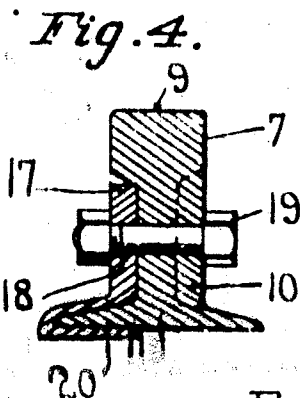
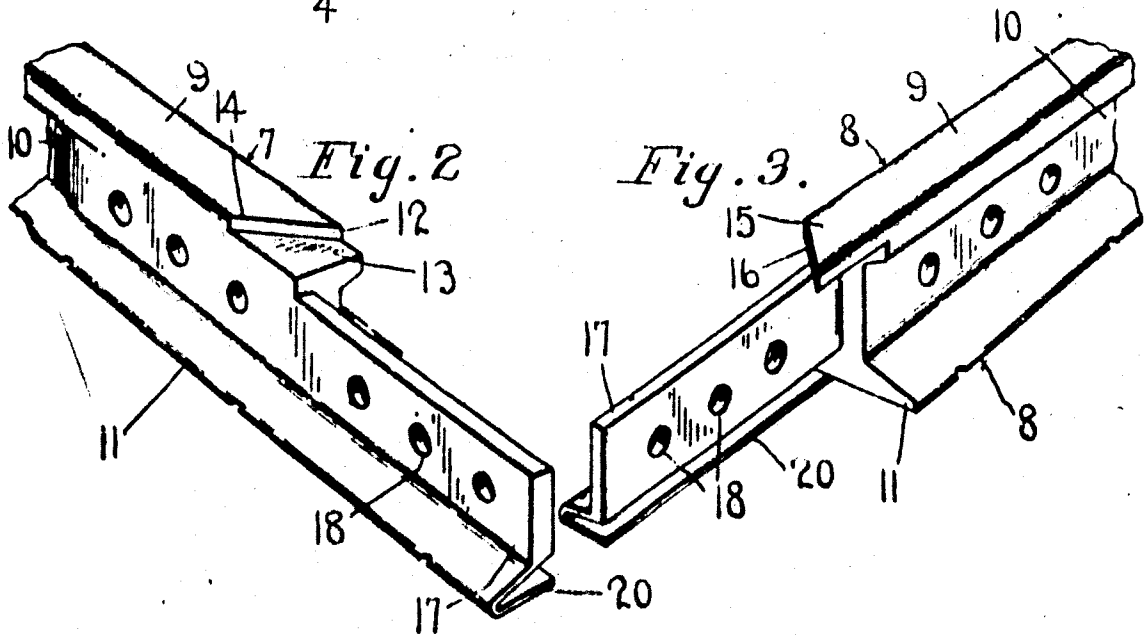
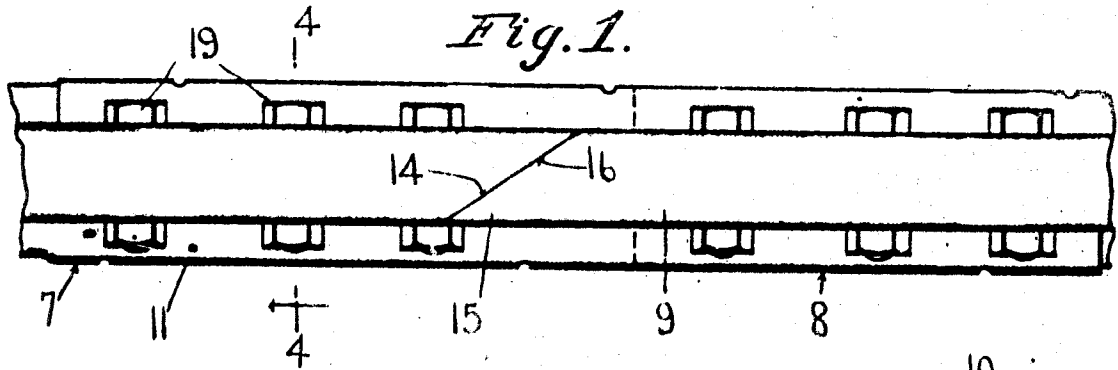


949,213.

