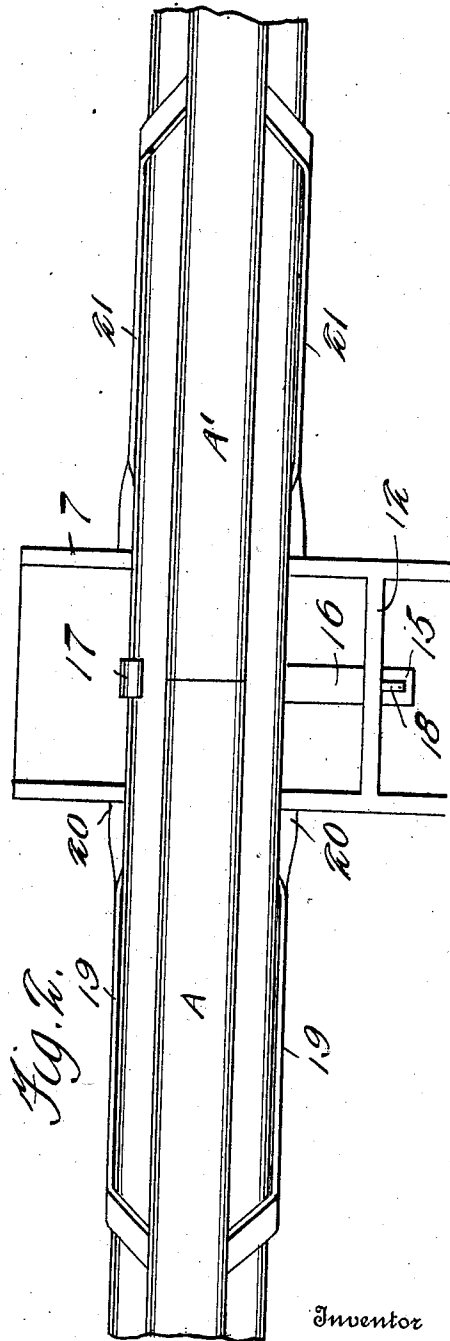
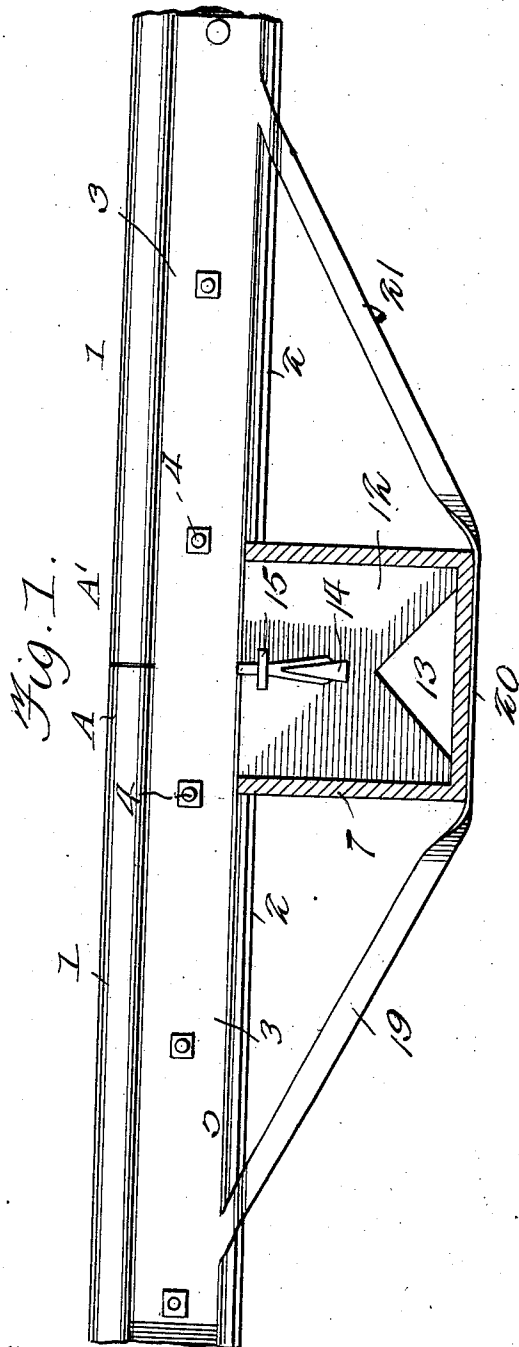


991,366.

