E. D. LAPISH.

RAIL JOINT.

APPLICATION FILED DEC. 7, 1909.

955,274. Patented Apr. 19, 1910.

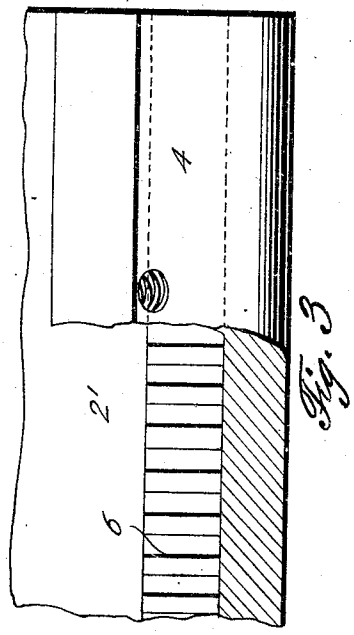

Fig. 3

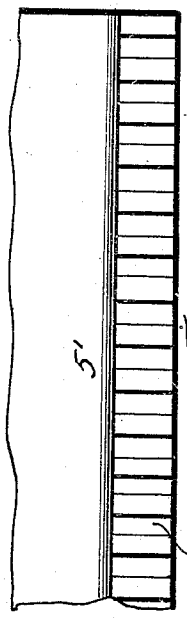

Fig. 4

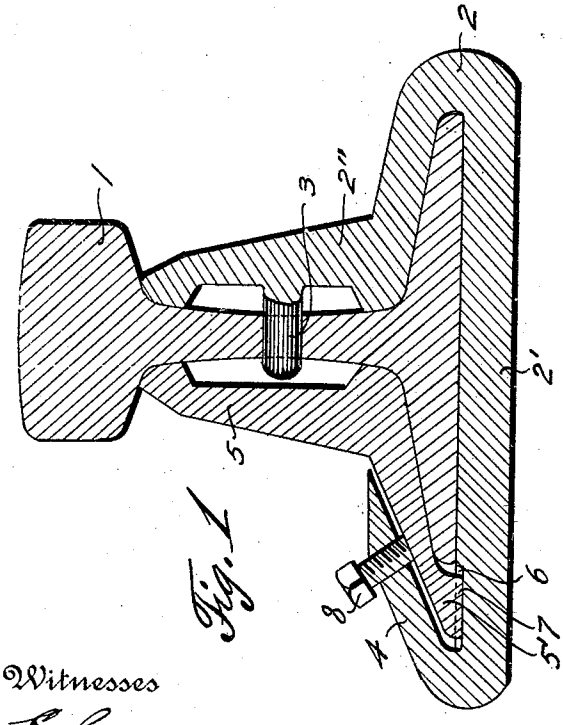

Fig. 1

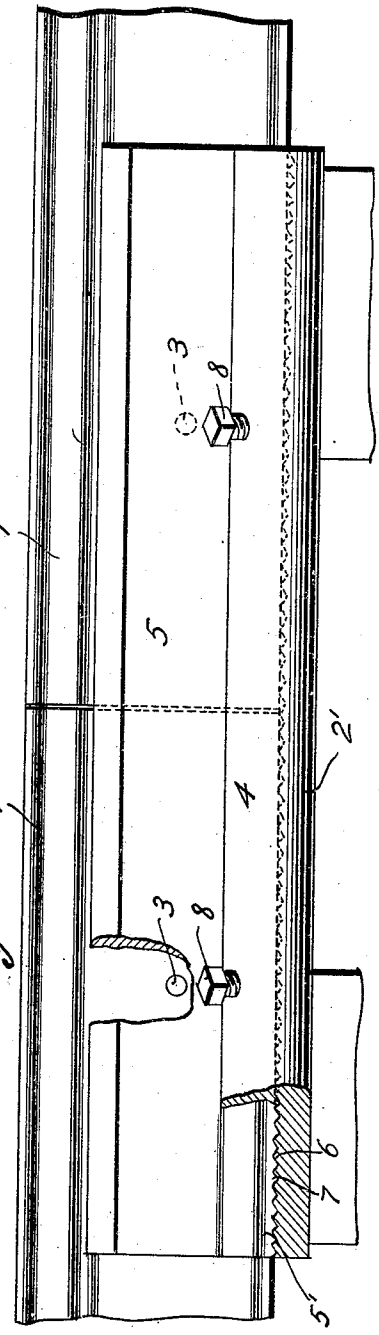

Fig. 2

Witnesses

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UNITED STATES PATENT OFFICE.

