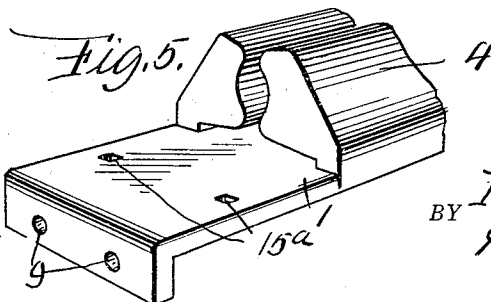
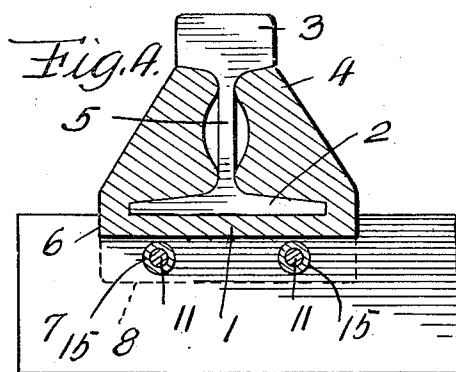
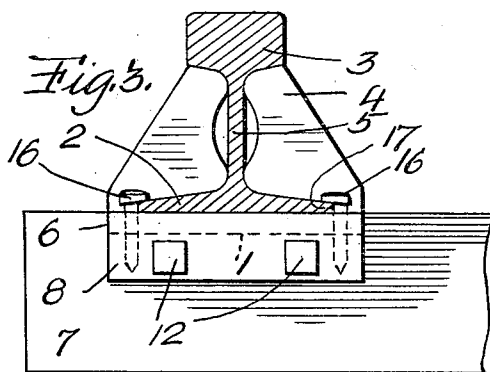
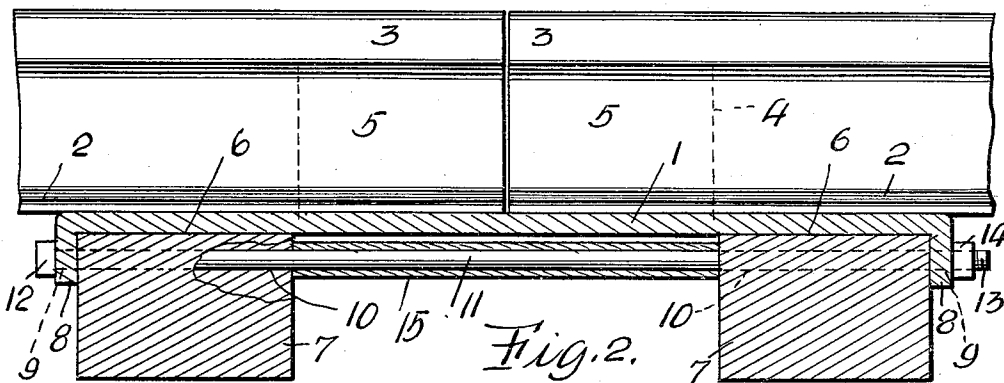
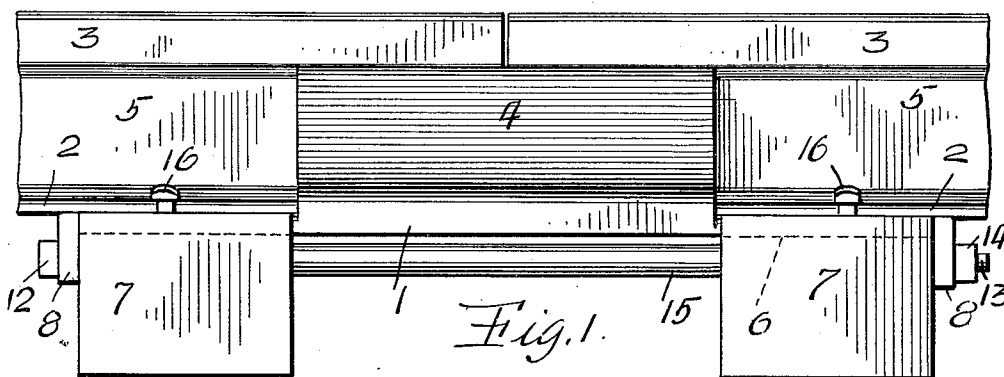


F. GADECKI.
RAIL JOINT.
APPLICATION FILED JUNE 30, 1911.

1,005,639.

Patented Oct. 10, 1911.



