

H. WEBER.

RAIL-JOINT.

No. 170,652.

Patented Nov. 30, 1875.

Fig. 1

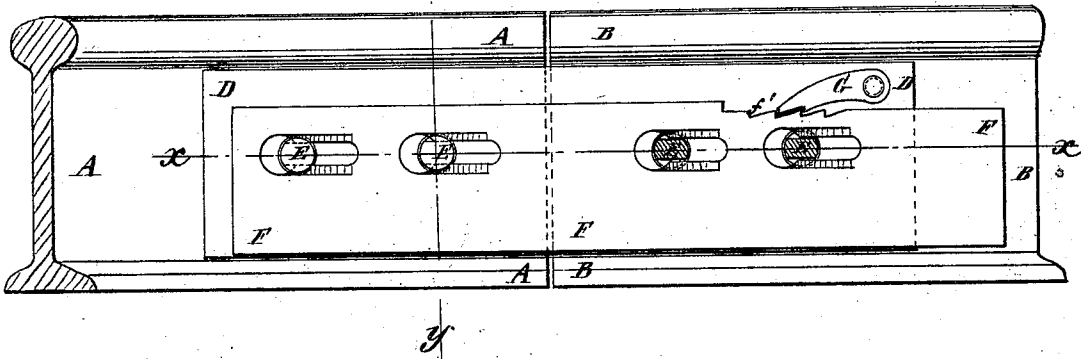


Fig. 2

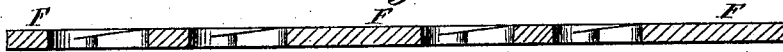
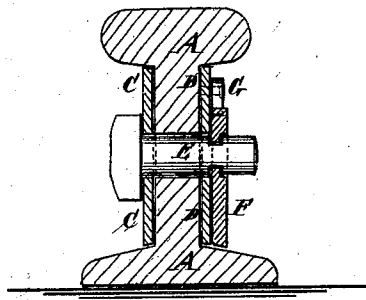


Fig. 3



Fig. 4



WITNESSES:

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IMPROVEMENT IN RAIL-JOINTS.

Specification forming part of Letters Patent No. **170,652**, dated November 30, 1875; application filed October 23, 1875.

To all whom it may concern:

Be it known that I, HERMANN WEBER, of the city, county, and State of New York, have invented a new and useful Improvement in Railroad-Rail Coupling, of which the following is a specification:

Figure 1 is a side view of a rail-joint to which my improved coupling has been applied. Fig. 2 is a longitudinal section of the locking-plate, taken through the line *xx*, Fig. 1. Fig. 3 is a detail view of one of the bolts. Fig. 4 is a cross-section of the rail and coupling, taken through the line *yy*, Fig. 1.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved coupling for the adjacent ends of railroad-rails, which shall be so constructed as to form a firm joint, and one which cannot work loose by the jarring of the rails.

The invention consists in an improved railroad-rail coupling, formed by the combination of the notched bolts, the slotted and toothed plate, and the pawl with the plates and the adjacent ends of the rails, as hereinafter fully described.

A B represent the adjacent ends of two railroad-rails, against the opposite sides of the necks of which are fitted two plates, C D. Through holes in the rails A B, and in the plates C D, are passed the bolts E, which are made without screw-threads, and have wedge-shaped notches formed in their upper and lower sides at the outer side of the plate D. F is a plate placed upon the outer side of the plate D, and provided with holes to receive the bolts E. In the plate F, at one side of the holes through said plate, are formed slots of a less width than the diameter of the bolts E,

so that when the plate F has been placed upon the bolts E, and is moved longitudinally, its edges at the sides of its slots may enter the notches in the bolts E, and thus lock the said bolts in place.

The edges of the plate F, at the sides of its slots, are made inclined or wedge-shaped, as shown in Figs. 1 and 2, so that, when driven into the notches of the bolts E, they may draw said bolts tightly into place, clamping the plates C D firmly against the sides of the rails A B.

The plate F is made narrower than the plates C D, and in its upper edge is formed a number of teeth or notches, *f'*, to receive the engaging end of the pawl G, which is pivoted to the plate D, so as to hold the plate F from working back when it has been driven into place.

This construction enables any wear to be taken up by simply driving the plate F a little farther forward.

The coupling can be removed at any time, without destroying or injuring the bolts, by raising the pawl G and driving the plate F back.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

An improved railroad-rail coupling, formed by the combination of the notched bolts E, the slotted and toothed plate F, and the pawl G with the plates C D and the adjacent ends of the rails A B, substantially as herein shown and described.

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Witnesses:

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