E. A. BOICOURT.
RAIL JOINT.
APPLICATION FILED SEPT. 27, 1909.

Patented Feb. 15, 1910.

2 SHEETS—SHEET 1



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949,813.

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2 SHEETS—SHEET 2.

Fig. 5.

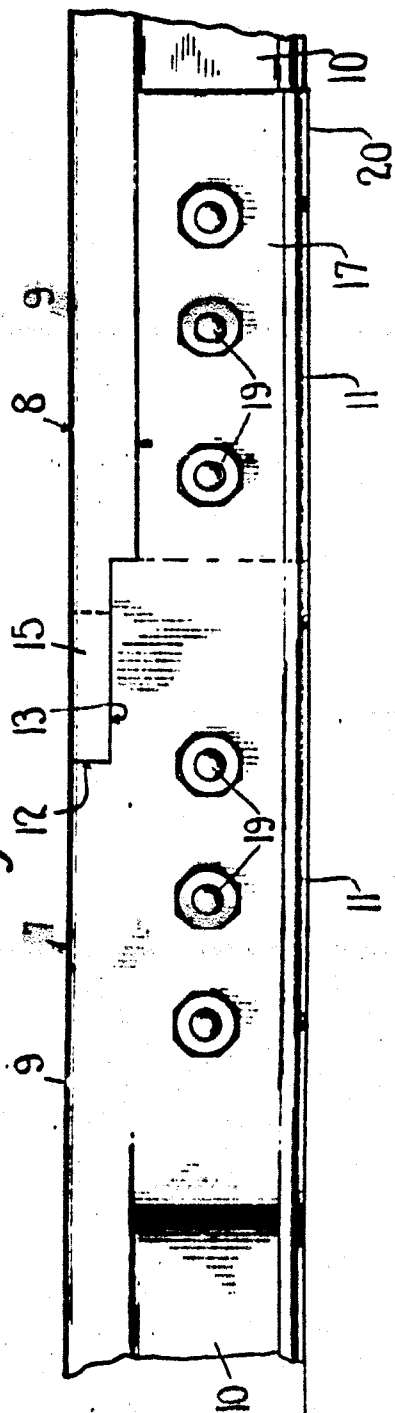
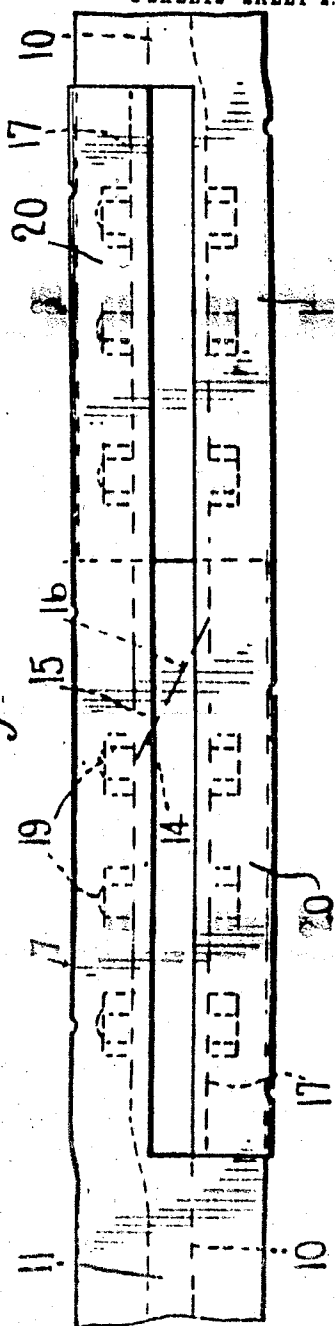


Fig. 6.



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UNITED STATES PATENT OFFICE

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RAIL-JOINT.

949,213

Specification of Letters Patent.

Patented Feb. 15, 1910.

Application filed September 27, 1909. Serial No. 519,438.