P. PRICE.
RAIL JOINT SUPPORTER.
APPLICATION FILED DEC. 3, 1910.

Patented May 2, 1911.
2 SHEETS-SHEET 1.



Witnesses

Hugh H. Helt
Wm. H. Helt

Inventor

Preston Price

By *Victor J. Evans*

Attorney

991,366.

P. PRICE.
RAIL JOINT SUPPORTER.
APPLICATION FILED DEC. 3, 1910.

Patented May 2, 1911.
2 SHEETS—SHEET 2.

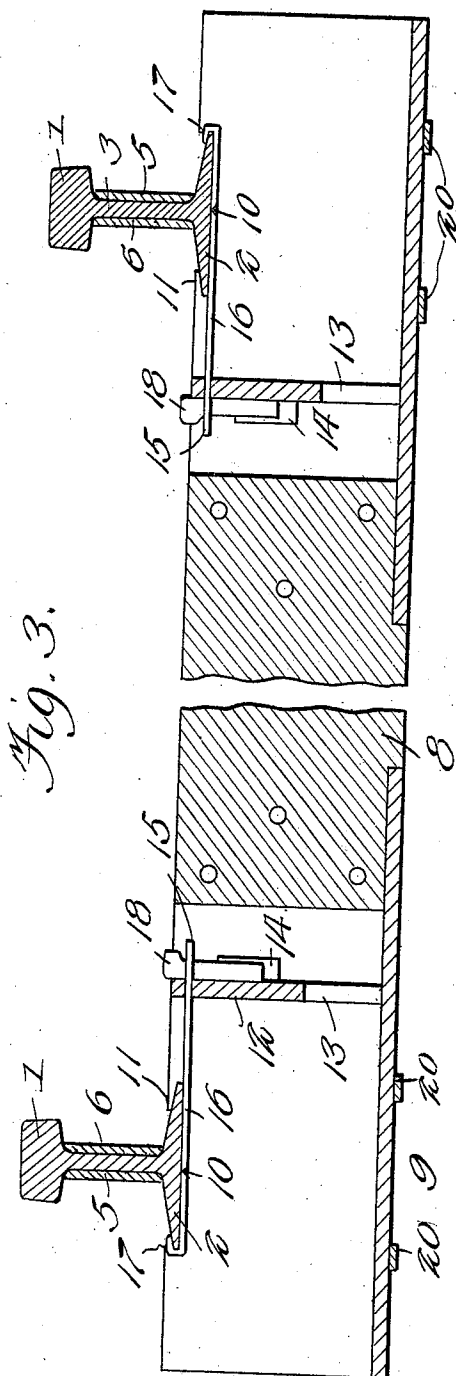


Fig. 3.

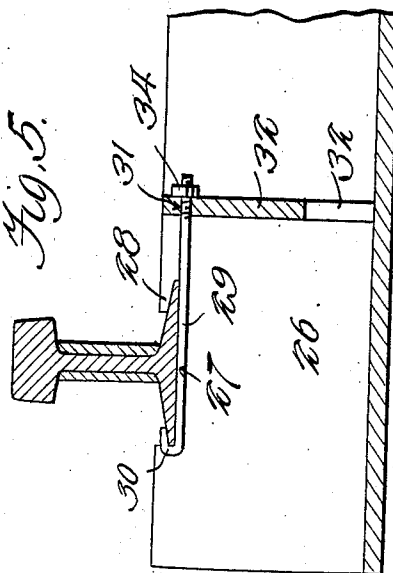


Fig. 5.

