

No. 807,720.

PATENTED DEC. 19, 1905.

A. E. CALHOUN.
RAIL JOINT.

APPLICATION FILED JUNE 27, 1905.

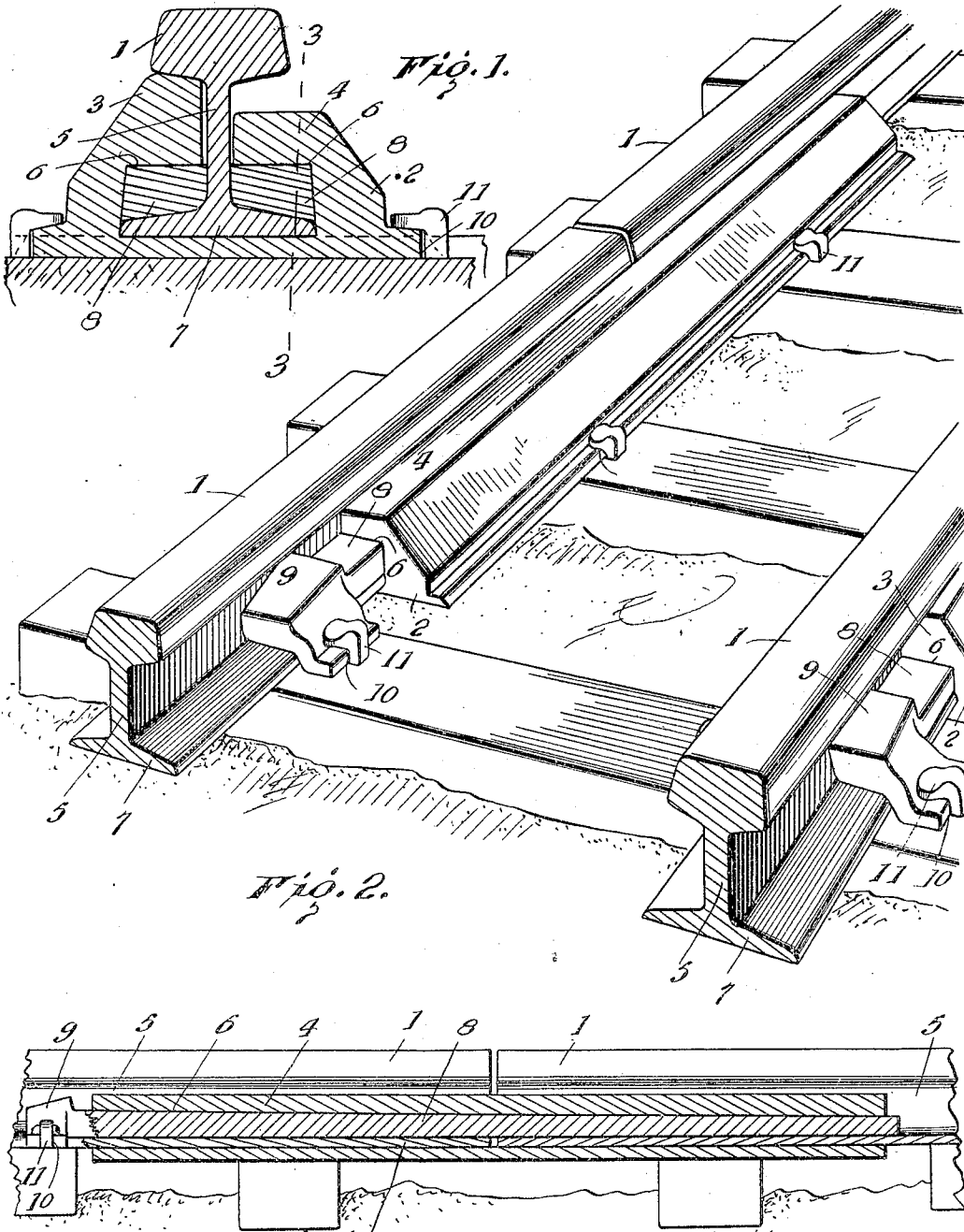


Fig. 2.

Fig. 3.

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UNITED STATES PATENT OFFICE.

ADLEY E. CALHOUN, OF WELLSVILLE, OHIO, ASSIGNOR OF ONE-THIRD TO JOHN A. CALHOUN AND ONE-THIRD TO GEORGE CALHOUN, OF UHRICHSVILLE, OHIO.

RAIL-JOINT.

No. 807,720.

Specification of Letters Patent.

Patented Dec. 19, 1905.

Application filed June 27, 1905. Serial No. 267,297.

To all whom it may concern:

Be it known that I, ADLEY E. CALHOUN, a citizen of the United States, residing at Wells-ville, in the county of Columbiana and State of Ohio, have invented certain new and useful Improvements in Rail-Joints; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the figures of reference marked thereon, in which—

Figure 1 is a transverse section. Fig. 2 is a perspective view. Fig. 3 is a longitudinal vertical section taken on line 3 3, Fig. 1.

The present invention has relation to rail-joints; and it consists in the novel construction hereinafter described, and particularly pointed out in the claim.

Similar numerals of reference indicate corresponding parts in all the figures of the drawings.

In the accompanying drawings, 1 represents the railway-rails, which are of the usual construction.

The rail-coupling block or chair 2 is substantially of the form shown and is of such a length that it will rest upon two or more ties. The chair 2 is preferably formed integral, and, as shown, it is provided with the outer flange 3 and the inner flange 4, said inner flange being somewhat lower than the outer one for the purpose of allowing the flanges of the wheels to pass the flanges 4 without contact. The flanges 3 and 4 are spaced from each other to allow for the passage of the web 5 of the railway-rail 1, as illustrated in the drawings. The flanges 3 and 4 are each provided with undercut recesses 6, which undercut recesses are for the purpose of receiving the base-flanges 7 of the railway-rails 1 and the keys 8.

In use the different parts are assembled as illustrated in Fig. 2, and, as shown, the keys

8 are placed upon the top of the base-flange 7 and under the top ledges of the recesses 6. The object and purpose of providing the keys 8 is to bind the railway-rails so as to prevent any relative movement as between the railway-rails 1 and the chairs 2, by which arrangement a rigid connection is made as between the adjacent ends of the railway-rails, thereby preventing any jarring. The upper faces of the ties upon which the chair 2 is placed should be somewhat lower than the remaining ties, or said ties should be recessed so as to let down the chair 2, thereby compensating for the thickness of the base of said chair. For the purpose of providing a means for holding the keys 8 in fixed position they are provided with the heads 9 and the heads 9 provided with the notched flanges 10, thereby providing a means for securely holding the keys by means of suitable spikes, such as 11, or their equivalents.

It will be understood that spikes should be employed to secure the chair 2 to the ties.

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

In a rail-joint, the combination of a rail-chair provided with undercut recesses, flanges spaced from each other and of different heights, railway-rails having their webs located between the spaced flanges of the chair, and keys located between the upper faces of the spaced flanges of the railway-rails, and under the faces of the spaced flanges of the chair, said keys provided with heads having downward-extended flanges, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ADLEY E. CALHOUN.

Witnesses:

J. F. CALHOUN,
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