

S. LEDGETT.
RAIL JOINT.

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999,237.

Patented Aug. 1, 1911.

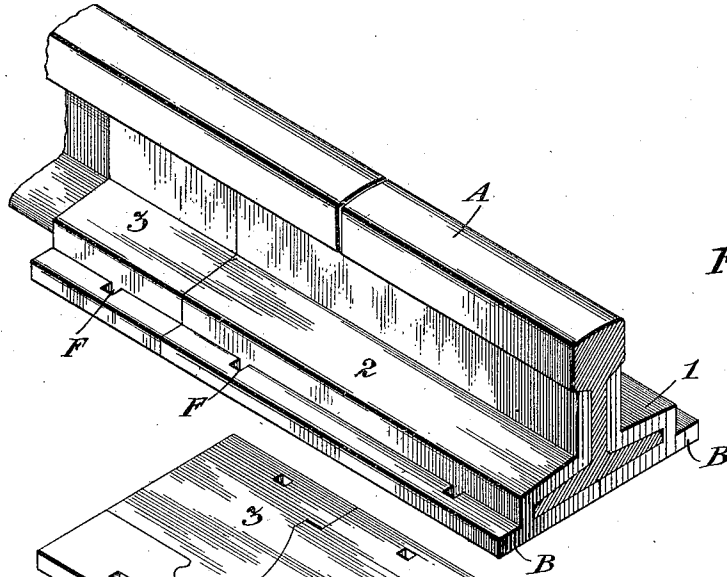


Fig. 1.

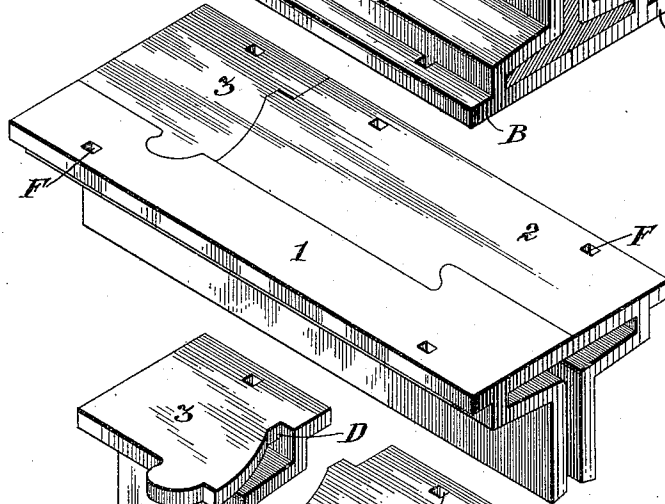


Fig. 2.

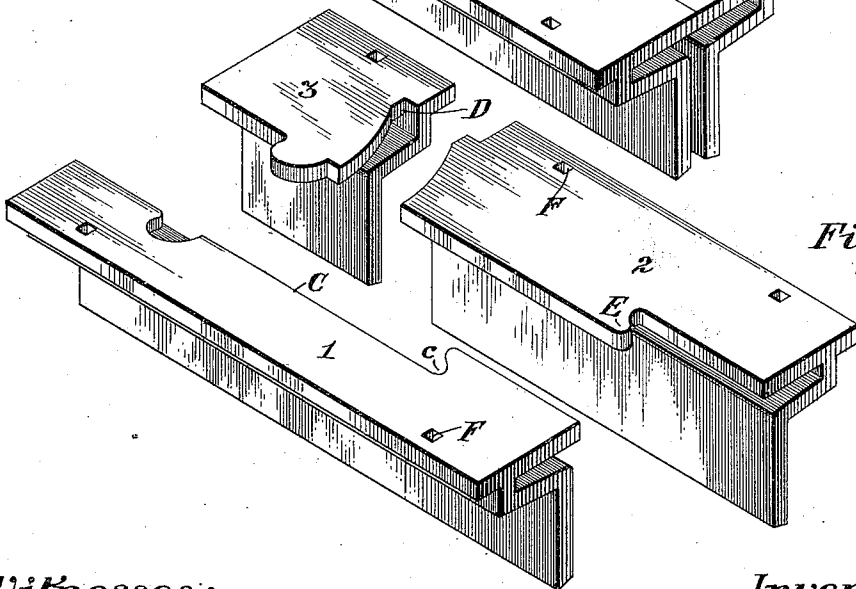


Fig. 3.

Witnesses:

M. L. Carpenter
W. H. Ellis

Inventor:

Samuel Ledgett

UNITED STATES PATENT OFFICE.

SAMUEL LEDGETT, OF WELLINGTON, OHIO.

RAIL-JOINT.

999,237.

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To all whom it may concern:

Be it known that I, SAMUEL LEDGETT, a citizen of the United States, residing at Wellington, in the county of Lorain and State of Ohio, have invented certain new and useful Improvements in Rail-Joints; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

The invention consists of three parts, each part being a combination of the fish-plate and rail-chair extended with the three parts so shaped and arranged that they completely, securely and simply lock the rail-joint to the rail, thereby preventing any lateral displacement of the rail.

In the accompanying drawings, Figure 1 represents a top view of the rail-joint locked to short sections of rails; Figs. 2 and 3 represent a bottom view of the rail-joint; Fig. 2 represents the rail-joint locked together; Fig. 3 represents the rail-joint separated into its three component parts, these parts being designated as Parts 1, 2, 3, respectively.

Each of the parts consists of a rail-chair and a section of a fish-plate combined. Each part is shaped so that it conforms to and fits about the bottom and sides of the rail A. The fish-plate of each part projects beyond the rail-chair sufficiently to be spiked to the ties as shown at B, Fig. 1. Part 1 comprises about one-half of a lateral section of the rail-joint. The inner edge of the fish-plate, C, is slotted to receive the interlocking device of the other parts. Part 2

is about two-thirds as long as Part 1. The fish-plate is shaped to fit into the slot *c* in Part 1, and to conform to a second interlocking device D in Part 3. The fish-plate of Part 3 operates as the lock to hold the other two parts in place.

This improved rail-joint is operated as follows: Two rails are placed upon ties after the usual method of rail-road construction. Part 1 is fitted indifferently upon either side of the bottom of the rails where they join together. The joint in the rails should be near the middle of the rail-joint, and a tie should be placed near each end of this part. Part 2 then is placed on the opposite side of the rail and the projecting portion E of the fish-plate fitted into the corresponding slot *c* in Part 1. A similar operation is performed with Part 3, which interlocks with both Parts 1 and 2. The fish-plates of these three parts then are spiked to the ties, for which purpose square holes F are made in each part, as indicated in Parts 1, 2, and 3.

It is claimed for this invention and upon which Letters Patent are asked:

A rail-joint having two parts, each part consisting of a combination chair and fish-plate, interlocked, and further securely and completely locked together and to the rail by a third part composed of a section combining a fish-plate and chair interlocking into the other parts, all substantially as described and specified.

In testimony whereof, I have affixed my signature, in presence of two witnesses.

SAMUEL LEDGETT.

Witnesses:

A. G. FISHER,
MARGURITE BOUGA.