

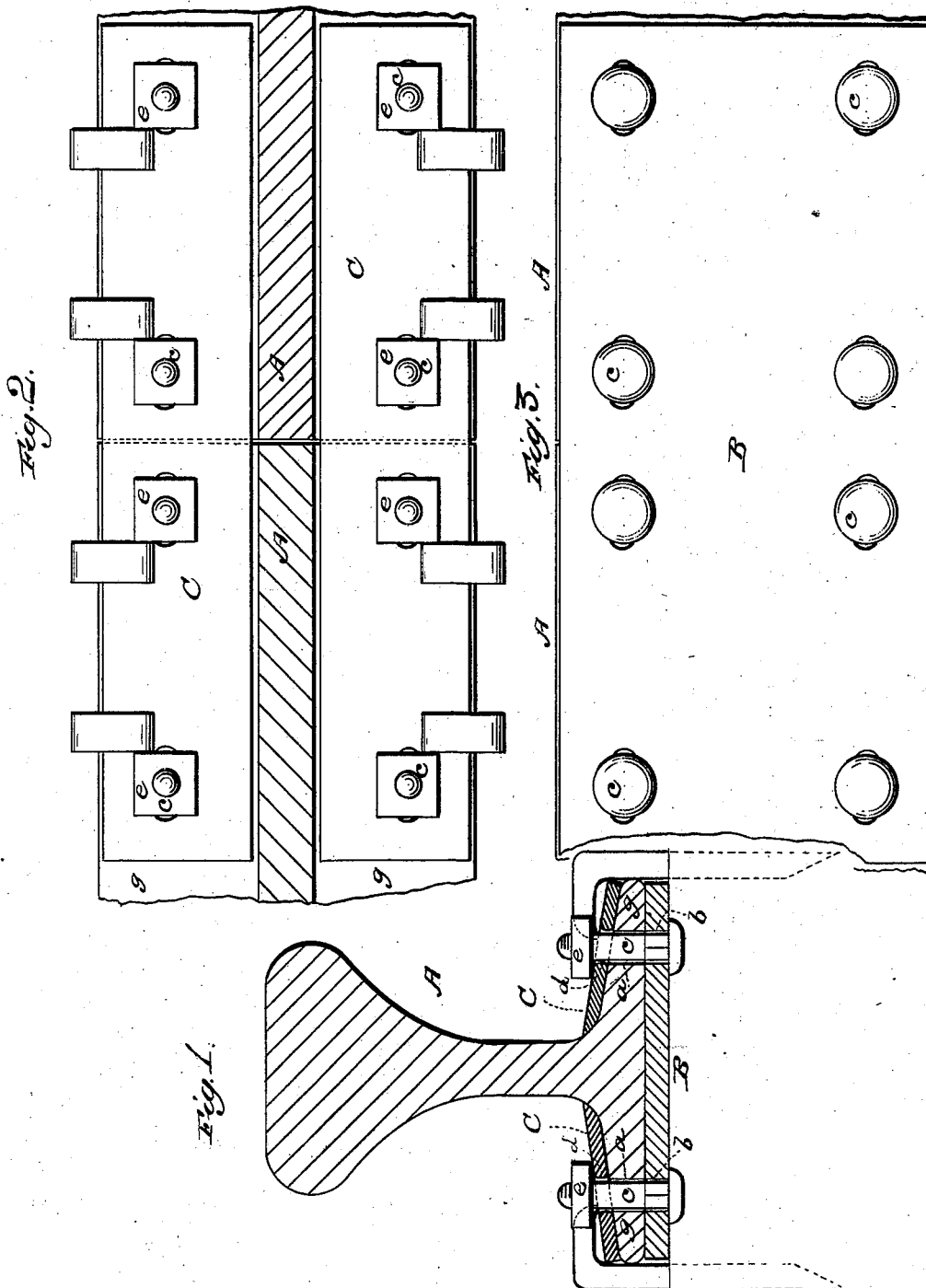
(No Model.)

2 Sheets—Sheet 1.

C. B. PHILLIPS.
RAILROAD RAIL JOINT.

No. 260,409.

Patented July 4, 1882.



WITNESSES
E. H. Bates
Philip C. Mason

INVENTOR
Charles Burton Phillips
by *Anderson & Smith*
ATTORNEYS

(No Model.)

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Fig. 4.

