

(No Model.)

W. F. DIMMICK.
TRUSS FOR JOINTS OF RAILWAY RAILS.

No. 527,198.

Patented Oct. 9, 1894.

Fig. 1.

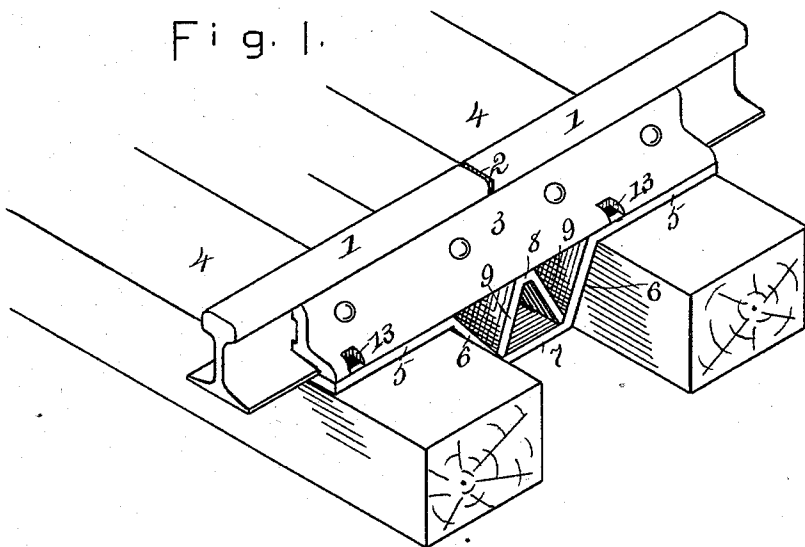


Fig. 3.

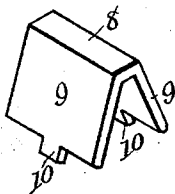


Fig. 2.

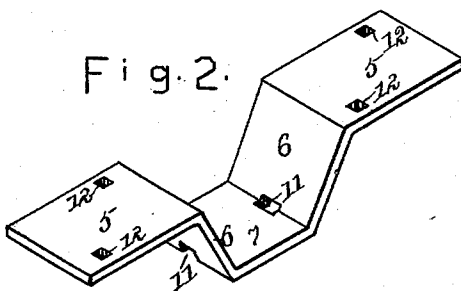
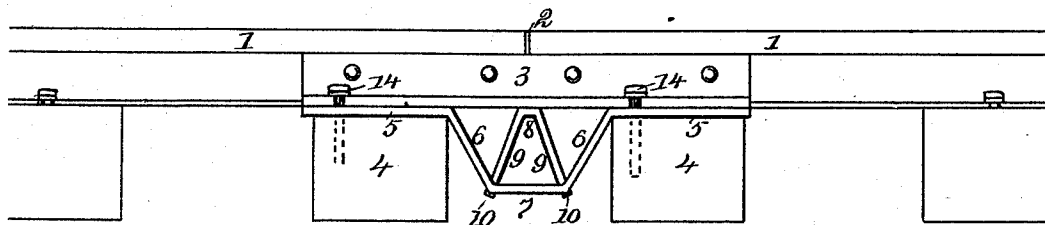


Fig. 4.



Attest

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UNITED STATES PATENT OFFICE.

WILLIAM F. DIMMICK, OF DECATUR, ILLINOIS.

TRUSS FOR JOINTS OF RAILWAY-RAILS.

SPECIFICATION forming part of Letters Patent No. 527,198, dated October 9, 1894.

Application filed November 15, 1893. Serial No. 490,971. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. DIMMICK, of Decatur, in the county of Macon and State of Illinois, have invented certain new and useful Improvements in Trusses for the Joints of Railway-Rails, of which the following is a specification.

This invention is designed to provide substantial supports for the joints of railway rails, and it is embodied in the details of construction and combinations of parts herein-after set forth and claimed.

In the drawings forming part of this specification Figure 1 is a perspective representation of a truss in proper relation to the rails and ties, but not secured in position. Fig. 2 is a perspective representation of the bridge plate. Fig. 3 shows the truss member in perspective. Fig. 4 is a side elevation of a section of track, with my device applied to the joint of the rails.

The rails are shown at 1, the joint thereof at 2, and the ties at 4. At 3 is shown one of a pair of ordinary angle bars, such bar being slotted, as seen at 13, to admit the spikes used to secure the rails to the ties. A bridge plate comprising the seat portions 5, the downwardly converging portions 6 and the horizontal portion 7, has holes, as 12, which coincide with the slots of the angle bars, and is preferably provided with slots, as 11, at the junction of the converging sides with the horizontal portion. The bridge plate is placed under the rails with the seat portions 5 resting on the ties, and the center of part 7 under the joint of the rails; and it is secured to the ties and to the angle bars, in a manner to prevent longitudinal contraction, by means of spikes, as 14. Indicated at Fig. 4. The truss has a bearing, as 8; adapted to sustain both rails at their conjunction, and its sides extend divergently downward to the ends of the hori-

zontal portion of the bridge plate. The sides, which are designated by characters 9, are preferably provided with studs, or extensions, as 10, which engage the slots 11 of the bridge plate and hold the truss against lateral displacement.

The rail joint is sustained by the bridge plate through the intervention of the truss. The truss cannot yield vertically except by spreading, which is precluded by the sides of the bridge plate, and the bridge plate can yield only by contracting longitudinally, *i. e.* by bringing the seat portions nearer together, and this is prevented by the ties, the angle bars and the spikes.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A truss for the joints of railway rails, comprising a bridge plate composed of seat portions, downwardly converging portions and a horizontal portion connecting the converging portions, slots at the intersections of the converging portions with the lower horizontal portions, and an A-shaped truss having studs adapted to engage the slots of the bridge plate, substantially as set forth.

2. In joint trusses, the combination of the bridge plate comprising the parts 5, 6 and 7 and slotted, or perforated, at 11 and at 12, the truss comprising parts 8, 9 and 10, the angle bars having the slots 13, and spikes as 14 to secure the angle bars and the bridge plate together, while connecting both with the ties, substantially as set forth.

In testimony whereof I sign my name in the presence of two subscribing witnesses.

WILLIAM F. DIMMICK.

Attest:

I. D. WALKER,
L. P. GRAHAM.