

C. A. BLOMQUIST.
 Railway-Rail Joints.

No. 153,927

Patented Aug. 11, 1874.

Fig. 1.

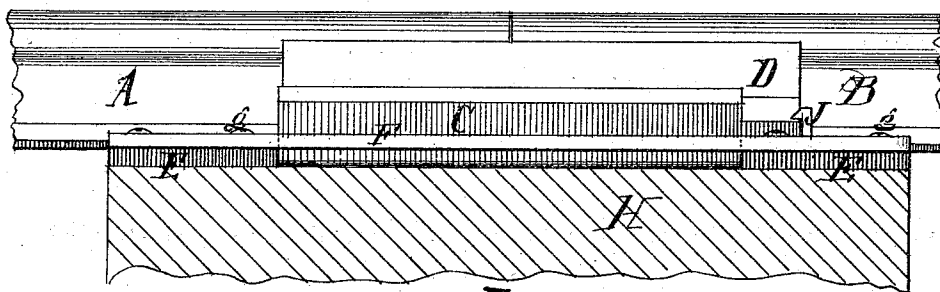


Fig. 2.

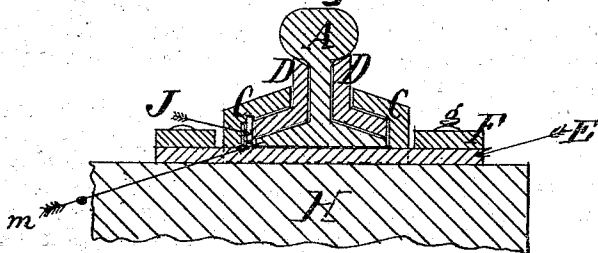


Fig. 3.

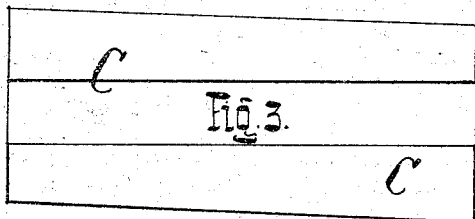
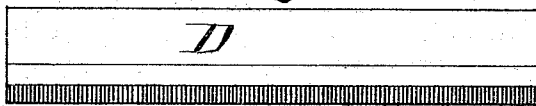


Fig. 4.



WITNESSES:

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INVENTOR:

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Att.

UNITED STATES PATENT OFFICE

CARL A. BLOMQUIST, OF LA PORTE, INDIANA, ASSIGNOR TO HIMSELF AND
JOHN O. GARDELL, OF SAME PLACE.

IMPROVEMENT IN RAILWAY-RAIL JOINTS.

Specification forming part of Letters Patent No. **153,927**, dated August 11, 1874; application filed
November 11, 1873.

To all whom it may concern:

Be it known that I, CARL AUGUST BLOMQUIST, of La Porte, county of La Porte, State of Indiana, have invented certain Improvements in T-rail Fastenings, of which the following is a specification:

The object of my invention is to provide for a better, simpler, and more secure fastening for T-rails for railroads than those heretofore known or used.

My invention consists in the construction of the wedges made to fit the sleeve, and in a proper adjustment of the sleeve by the leveling pieces, which are connected by the cross-timbers, the whole resting on the tie.

The sleeve incloses the lower part or base of the end of both rails, and is so formed that there is sufficient space to drive in acute angular-shaped wedges between the sides of the sleeve and the rails. That part of the sleeve which laps over the base of the rails is made wider at one end than at the other to fit the wedges, which are driven in reversely, one on each side of the rails, so that the head of one comes opposite the end of the other. Leveling pieces, which rest upon the tie, are placed at each end of the sleeve. These leveling pieces are connected with each other and held

in position by cross-timbers, placed parallel to the rails. Spikes driven into the leveling pieces at the heads of the wedges hold them securely in their places.

In order more fully to describe my invention, I refer to the accompanying drawing forming part of this specification.

Figure I is a side view embodying my invention. Fig. II is a sectional view of the same. Fig. III is a detached plan view of the sleeve. Fig. IV is a detached side view of one of the wedges.

A and B represent portions of each rail. C is the sleeve. D D are the wedges. E E are the leveling pieces. F F are the cross-timbers. H is a tie, and J J are spikes for holding the wedges in place.

Having thus described my invention, I claim—

The wedges D D and sleeve C, in combination with the leveling pieces E E, which are connected by the cross-timbers F F, as and for the purposes described.

CARL AUGUST BLOMQUIST.

Witnesses:

H. J. MARTIN,
JOHN O. GARDELL.