W. SCOTT.

RAIL JOINT SUPPORTING DEVICE.

APPLICATION FILED JULY 15, 1911.

1,027,284. Patented May 21, 1912.

Fig. 1.

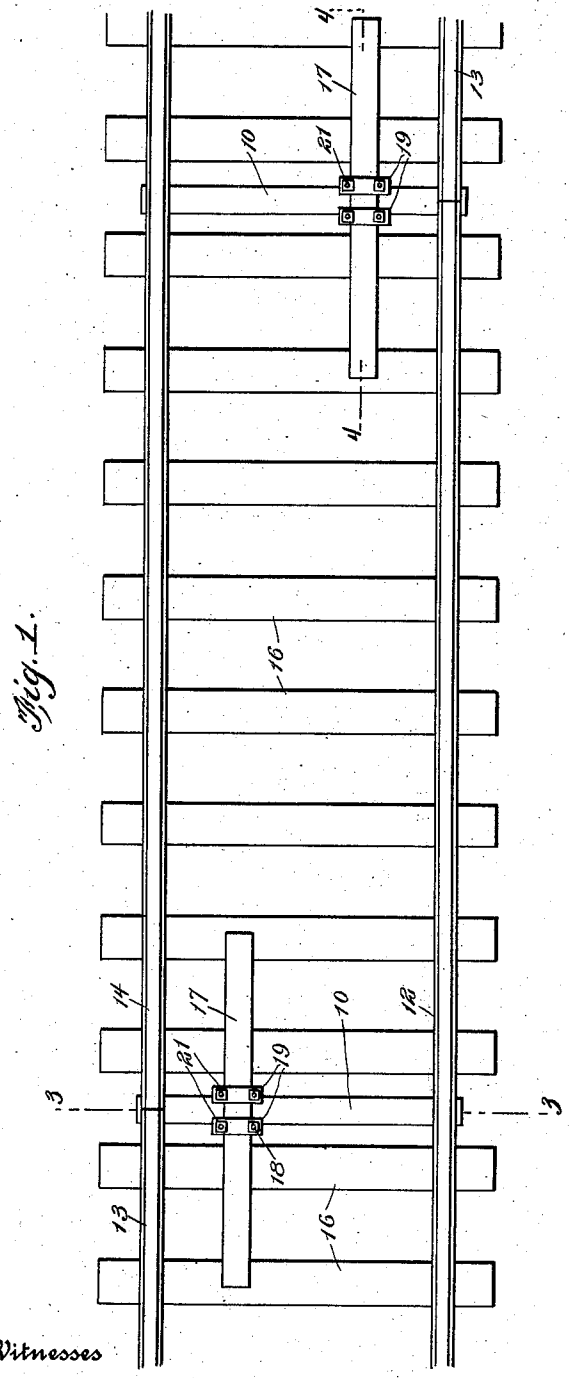


Fig. 4.

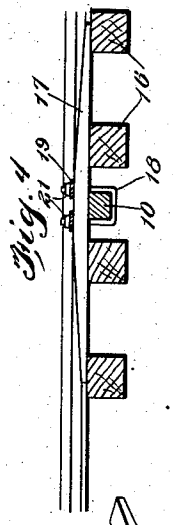


Fig. 5.

Fig. 2.

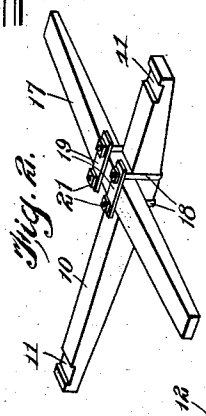
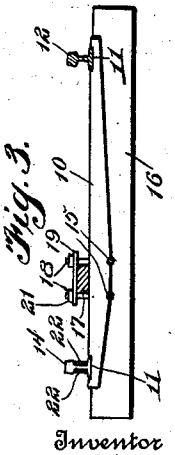


Fig. 3.



Witnesses

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RAIL-JOINT-SUPPORTING DEVICE.

1,027,284. Specification of Letters Patent. Patented May 21, 1912.