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FRANK GADECKI, OF MYSTIC, IOWA.

RAIL-JOINT.

1,005,639.

Specification of Letters Patent.

Patented Oct. 10, 1911.

Application filed June 30, 1911. Serial No. 636,234.

To all whom it may concern:

Be it known that I, FRANK GADECKI, a subject of the Emperor of Austria-Hungary, residing at Mystic, in the county of Appanoose and State of Iowa, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to rail joints and more particularly to that type of joint located between two ties or sleepers for supporting the confronting or abutting ends of rails.

15 The primary object of my invention is to provide a simple and durable rail chair for supporting the confronting ends of rails whereby they cannot become laterally or vertically displaced.

20 Another object of this invention is to furnish a rail chair with novel means for anchoring the chair between two ties or sleepers that are prevented from spreading by the anchoring means.

25 A further object of this invention is to obviate the necessity of using bolts and nuts as a fastening medium for the confronting ends of rails.

30 With the above and other objects in view, the invention resides in the novel construction, combination and arrangement of parts to be hereinafter specifically described and then claimed.

35 Reference will now be had to the drawing, wherein:—

40 Figure 1 is a side elevation of the rail joint, Fig. 2 is a longitudinal sectional view of the same, Fig. 3 is an end view of the rail joint, Fig. 4 is a cross sectional view of the same, and Fig. 5 is a perspective view of a portion of the rail chair.

45 The reference numeral 1 denotes a tie plate adapted to support the base flanges 2 of rails 3, and formed integral with the longitudinal edges of said plate are splice bars 4, said bars bracing the base flanges 2, the webs 5 and the heads of said rails. The bars 4 are of a less length than the tie plate 1 and the protruding ends of said plate are adapted to extend on to seats 6 provided therefor in the upper surface of ties 7. The ends of the tie plate 1 are countersunk in the surface of the ties, whereby said ties can be placed upon the same level with other ties of the roadbed. The ends of the plate 1 are bent downwardly at right angles, as

at 8 and provided with openings 9 registering with transverse openings 10 in the ties 7. Extending through the openings 10 and 9 are tie rods 11 having heads 12 at one end thereof and the opposite end screw threaded, as at 13 to receive nuts 14. Arranged upon the tie rods 11, between the confronting faces of the ties 7, are spacing sleeves 15 adapted to maintain the ties apart and cooperate with the tie rods 11 in preventing one tie from shifting relatively to the other. As the angular ends of the tie plate 1 engage the outer sides of the tie, the splice bars 4 will be normally maintained between said ties.

75 The tie plate 1 near its ends is provided with spike openings and spikes 16 are driven through said openings into the tie to assist in retaining the rails 3 in position. These spikes engage in notches 17 provided therefor in the base flanges 2 of the rails, thereby preventing longitudinal displacement of said rails.

80 The rail chair is made of strong and durable metal and can be used in connection with mine and other industrial railways.

What I claim is:—

1. In a rail joint, the combination with ties provided with seats, of a tie plate arranged in the seats of said ties and adapted to support the confronting ends of rails, said tie plate having the ends thereof bent downwardly to engage the outer sides of said ties, tie rods extending transversely through said ties and the downwardly bent ends of said tie plate, spacing sleeves arranged upon said tie rods between said ties, and splice bars formed integral with the longitudinal edges of said tie plate between said ties and adapted to brace the base flanges, webs and heads of said rails.

2. In a rail joint, the combination with ties provided with seats, of a tie plate arranged in the seats of said ties and adapted to support the confronting ends of rails, said tie plate having the ends thereof bent downwardly to engage the outer sides of said ties, tie rods extending transversely through said ties and the downwardly bent ends of said tie plate, means for securing the ties against movement toward each other, and splice bars formed integral with the longitudinal edges of said tie plate between said ties and engaging the base flanges, webs, and heads of said rails.

3. In a rail joint, the combination with

a pair of supporting ties, of a tie plate seated on the ties and provided with downwardly-extending end flanges to engage the side faces of the ties and hold the latter
5 against movement away from each other, splice bars carried by said tie plate for engagement with rails mounted on the tie plate, a bolt passed through the end flanges of the tie plate and through the ties for se-
10 curing the plate to the ties, and a sleeve

mounted on the bolt between the ties with its ends abutting the latter for holding the ties against movement toward each other.

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

FRANK GADECKI.

Witnesses:

WINCENTY WALAG,
JOHN GADECKI.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