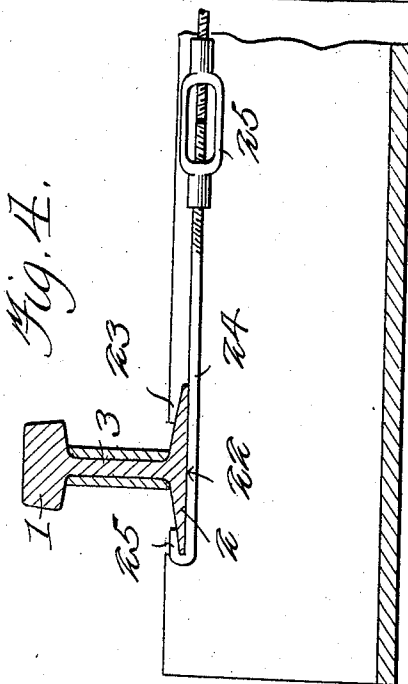


Fig. 4.

Witnesses

Hugh Hest
Wm. J. Covert

Inventor

Preston Price

By

Victor J. Evans

Attorney

UNITED STATES PATENT OFFICE.

PRESTON PRICE, OF PRICE, NORTH CAROLINA.

RAIL-JOINT SUPPORTER.

991,366.

Specification of Letters Patent.

Patented May 2, 1911.

Application filed December 3, 1910. Serial No. 595,390.

To all whom it may concern:

Be it known that I, PRESTON PRICE, a citizen of the United States, residing at Price, in the county of Rockingham and State of North Carolina, have invented new and useful Improvements in Rail-Joint Supporters, of which the following is a specification.

This invention relates to rail joint supporters, and the primary object of the invention is to provide a device of this character which will effectively support the meeting ends of a pair of rails so that downward movement thereof due to the rolling stock passing thereover is entirely obviated, thus materially adding to the life of the rails as well as the comfort of the traveling public.

With the above and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and combination of parts, herein after more fully described and claimed.

In the accompanying drawings there has been illustrated the simple and preferred embodiment of the invention and in which drawings:—

Figure 1 is a side elevation of a pair of railway rails provided with the improvement. Fig. 2 is a top plan view of the same. Fig. 3 is a longitudinal sectional view of the device. Fig. 4 is a detail sectional view of a modified form. Fig. 5 is a similar sectional view of a still further modification.

In the accompanying drawings A and A' designate the meeting ends of a pair of railway rails. These rails are constructed in the ordinary well known manner, each comprising a head 1, base flange 2 and connecting web 3. The web 3 is formed with a plurality of openings, and these openings are adapted to receive the connecting elements 4, whereby the fish plates 5 and 6 are retained upon both of the faces of the webs.

The numeral 7 designates the tie which is positioned centrally of the meeting ends of the rails. This tie 7 in the device illustrated in Figs. 1, 2 and 3 of the drawings preferably comprises a wooden body 8. The body 8 has each of its ends formed with metallic members 9, the members 9 being preferably U shaped in cross section and each of said U shaped members projects a distance beyond the ends of the body 8. The members 9 have their upper faces each formed with parallel longitudinally extend-

ing recesses 10, the said recesses providing walls which are horizontally straight, and a portion of the metal above the said straightened wall and nearest the body 8 is formed with a lip 11 which overlies the cutaway portion 10, while the opposite wall provided by the cutaway portion is preferably vertically straight. The cutaway portions 10 are of a length sufficient for the snug reception of the base flange 2 of the rail members A and A'.

Each of the U-shaped metallic extensions 9 is formed with a vertically extending partition 12, the said partition having its lower extremity formed with a substantially U shaped opening 13, the latter being adapted to serve as a way whereby the ballast of the road bed is free to pass from the outer portion of the U shaped member beyond the partition 12 to the inner portion of the said U shaped member adjacent its connection with the body 8. Both of the partitions have their inner faces formed with a substantially V shaped offset member 14, and the upper portions of the said partitions are provided with centrally arranged longitudinally extending slots or openings 15.

The numeral 16 designates what I term the rail securing strap. This strap is formed of suitable metal and is of a width corresponding to the opening 15 through which one end of the said strap is adapted to project. The opposite end of the strap 16 is formed with a lip 17 and this lip engages the outer edges of the base flanges or the rail members. The portion of the strap 16 projecting through the opening 12 is formed with a hole adapted to receive a cotter pin 18. This pin 18 is constructed from some suitable malleable material and after passing through the opening within the strap 16 the legs of the said pin are adapted to contact with the V shaped projection 14 so as to spread the said legs to prevent the withdrawal of the pin from its engagement with the strap.

