

(No Model.)

L. ADAMS.
RAILWAY RAIL CONNECTION.

No. 460,171.

Patented Sept. 29, 1891.

Fig. 1.

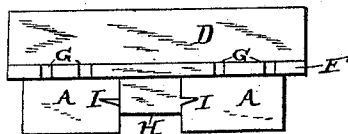
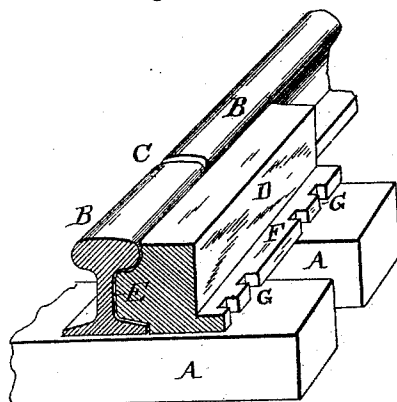


Fig. 2

Witnesses

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RAILWAY-RAIL CONNECTION.

SPECIFICATION forming part of Letters Patent No. 460,171, dated September 29, 1891.

Application filed May 22, 1891. Serial No. 393,745. (No model.)

To all whom it may concern:

Be it known that I, LUTHER ADAMS, a citizen of the United States, residing at Mattoon, in the county of Coles and State of Illinois, have invented certain new and useful Improvements in Railway-Rail Connections; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to railways.

The object of my improvements is to provide a rigid connection between the ends of a railway-track without the necessity of piercing holes through the rail ends and the employment of fish-plates and the bolts which fasten the same together.

For these purposes my invention consists in the following construction and combination of the parts, the details of which will first be fully described, and the features of novelty therein then be specifically set forth and claimed.

Figure 1 represents a perspective view of a track to which I have applied my improvements. Fig. 2 is a side elevation thereof.

In the drawings, A represents the railway-ties of the usual type.

B represents the rails.

C is a joint between the meeting ends of two rails B.

D represents my improved rail connection. This connection consists of a rigid bar of wrought or cast iron.

E is the inner edge or side next the rails B, which, as shown, is made to conform to the shape or contour of the sides of the particular rails in connection with which it may be used. The rail connection D is preferably about the height of the rails B.

F is a flange formed laterally upon the outer lower edge of the bar D and flush with the bottom thereof.

G are a series of mortises made in the flange F, within which the usual railroad-spike is driven.

In my invention no fish-plates and their

bolts are used at all. The inner face of the bar connection being of the same shape as the side of the rail, it will, when pushed up snugly against the rail and spiked down on the outer side, lock itself against the outer ends of the meeting rails and form a simple, cheap, and at the same time a most efficient and rigid connection. This does away with the expense of drilling holes in the rail ends and the entire use of bolts and nuts.

H is a downward projection cast with or formed on the rail connection D, which I may use when desired, and is arranged to lie within the space between the two adjacent ties.

I are lips or spurs cast on the projection H. The latter can be of any desired width or in more than one piece. By driving or moving the ties A laterally up against the spurs I until they are driven into the wood and the spikes then driven home in the slots G, the rail connection has an additional bearing, when desired, against displacement, the spurs I and peculiar form of the rail connection preventing all tendency to displacement upwardly and the spikes and construction of my joint completely neutralizing any tendency of the rails to spread or collapse.

As far as I am aware, my construction is the simplest and most efficient form of rail-joint on the market.

I may modify the projection H by providing it with flanges which take under the ties.

What I claim as new is, furthermore—

In combination with the rails and ties of a railway-track, a rigid-bar connection having an inner face of a contour corresponding to the sides of the rails, and a flange upon the outer side and provided with a lower projection resting between the ties, having spurs thereon which take into said ties, substantially as set forth.

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

LUTHER ADAMS.

Witnesses:

W. T. MASON,
J. M. HALL.