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RAIL-JOINT.

955,274. Specification of Letters Patent. Patented Apr. 19, 1910.

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To all whom it may concern:

Be it known that I, EDWARD D. LAPISH, a citizen of the United States, residing at Evans City, in the county of Butler and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

The object of this invention is to provide a simple and effective means for joining the meeting ends of rails, the invention being of that type of devices comprising a chair in which the end portions of the rails are adapted to be received, and said chair embodying a detachable angle bar for facilitating removal of the rails or replacement.

The invention resides particularly in the special interlocking means provided between the angle bar and the base of the chair.

For a full understanding of the invention, reference is to be had to the following detail description and to the accompanying drawings, in which—

Figure 1 is a transverse sectional view showing the practical embodiment of the invention; Fig. 2 is a side elevation showing the invention applied to the meeting ends of rails, portions of the chair being broken away to show details of construction; Fig. 3 is a fragmentary top plan view, partly broken away and in section, of the rail chair; Fig. 4 is a fragmentary view of the lower portion of the angle bar having the teeth to interlock with the teeth of the base of the chair.

Throughout the following detail description, and on the several figures of the drawing similar parts are referred to by like reference characters.

Describing the invention in detail, and referring particularly to the drawings 1 denotes the rails which are of the usual type, and the construction of which is not altered in any way in the employment of my invention to connect the same. Said rails have one or more openings in the web portion thereof, and the ends of the rails are received upon the base 2′ of a rail chair 2, said base having at one edge an integral rail engaging extension 2″. The extension 2″ of the chair 2 has projections 3 formed therewith and adapted to pass through the openings in the rails 1 whereby to interlock with said rails and prevent separation thereof. The openings in the rails may of course be sufficiently large to allow a slight expansion and contraction necessary to accommodate for weather conditions. At the edge portion of the chair 2 opposite that having the extension 2″ is formed an upwardly and inwardly inclined flange 4, said flange overlapping the basal portion of an angle bar 5 corresponding somewhat in shape to the shape of the extension 2″, said angle bar engaging the web, ball and base portion of the rails at the side thereof at which it is disposed. The lower portion of the angle bar 5 is received between the flange 4 and the adjacent portions of the base of the rails, the outer edge of the angle bar 5 being thickened transversely to form a downwardly projecting locking flange 5′. The locking flange 5′ of the angle bar 5 is arranged above a seat 6 beneath the flange 4 and formed in the base 2′ of the chair, said seat being formed with teeth at intervals in its length, and which teeth mesh or interlock with teeth 7 of the locking flange 5′. One or more screws 8 on the flange 4 engage the lower portion of the angle bar 5 and firmly hold the parts 5′ and 2′ in interlocking engagement whereby to prevent accidental movement or displacement of the angle bar after once being placed in position.

It will be observed that this invention is especially adapted for use in connection with railroads, and in the operation of laying new rails or replacing old rails.

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

In combination, rails, a chair receiving the ends of said rails and comprising a base having an integral upwardly extending rail engaging flange at one edge, said flange being formed with projections interlocking with the rails, the base of the chair having a flange at the edge opposite the extension, an angle bar bearing against the rails and

having its lower portion arranged between the flange aforesaid, and the base portions of the rails, said angle bar being formed with a toothed flange at its outermost portion, the base of the chair having a toothed seat, and screws applied to the flange of the chair and engaging the angle bar to hold its toothed flange in interlocking connection with the toothed portion of the seat of the chair.

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

EDWARD D. LAPISH.

Witnesses:

GRAHAM E. DOUTHETT,

JOHN R. ROBINSON.