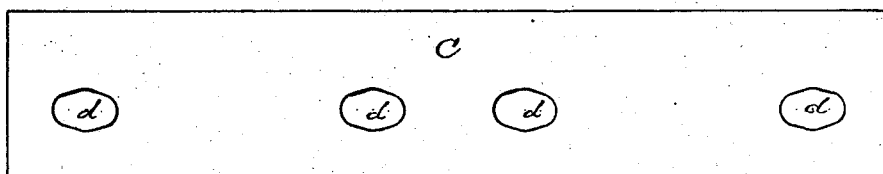
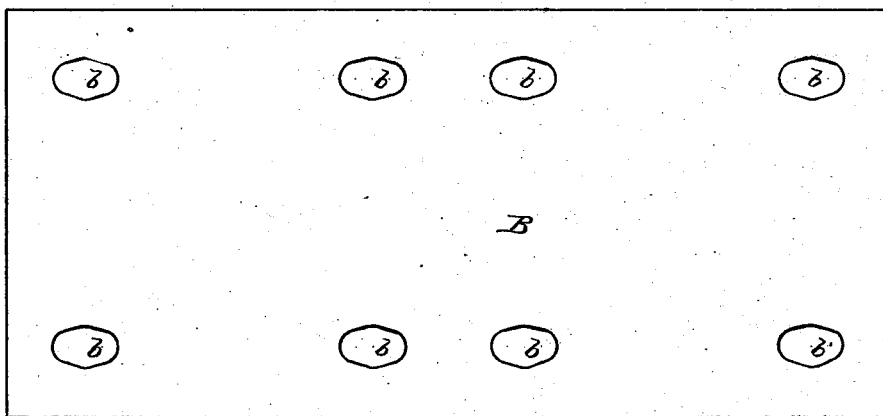


Fig. 5.



WITNESSES

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UNITED STATES PATENT OFFICE.

CHARLES B. PHILLIPS, OF CHICAGO, ILLINOIS.

RAILROAD-RAIL JOINT.

SPECIFICATION forming part of Letters Patent No. 260,409, dated July 4, 1882.

Application filed May 3, 1882. (No model.)

To all whom it may concern:

Be it known that I, CHARLES BURTON PHILLIPS, a citizen of the United States, and a resident of Chicago, in the county of Cook and State of Illinois, have invented a new and valuable Improvement in Railway-Joints; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a cross-sectional view of a rail, showing my improvement. Fig. 2 is a horizontal sectional view of the same. Fig. 3 is a bottom view. Fig. 4 is a side view of the plate, and Fig. 5 is a similar view of the under plate.

This invention has relation to railroad-joints; and it consists in the construction and novel arrangement, in connection with the bases of the rails, of a slotted sub-plate and covering-plates connected at the ends of adjacent rails by bolts and nuts.

The invention also consists in the combination, with the foregoing, of the device for locking the nuts—that is, by the heads of the rail-spikes—all as hereinafter set forth.

In the accompanying drawings, the letters A A designate the ends of two contiguous rails. Perforations *a* are made through the rail-flanges *g*.

B represents a plane sub-plate, which is located beneath the ends of the rails A A, so that the end portions of the bases of the rails will rest thereon. Slots *b* are made through the sub-plate, the position of the slots corresponding to that of the perforations of the rails, so that the bolts *c*, which are passed upward through the slots *b*, will pass through the holes *a*.

CC indicate the flange-covering plates, which are designed to be placed on the tops of the flanges of the rails, extending partly over the flanges of one rail and partly over the flanges of the rail which is next thereto. The covering-plates C are slotted at *d*, and the position of the slots *d* corresponds to that of the slots *b* of the sub-plate, it being designed that the threaded ends of the bolts *c* shall extend upward through the slots *d* to receive the fastening-nuts *e*.

In some constructions it may be advisable to use only one covering-plate C in connection with the joined ends of the rails and the sub-plate.

The rails are secured to the foundation timbers or ties by means of spikes *s*, the heads of which extend inward from the edges of the rails, and, being driven down alongside the nuts *e*, serve to lock the same securely in position.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. The railroad-joint consisting of the rails A A, having the flanges *g*, perforated at *a*, the slotted sub-plate B, slotted cover-plate C, and the upwardly-directed bolts *c* and nuts *e*, substantially as specified.

2. The combination, with the perforated rail-flanges *g*, slotted sub-plate B, and slotted cover-plate C, of the upwardly-directed bolts *c*, nuts *e*, and headed spikes *s*, locking the nuts in position, substantially as specified.

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

CHARLES BURTON PHILLIPS.

Witnesses:

THEODORE MUNGEN,
EMORY H. BATES.