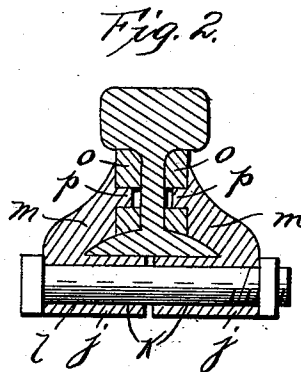
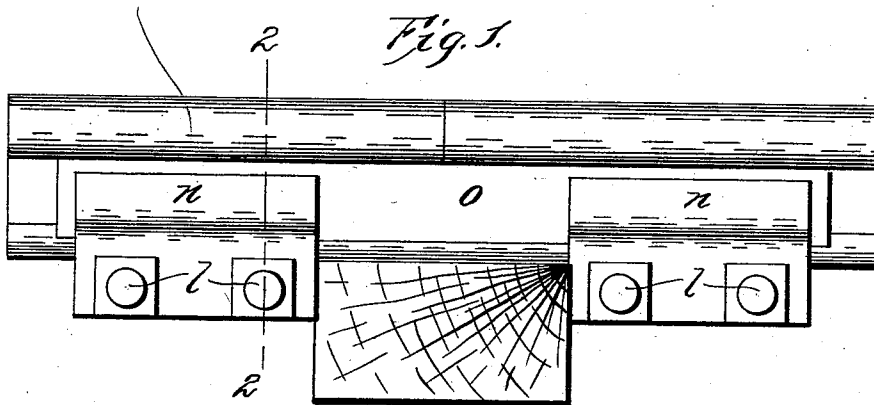


(No Model.)

J. DICKASON.
RAIL JOINT FASTENING.

No. 541,728.

Patented June 25, 1895.



Witnesses:
E. C. Duff
Hubert Peck

Inventor
Jonathan Dickason
per *E. C. Duff*
Attorney

UNITED STATES PATENT OFFICE.

JONATHAN DICKASON, OF AGOSTA, OHIO.

RAIL-JOINT FASTENING.

SPECIFICATION forming part of Letters Patent No. 541,728, dated June 25, 1895.

Application filed September 19, 1894. Serial No. 523,531. (No model.)

To all whom it may concern:

Be it known that I, JONATHAN DICKASON, of Agosta, in the county of Marion and State of Ohio, have invented certain new and useful Improvements in Rail-Joint Fastenings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

This invention relates to certain improvements in railroad construction, and more particularly to improvements in railroad joint fastenings or chairs.

The object of the invention is to provide an improved rail joint fastening, exceedingly simple, economical, and durable in construction and composed of a minimum number of parts, and so constructed and arranged as to be capable of use without holes in the rails, and at any points along the tracks as between or on the ties, and which can be most advantageously employed in splicing or repairing broken or injured rails.

The invention consists in certain novel features of construction and in combinations of parts more fully and particularly described and pointed out hereinafter.

Referring to the accompanying drawings, Figure 1 is a side elevation showing the present invention arranged for splicing a broken rail at a tie. Fig. 2 is a cross-section on the lines 2 2, Fig. 1.

Each joint is formed of two like clamps or jaws. The bottom plate is divided centrally and longitudinally into the two sections or halves *j j*, meeting beneath the rail to form the complete base plate, and provided with the transverse registering bolt holes *k k*, through

which the clamping bolts *l* pass beneath the rails to rigidly secure the jaws together against the rail held between them. The outer longitudinal edge of each bottom plate section is provided with the wall *m*, curving upwardly and inwardly so as to fit over the rail flange and against the web and tread of the rail. These clamps can be of any length desired to rest on a tie and extend between the ties or to extend from one tie to the next or short tie so as to rest entirely between two ties.

Two sets of clamps are arranged on opposite sides of a break in a rail or the joint between the rails and fish plates *o o*, are placed on the rails as usual and extending into the clamps. The inner edges of the overhanging walls of the clamps are provided with the pins *p p*, to enter the holes of the fish plates and thus form a secure and perfect splice or joint. This device can be used under many conditions and circumstances, even where a foot or more of the rail is broken out, a new piece can be fitted in the splices such as fish plates can be placed on opposite sides thereof and secured by the clamps.

Having thus fully described my invention, what I claim is—

The rail fastening comprising the two similar embracing clamps having the clamping bolts passing through their bottom plates beneath the rails, the inner edges of the upper embracing walls having the pins to enter the holes in the fish plates or splice bars, as set forth.

In testimony that I claim the foregoing as my own I affix my signature, in presence of two witnesses.

JONATHAN DICKASON.

Witnesses:

E. F. GRIM,
C. L. CAREY.