

N. HAYDON.
RAIL JOINT.
APPLICATION FILED MAR. 27, 1912.

1,059,155.

Patented Apr. 15, 1913

Fig. 1.

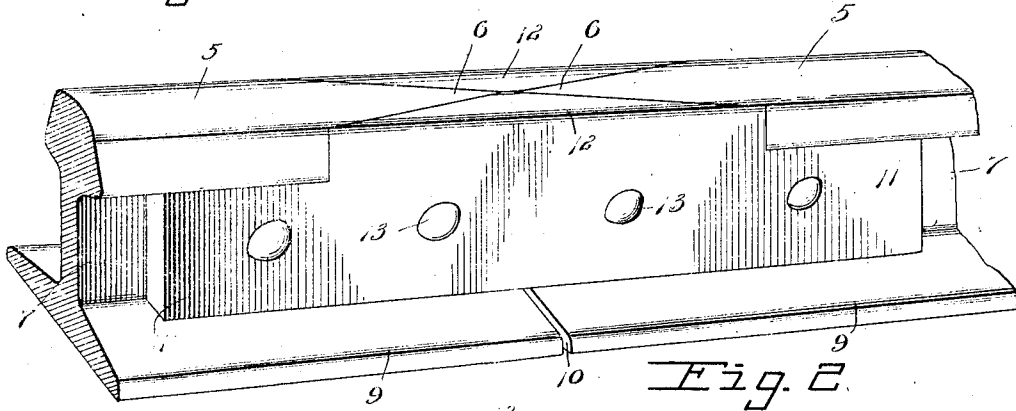


Fig. 2.

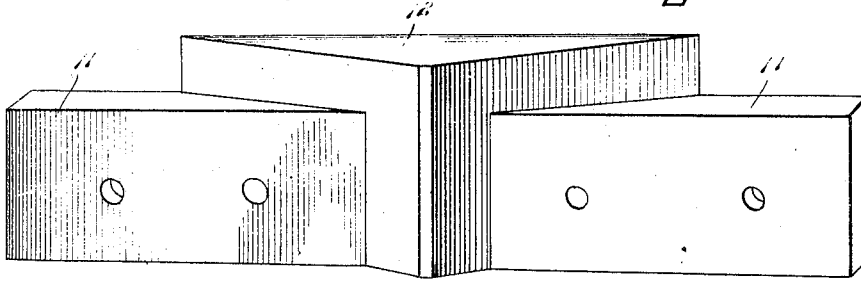


Fig. 3.

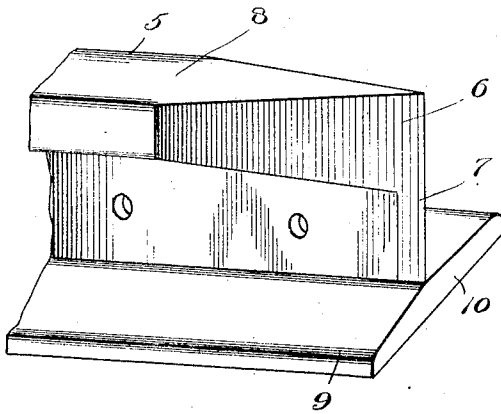
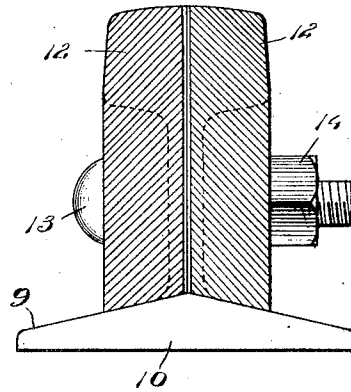


Fig. 4.



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RAIL-JOINT.

1,059,155.

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To all whom it may concern:

Be it known that I, NOAH HAYDON, a citizen of the United States, residing at Copper Hill, in the county of Gila and State of Arizona, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

The invention relates to a rail joint and more particularly to the class of splice joints for railway rails.

The primary object of the invention is the provision of a rail joint in which the meeting ends of rails may be conveniently and readily joined without presenting to the treads of the rails a gap at right angles to the axis thereof, thus, avoiding the usual noise and rattling caused by the wheels of a train passing over a joint and at the same time avoiding the lowering of one rail end with respect to the other at the joint, thus obviating the pounding of the car wheels when passing over the joint.

Another object of the invention is the provision of a rail joint of this character in which the meeting ends of rails at the connecting point thereof will be prevented from wearing away irregularly and that will avoid an uneven joint therebetween, yet allowing the requisite expansion and contraction of the rails.

A further object of the invention is the provision of a rail joint which is simple in construction, strong, durable, reliable and efficient in its purpose, and inexpensive in manufacture.

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 drawing, and pointed out in the claim hereunto appended.

In the drawing: Figure 1 is a perspective view of a rail joint constructed in accordance with the invention. Fig. 2 is a perspective view of one of the fish plates. Fig. 3 is a perspective view of one of the rail ends. Fig. 4 is a horizontal, sectional view through the joint, the parts being assembled.

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

Referring to the drawing by numerals, 5

designates the usual railway rails which are provided at adjacent ends with beveled inner and outer faces 6, thereby forming outwardly tapered meeting extremities to the rails. The beveled faces 6 extend only partially through the webs 7 and tread portions 8 of the rails, while the base 9 of each rail is formed with a straight, transverse face 10 and connecting the tapered ends of the rails is a pair of fish plates each comprising a flat bar or plate 11 formed with a substantially triangular-shaped enlargement 12, medially of its length, which fits into the angle or recess formed by the tapered ends of the two rails 5, the fish plates being secured in the usual well-known manner by means of transverse bolt members 13 carrying the ordinary nuts 14 and when joining the rail ends serve to form a continuous rail, so as to avoid a transverse gap at the meeting ends of the rails, thus avoiding the pounding of the car wheels or the usual noise and rattling by the same which accompanies the passage of a train over the joint. Also by this construction of a rail joint the meeting ends of the rails will be prevented from wearing irregularly at this point, thereby providing a perfectly smooth joint or face at the tread portion of the rails.

From the foregoing description, taken in connection with the accompanying drawing, it is thought that the construction and operation of the invention will be clearly understood, and therefore, a more extended explanation has been omitted.

What is claimed is:—

The combination with the meeting ends of railway rails having forwardly converging faces at the treads and web thereof, of fish plates fixed to opposite sides of the rail ends and having substantially triangular shaped central portions, the converging faces of which corresponding to and contacting with the converging faces of the rail ends, the said fish plates being of a thickness whereby the outer faces thereof will extend flush with the side edges of the treads of the rail ends and likewise the outer faces of the triangular shaped portions will lie flush with the said edges of the treads of the rail ends, thereby presenting a smooth and unbroken joint therebetween, and fasteners passed through the fish plates

and webs of the rail ends for connecting the same together, the said fish plates being extended a considerable distance beyond the triangular shaped portion the inner edges of the tri-angular shaped portion being flattened and adapted to meet and contact with each other between the rail ends.

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

NOAH HAYDON.

Witnesses:

J. J. CHAMBERLAIN,
C. B. Y. HINE.