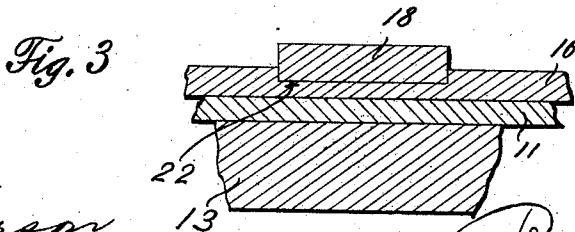
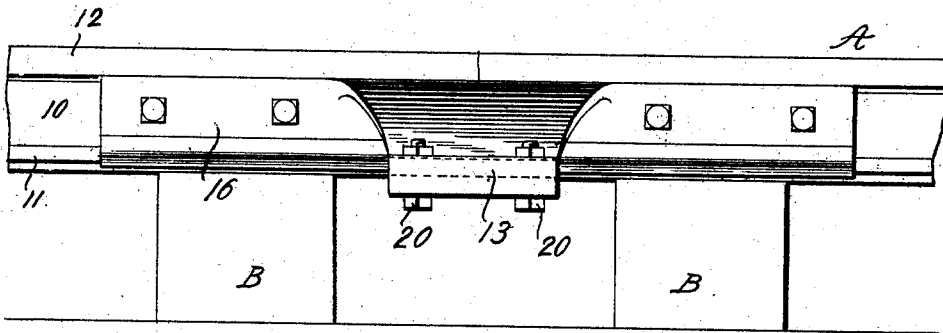
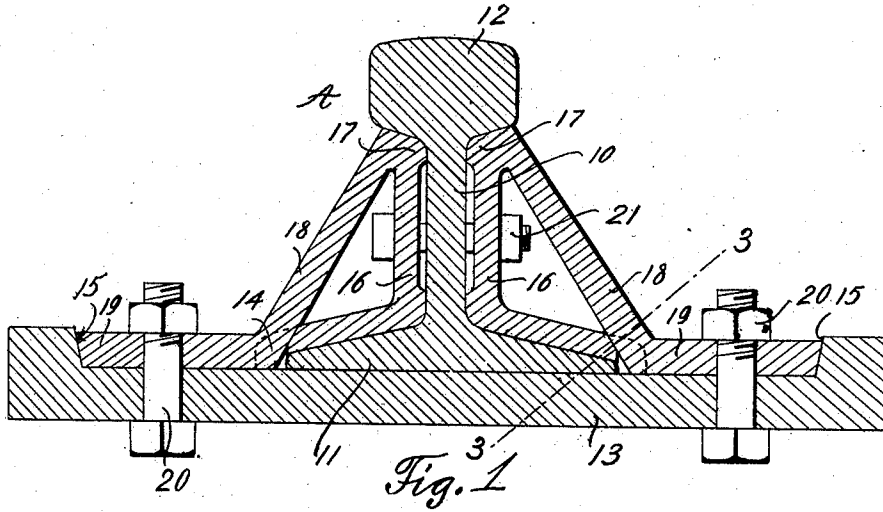


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RAIL JOINT.
APPLICATION FILED MAY 2, 1910.

980,661.

Patented Jan. 3, 1911.



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UNITED STATES PATENT OFFICE.

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RAIL-JOINT.

980,661.

Specification of Letters Patent.

Patented Jan. 3, 1911.

Application filed May 2, 1910. Serial No. 558,905.

To all whom it may concern:

Be it known that I, WILLIAM ALLEN MILLER, a citizen of the United States, residing at Wylam, in the county of Jefferson and State of Alabama, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to rail joints and is designed to construct a joint of this character wherein the same will be substantial and secure due to the provision of angle bars which form a seat for the rails.

With the above and other objects in view, this invention consists in the construction, combination, and arrangement of parts, all as hereinafter more fully described, claimed, and illustrated in the accompanying drawings, wherein—

Figure 1 is a transverse section of a rail joint constructed in accordance with the present invention, Fig. 2 is a side elevation thereof, and Fig. 3 is a section taken along the line 3—3 of Fig. 1.

Reference being had to the accompanying drawings, A indicates a pair of rails mounted on the ties B in the usual manner, said rails being provided with the webs 10, the bases 11 and the heads 12. At the joint between two rails, the same are mounted on a plate 13, said plate being provided with an angular depression 14, the ends 15 of which taper inwardly.

An angle bar 16 is disposed on each side of the webs 10, the base arm of which conforms to a certain extent with the base 11 of the rail, said angle bars being provided with the inwardly projecting portions 17 adjacent the lower and upper extremities of the vertical arms, and are adapted thereby to be spaced from the web; also with the longitudinal recess 22 in the edge thereof adjacent to the base 11 of the rail. A pair of vertical sloping braces 18 are formed on the upper extremities of the vertical arms of the angle bars, being retained in the recesses 22, and

are provided at their lower terminals with the horizontal attaching members 19 through which the bolts 20 pass, securing the same to the plate 13. The joint between the vertical arms of the angle bars and the braces 18 forms a bearing for the lower portion of the head 12. The horizontal portions 19 of the braces rest flush against the sloping ends 15 of the depression 14, the braces 18 being spaced from the free edges of the horizontal arms of the angle bars. A plurality of bolts 21 pass through the webs 10 and the angle bars 16, thus securing said angle bars to the webs.

Having thus described the invention, what is claimed as new is:

A rail joint comprising in combination with the abutting ends of a pair of rails, a plate having an angular depression therein, the ends of which taper inwardly, said rails being adapted to rest centrally in said depression, angle bars bearing against the webs of said rails, said angle bars being provided with projections adjacent to the lower extremities of their vertical arms and having longitudinal recesses in the edges of the horizontal arms thereof, and downwardly inclined braces formed on the upper terminals of the vertical arms of said angle bars adapted to rest in said recesses forming in combination with the angle bars a seat for the heads of the rails, being provided at their lower terminals with horizontal retaining members adapted to rest flush in said depression and bear against the terminals thereof, the lower terminals of said braces adapted to rest in longitudinal recesses of the horizontal arms of the angle bars.

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

WILLIAM ALLEN MILLER.

Witnesses:

G. S. WOOLRIDGE,
W. H. FUNK.