patented Feb. 14, 1911.



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RAIL-JOINT.

983,890.

Specification of Letters Patent.

Patented Feb. 14, 1911.

Application filed August 5, 1910. Serial No. 575,811.

To all whom it may concern:

Be it known that I, EDWARD GIESELMANN, citizen of the United States, residing at Mount Olive, in the county of Macoupin and State of Illinois, have invented certain new and useful Improvements in Rail-Joints, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention has relation to improvements in rail-joints; and it consists in the novel construction of joint more fully set forth in the specification and pointed out in the claim.

In the drawings, Figure 1 is a side elevation of my joint assembled; Fig. 2 is a middle vertical longitudinal section of the same taken on the line 2—2 of Fig. 3; Fig. 3 is an end view with cross-section of the rail on the line 3—3 of Fig. 1; Fig. 4 is a middle vertical cross-section on the line 4—4 of Fig. 1; Fig. 5 is a detached view of one of the wedges in side elevation; and Fig. 6 is an end view of the wedge.

The object of my invention is to construct a chair or support for the abutting ends of rail-road rails which will afford a solid support to said ends and thereby prevent the usual thumping so objectionable when the trucks of the cars pass over the joint. The rail-joint herein is simple, cheaply constructed, is readily adjusted, and possesses further and other advantages better apparent from a detailed description of the invention which is as follows:

Referring to the drawings, R, R, represent the ends of two abutting rails, the same resting on a vertically adjustable supporting member or plate 1 confined loosely between the vertical walls or wings 2, 2, forming the sides of an open box chair or trough B, the upper edges of the wings 2, being provided with angle-pieces 3, the horizontal legs of which bear against the rail-flange, the vertical legs serving as fish-plates through which and through the webs of the rails are passed the usual securing bolts 4 as well understood in the art.

Insertible into the box B from each end, and directly supporting the member 1 are wedges 5, the outer ends or bases of which are provided with laterally projecting arms 6, 6, through perforations or openings 5 through which loosely pass the outer ends of

suitable links or rods 7, 7, the said rods being disposed on the outside of the wings 2, 2, and terminating at their inner adjacent ends in loops *a, a*, through which is passed a transverse anchor-pin or bar 8, suitable notches *n* being formed in the bases of the wings 2 to allow for the free passage of said anchor therethrough and through the chamber of the box B. The bar 8 likewise passes through a transverse rib *r* at the bottom of the plate 1. The links or ties 7 are held in position at the ends of the anchor 8 by nuts 9. The outer ends of the ties terminate in screw-threaded portions over which are passed nuts 10, the nuts bearing against the outer faces of the arms 6 through which the said screw-threaded ends pass. By driving home the nuts 10, that is, screwing them in proper direction or toward the arms 6, the wedges 5 will be forced inwardly, thereby driving or raising the plate 1 into firm engagement with the flanges of the rails supported directly by said plate, the rail flanges being thus tightly wedged between the plate 1 and the horizontal legs of the angle-pieces or members 3, and becoming practically unyielding to the passage of the trucks over the rail-joint.

Preferably, the box B is made of two sections split longitudinally, the sections being drawn together to hug the sides of the rail-flange by the nuts 11 at the ends of the bolts 12 passed transversely through the sections at the opposite ends thereof. As well understood in the art the box or chair B rests on the ballast or ties of the road-bed.

Having described my invention, what I claim is:—

In combination with a pair of abutting rails, an open ended box having side walls or wings disposed outside the rail-flanges, angle-pieces at the upper edges of the side walls having vertical and horizontal legs respectively engaging the webs and flanges of the rails, a supporting plate engaging the bottoms of the rails and confined in the box, wedges inserted from opposite ends into the box beneath the rail-supporting plate, the bases of the wedges terminating in lateral arms, a central cross-bar or anchor passed through the side walls of the box and extending across and outside the box and secured to the supporting plate, links disposed on the outside of the box and having their inner adjacent ends secured to the project-

ing ends of the anchor, their outer ends passing loosely through the arms of the wedges, the outer ends of the links being screw-threaded, and nuts passed over said screw-threaded portions and bearing against the arms of the wedges for forcing the latter inwardly and driving the rail-supporting plate against the rail, and the flanges of the

latter against the horizontal legs of the angle-pieces aforesaid.

In testimony whereof I affix my signature, 10
in presence of two witnesses.

EDWARD GIESELMANN.

Witnesses:

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W. C. KILLEEN.