

(No Model.)

I. C. ALBAUGH & J. C. GILLESPIE.

JOINT FOR RAILROAD T-RAILS.

No. 386,679.

Patented July 24, 1888.

Fig. 1

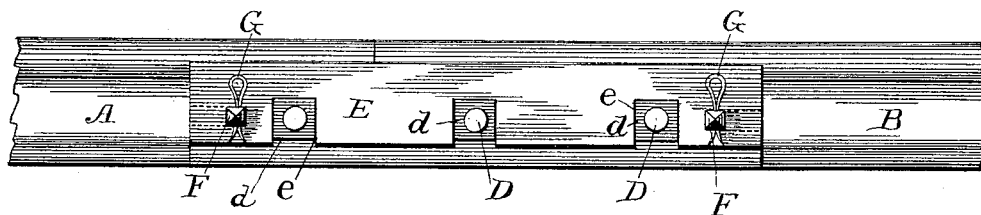


Fig. 2

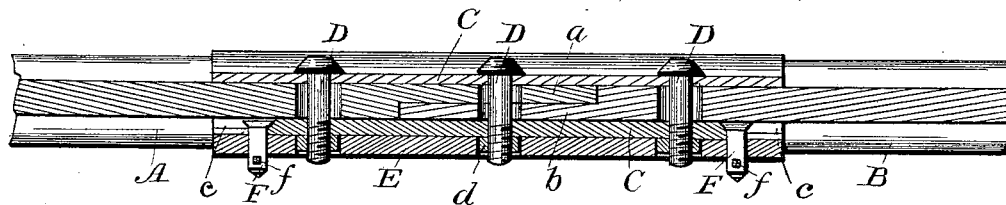


Fig. 3.

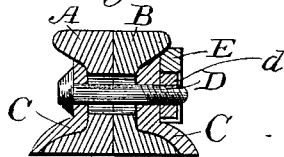
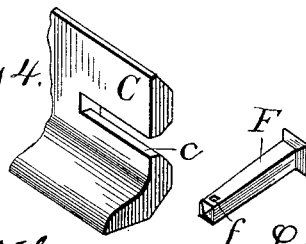


Fig. 4.



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# UNITED STATES PATENT OFFICE.

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## JOINT FOR RAILROAD T-RAILS.

SPECIFICATION forming part of Letters Patent No. 385,679, dated July 24, 1888.

Application filed November 25, 1887. Serial No. 256,152. (No model.)

*To all whom it may concern:*

Be it known that we, ISAAC C. ALBAUGH and JAMES C. GILLESPIE, citizens of the United States, and residing at Challacombe, in the county of Ness and State of Kansas, have invented certain new and useful Improvements in Ties for Railroads; and we do hereby declare the following to be a full, clear, and exact description of this invention, such as will enable others skilled in the art to which it appertains to make and use the same.

In the accompanying drawings, Figure 1 is a side elevation showing two rails united according to the present invention. Fig. 2 is a central longitudinal section of Fig. 1. Fig. 3 is a vertical cross section of Fig. 1. Fig. 4 are details in perspective showing the end of the fish-plate and bolt for securing supplemental or nut locking plate thereto.

This invention relates to that class of joints which is designed to secure the ends of railroad-rails together; and the novelty consists in the construction of the ends of the rails, and in the combination therewith of certain parts or pieces whereby the rails are secured together at their ends in a firm and secure manner, so that they are secure and fixed under all conditions of ordinary use, as will now be more fully set out and explained, reference being had to the accompanying drawings.

In the drawings, A and B are two T-rails arranged in relation to each other as when laid in a track, and each having rabbeted ends, as shown, respectively, at *a* and *b*. When these rails are fitted together, these rabbets, which come on opposite sides of the contiguous rails, match each other and form a lap-joint. When so matched and the fish-plates C applied to their sides, and the bolts D passed through the ends of the rails and the fish-plates, a practically continuous rail is formed. Of course, each end of each rail is rabbeted and each rail is connected to its contiguous rail at each end. This peculiar method of constructing and uniting the rails renders the danger of wear and breakage at the ends very slight; also, a very secure joint is formed, which cannot be seri-

ously affected by the varying conditions of heat or cold.

In order to lock the nuts *d* and keep them always in place, there is applied to one side of the rail a locking-plate, E, notched at regular intervals at *e* along one edge so as to fit upon the nuts *d*, which are placed on the screw-threaded ends of the bolts, and so said plate holds these nuts secure from any displacement by rattling or otherwise. This plate is held in position by headed bolts F, the pointed ends of which pass through the horizontal slots *c* in the ends of the fish-plate and through suitable perforations near the ends of the locking-plate. These bolts F are retained in position by means of the spring-catch G, which is thrust through a hole, *f*, in the pointed ends of the bolt F.

This invention is very cheaply applied to use, and in all its detail is simple and cheap of structure. Rails so made and so secured together, as has been above explained, will wear well and afford the easiest kind of a tread for the car or locomotive wheels, so that not only is advantage in structure gained, but most decided advantage in way of ease and comfort for the passengers in the cars, which will move smoothly along over the rails.

Having now described our invention, what we claim, and desire to protect by Letters Patent, is—

The rails A and B, the fish-plate C, horizontally slotted at its ends, the notched locking-plate having also suitable perforations through it, the headed bolts F, each having a hole in its end, and each fitting into a slot in the fish-plate and passing through one of the perforations in the locking-plate, and the spring-catch G, and bolts and nuts for holding the fish-plate and rail together, all combined substantially as set forth.

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