

No. 823,292.

PATENTED JUNE 12, 1906.

E. W. ROBINSON.
RAIL BOND.

APPLICATION FILED JULY 12, 1905.

Fig. 1.

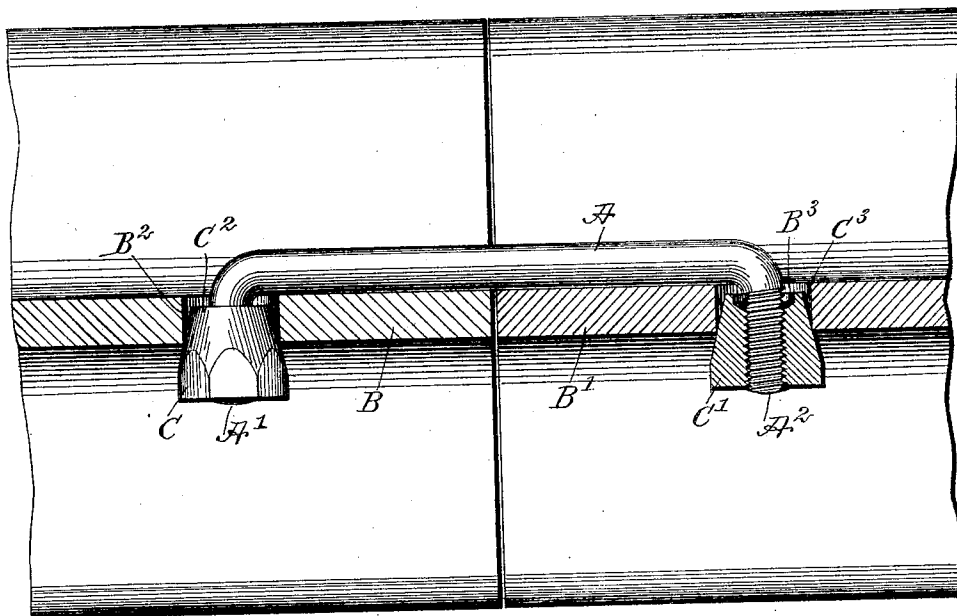
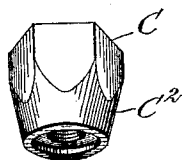


Fig. 2.



WITNESSES:

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EDWIN W. ROBINSON, OF PUNXSUTAWNEY, PENNSYLVANIA.

RAIL-BOND.

No. 823,292.

Specification of Letters Patent.

Patented June 12, 1906.

Application filed July 12, 1905. Serial No. 269,295.

To all whom it may concern:

Be it known that I, EDWIN W. ROBINSON, a citizen of the United States, and a resident of Punxsutawney, in the county of Jefferson and State of Pennsylvania, have invented a new and Improved Rail-Bond, of which the following is a full, clear, and exact description.

The invention relates to electric railways; and its object is to provide a new and improved rail-bond arranged to insure an exceedingly firm electrical connection between adjacent rails and in a very simple and economical manner.

The invention consists of novel features and parts and combinations of the same, which will be more fully described hereinafter and then pointed out in the claim.

A practical embodiment of the invention is represented in the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both views.

Figure 1 is a sectional plan view of the improvement; and Fig. 2 is a perspective view of one of the frusto-conical nuts.

The conductor A, in the form of a metallic rod, abuts against one side of the webs B B' of adjacent rails, and the said conductor is provided with angular screw-threaded ends A' A², projecting through apertures B² and B³, formed in the webs B and B', respectively. On the threaded ends A' and A² are screwed nuts C and C' from the side of the webs opposite to the one engaged by the conductor A, and the said nuts C and C' are provided with frusto-conical ends C² and C³, adapted to contact at their sides with the walls of the apertures B² and B³ to insure a firm electrical con-

nection between the nuts and the webs B and B' of the adjacent rails. It is understood that by screwing up the nuts C and C' the conductor A is thrown very firmly against one side of the webs B and B', and at the same time the frusto-conical nuts C and C' are drawn in firm contact with the walls of the apertures B² and B³ to insure an exceedingly good electrical connection between adjacent rails.

The rail-bond described, and illustrated in the drawings, is very simple in construction and readily applied to rails as now constructed.

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

The combination with the rails, of a rail-bond, comprising a conductor having a straight portion lying against the web of the rail upon one side thereof, and having angular screw-threaded ends projecting through apertures in the said webs, and frusto-conical nuts on the opposite side of the web from the conductors and engaging the screw-threaded ends, the ends of the nuts extending into the apertures, whereby the turning of the nuts will draw the straight portion of the conductor into close contact with the webs, and force the frusto-conical ends of the nuts into close contact with the walls of the apertures.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EDWIN W. ROBINSON.

Witnesses:

E. E. SHAFFER,
ALBERT JORDAN.