To all whom it may concern:

Be it known that I, ERNEST A. BOICOURT, a citizen of the United States, residing at Dallas, in the county of Gregory, State of South Dakota, have invented certain new and useful Improvements in Rail-Joints; and I do hereby 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.

The invention relates to a rail joint and more particularly to the class of rail joints in which the end of one rail is fitted directly into or onto the end of the other rail.

The primary object of the invention is the provision of a joint in which a smooth surface is exposed for car wheels to travel thereover so as to prevent hammering the ends of the rail by said car wheel and thereby overcoming injury to the rails, wear on the wheel and jarring and discomfort to passengers within cars when traveling over the rail.

Another object of the invention is the provision of a rail joint which may be put together in a ready and easy manner without necessitating skilled labor, as well as one which will lessen the tendency of the bolts from becoming loosened, and one which will form practically a continuous rail so as to overcome knocking and jarring usually existing between the rails.

A still further object of the invention is the provision of a rail joint which is simple, effective, reliable and efficient in operation and which will dispense with the use of fish plates or other fastening devices now commonly used.

With these and other objects in view, the invention consists in the construction, combination and arrangement of parts as will be hereinafter more fully described, illustrated in the accompanying drawings, which disclose the preferred form of embodiment of the invention, to enable those skilled in the art to practice the same, and as pointed out in the claim hereunto appended.

In the drawings:—Figure 1 is a top plan view showing the rail joint constructed in accordance with the invention. Fig. 2 is a perspective view of one of the rail ends embodying a portion of the features of the invention. Fig. 3 is a perspective view of the other rail end also embodying a portion of the features of the invention. Fig. 4 is a

sectional view on the line 4—4 of Fig. 1. Fig. 5 is a side elevation of the rail joint. Fig. 6 is a bottom plan view thereof.

Similar reference characters indicate corresponding parts throughout the several views in the drawings.

Referring to the drawings by numerals 7 and 8 designate the opposite terminal or meeting ends of contiguous rails each being formed with a tread 9, web 10, and base 11, of the usual well known construction. The one adjoining end of the rail 7, has the upper part of the tread 9, cut away for a portion of its length as at 12, so as to form a supporting portion 13, on the lower part of the tread and this portion 13 extends from the extreme end of the rail 7, rearwardly on the tread 9, for a short distance and terminates in the diagonal abutting shoulder 14 which extends entirely across the tread of the rail. The other rail 8, has its base 11, web 10, and lower part of the tread 9, cut away for a portion of its length at its adjoining end so as to form a tongue or projecting portion 15, on the upper part of the tread 9, which projecting portion or tongue 15 terminates in the abutting end or face 16, extending diagonally and entirely across the upper part of said tread 9, and on the same angle as the diagonal shoulder 14, of the contiguous rail.

Formed upon and integral with the web 10 of each rail 7 and 8 at their adjacent or meeting ends is a web extension or plate 17, which projects longitudinally an appropriate distance beyond the terminals of the rail so that when the meeting ends of the rails are brought together the said plates will lie contiguous with the webs and at opposite sides of the rails.

The webs 10, and plates 17, are transversely perforated at appropriately spaced intervals as at 18, these perforations being adapted to register for the reception of fastening members or bolts 19, by means of which the rails are connected.

Each plate 17 has formed at its lower edge a base engaging flange providing a chair 20 to receive the base of the adjacent rail when the meeting ends of the rails are brought together. The said flanges contain at intervals suitable recesses accommodating spikes for securing the rails to the ties.

What is claimed is:—

A rail joint comprising two meeting members, one of said members having the upper

part of its tread cut away for a portion of its length to form a supporting portion and extending back to form a diagonal abutting shoulder, the opposite member having the lower part of its tread cut away to form a projecting tongue terminating in a diagonal face for resting on the supporting portion, plates integral with and at one side of the webs of the members and adapted to lie con-

tiguous to and overlap the webs when the members have been connected and base engaging flanges formed on the plates.

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

ERNEST A. BOICOURT.

Witnesses:

J. D. KELLER,
R. F. GARNER.