The numeral 19 designates the truss brace for the device. One of these truss braces is positioned adjacent each side of the rails and each of the said braces is constructed of a single piece of suitable material. The braces 19 have their central portions arranged horizontally, as at 20, and these portions are adapted to underlie and engage the under faces of the U shaped members 9. The straps are bent adjacent the edges of the

said U shaped members and are continued at an angle, as at 21, toward the outermost bolts which connect the fish plates with the rail webs. The trusses are constructed so as to overlie the bases of the rails to tightly engage the same and the said trusses are connected with the fish plates 5 and 6.

In Fig. 4 I have illustrated a slightly modified form of the tie. In this figure I have shown a tie formed of a hollow U shaped member. The sides of the tie are both of a similar formation and for this reason only one of said sides has been illustrated. Each of the sides is formed with a horizontal straight recess 22 and each of the sides is formed with a lip 23 which overlies the cutaway portion 22. The opposite wall provided by the cutaway portion is vertically straight and the said cutaway portion as well as the lip formed upon the sides are adapted for the reception of the base flanges of the rail sections. The numeral 24 designates the rail coupling strap. This strap has its outer end bent to form a lip 25, the latter being adapted to engage with the outer edges of the base flanges of the rail sections. The inner portion of the member 24 is rounded in cross section. The rounded portion is also threaded and the adjacent threaded portions of a pair of said straps are adapted to be engaged by a turn buckle 25', it being understood that two of the straps 24 are employed with each tie, and that the threads upon the coacting straps are arranged in opposite directions. By this arrangement it will be noted that the straps 24 will effectively force the inner base flange of the rails within the pockets provided within the horizontal cutaway portions 22 and the lips or overlying portions 23.

In Fig. 5 I have illustrated a still further modified form of the device. In this figure the device is also formed of metal and is substantially U shape in cross section. The side walls of the U shaped member 26 are formed with alining recesses 27 adjacent their ends and are also formed with overlying angularly arranged lips 28, while the opposite walls provided by the recesses are vertically straight, the said recesses being adapted for the reception of the rail ends. The numeral 29 designates the rail securing strap and is provided upon one of its ends with a lip 30 which is adapted to engage the outer edges of the base flanges. The strap 30 has its opposite end rounded and provided with threads, and this rounded portion is adapted to project through a suitable opening 31 formed in a vertically arranged partition

32. The partition 32 has its lower extremity formed with an opening 33, of a similar formation to the opening 13 of the device described in connection with Figs. 1, 2 and 3. The inwardly projecting portion of the strap 29 is adapted to be engaged by the nut 34 and it will be understood that by this arrangement the adjustment of the said nut securely positions the rail ends within the recesses 27 and within the pockets provided by the said recesses and the overlying lip 28.

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

1. In combination with the meeting ends of a pair of railway rails, a tie underlying the said rails, fish plates connecting each side of the rails, and truss braces arranged in pairs adjacent each side of the rails adapted to underlie the tie and connect with the fish plates and rails adjacent each side of the tie.

2. In combination with the meeting ends of a pair of railway rails, a tie underlying the said rails, fish plates connecting each side of the rails, truss braces underlying the ties and connecting with the fish plates and rails adjacent each side of the tie, and means supported by the ties for preventing the lateral movement of the rails.

3. In combination with the meeting ends of a pair of rails, a tie underlying the same at their point of meeting, fish plates connecting each side of the rails, truss braces underlying the ties and connected with the fish plates and rails, the said truss braces having their ends arranged at an angle to their sides to snugly engage with the flanges of the rails, and with the fish plates, and adjustable means connected with the tie for preventing the lateral movement of the rails.

4. In combination with the meeting ends of a pair of rails, a substantially U-shaped tie for the rails, said tie having its sides provided with cutaway portions, the sides of the tie being each formed with angular lips overlying the inner edges of the cutaway portions, the said cutaway portions being of a width equaling the base flanges of the rails and adapted to receive the same, a rail connecting strap formed with a lip engaging with the outer flanges of each of the rails, means for adjusting the said strap, and truss braces underlying the tie and connected with the fish plates and the rails.

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

PRESTON PRICE.

Witnesses:

SPENCER ROBERTS,
BENNIE PRICE.