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To all whom it may concern:

Be it known that I, WALTER SCOTT, a citizen of the United States, residing at Larue, in the county of Henderson and State of Texas, have invented new and useful Improvements in Rail-Joint-Supporting Devices, of which the following is a specification.

An object of the invention is to provide a device for supporting rail ends at their point of connection, the ties upon which the rails are mounted being adapted to constitute the supporting mediums.

For the purpose mentioned, use is made of a rail bar and a supporting bar, the rail bar being engaged with the rails and the supporting bar being engaged with the ties and connected to the rail bar, the point of connection with the supporting bar to the rail bar being offset from the center of the rail bar toward that end of the rail bar which supports rail ends at their point of connection so that when a train passes over the rails the shorter end of the rail bar or that end of the rail bar in engagement with the rail ends at their point of connection will be moved upwardly by the downward pressure of the train upon the opposite or longer end of the rail bar, the difference in leverage between the ends of the rail bar and the point of connection of the supporting bar to the rail bar, proportionately with the weight of the train, being adapted to counteract the sagging of the rail ends at their point of connection when the train passes over the rails.

Reference is to be had to the accompanying drawings constituting a part of this specification, in which similar characters of reference denote corresponding parts in all the views, and in which—

Figure 1 is a plan view of a railroad bed showing the rails mounted thereon in the usual manner with my device applied thereto to support the rail ends at their point of connection. Fig. 2 is a perspective view of my device, disconnected from the rails. Fig. 3 is a vertical sectional view taken on the line 3—3 in Fig. 1. Fig. 4 is a vertical sectional view taken on the line 4—4 in Fig. 1. Fig. 5 is a perspective view of one of the hangers.

Referring more particularly to the views, I provide a rail bar 10 having rail seats 11 formed in the ends thereof and adapted to accommodate rails 12, 13 and 14, the rail 12 being adapted to repose in one of the seats 11 and the rails 13 and 14 at their point of connection being adapted to repose in the other seat 11 of the rail bar 10. Formed in the under side of the rail bar 10 and to one side of the center thereof are a plurality of grooves 15, the rail bar 10 at these points being of a greater thickness than at the ends thereof and mounted to repose on the upper side of the rail bar 10 and extending transversely thereto to engage the upper sides of ties 16 is supporting bar 17, hangers 18 being disposed in the grooves 15 of the rail bar 10 and having plates 19 mounted to connect the ends thereof and retained thereon by suitable nuts 21, the supporting bar 17 being rigidly positioned between the plates 19 and the rail bar 10 as shown in Fig. 2.

By referring to Fig. 3, it will be seen that the rail ends 13 and 14 connected in the usual manner by fish plates 22, repose on one of the seats 11 at one end of the rail bar 10 as has been heretofore described and the distance between the rail ends 13 and 14 and the point of connection of the supporting bar 17 with the rail bar 10 is less than the distance between the rail 12 and the point of connection of the supporting bar 17 and the rail bar 10. Thus it will be readily seen that when a train passes over the rails 12, 13 and 14, a greater downward pressure will be exerted on the rail 12 in view of the additional leverage provided between the point of connection of the supporting bar 17 with the rail bar 10 and the rail 12 and the mentioned additional downward pressure on the rail 12 will counteract the usual sagging of the rail ends 13, 14 at their point of connection. As shown in Fig. 1, a second rail bar is provided to support the next joint, formed by one end of the rail 12 and the next adjacent rail connected to the rail end 12 by the usual fish plates or the like.

Having thus fully described the invention, what I claim as new, is:—

A rail joint supporting device comprising a rail bar provided with seats for the accommodation of rails, one of the seats being adapted to accommodate a plurality of connected rails at their point of connection and the other seat being adapted to accommodate a single rail, a supporting bar con-

nected to the rail bar to one side of the center of the rail bar and nearer to the seat having the plurality of connected rails thereon, the ends of the supporting bar being adapted to repose upon railroad ties, hangers for rigidly connecting the supporting bar to the rail bar, plates extended transversely to the supporting bar to connect the ends of the hangers and means for retaining the plates in engagement with the hangers.

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

WALTER SCOTT.

Witnesses:
W. A. PALMER,
B. C. WALLACE.