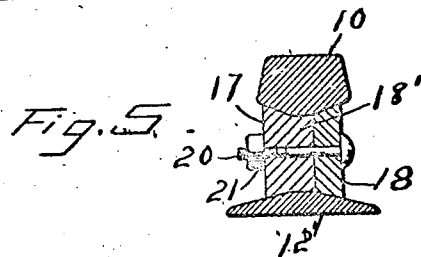
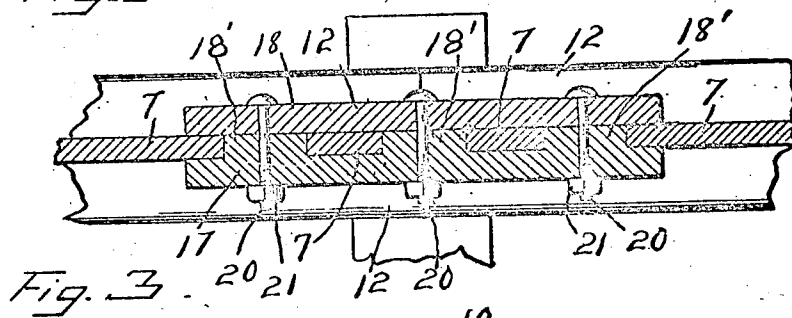
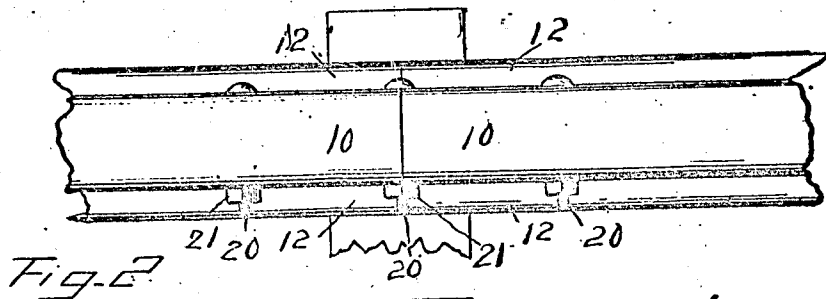
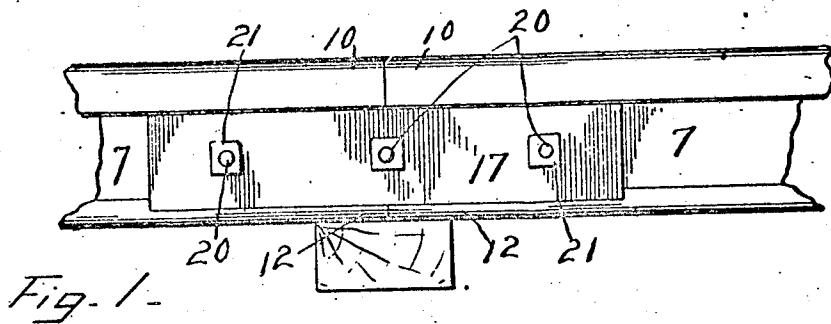


No. 895,393.

PATENTED AUG. 4, 1908.

J. WISNER.
RAILWAY TRACK JOINT.
APPLICATION FILED APR. 15, 1908.

2 SHEETS—SHEET 1.



Witnesses
J. C. Simpson
M. J. Miller

Inventor
John Wisner

384 Charles Canale

Attorney

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2 SHEETS—SHEET 2.

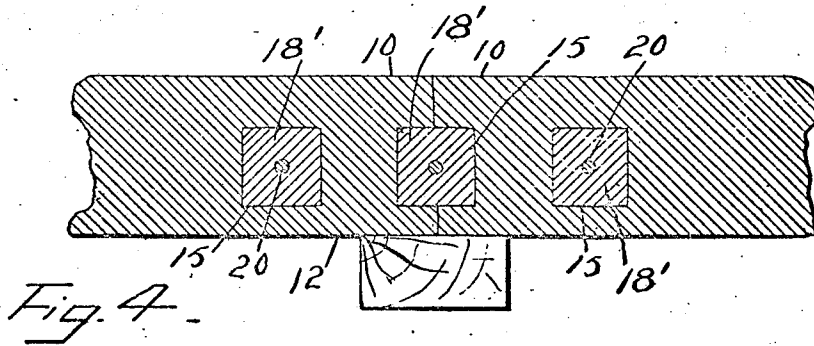


Fig. 4.

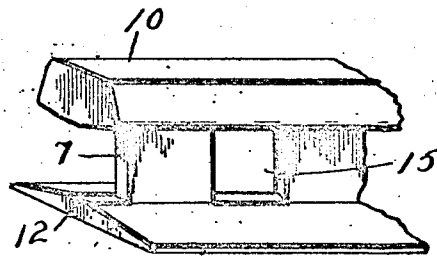


Fig. 5.

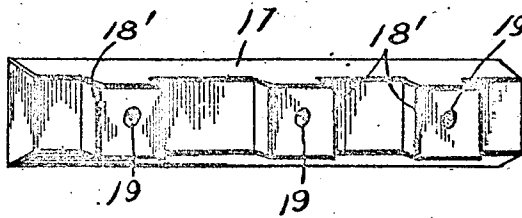


Fig. 7.

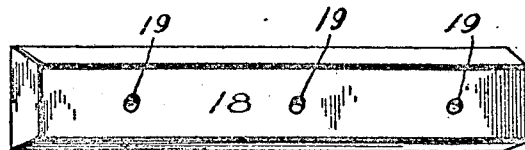


Fig. 8.

Inventor
John Wisner.

Witnesses
J. C. Simpson.
M. F. Miller.

By *Charles Chandler*

Attorney

UNITED STATES PATENT OFFICE.

JOHN WISNER, OF RAPID RIVER, MICHIGAN, ASSIGNOR OF ONE-HALF TO JOSEPH SAVOIE,
OF RAPID RIVER, MICHIGAN.

RAILWAY-TRACK JOINT.

No. 895,393.

Specification of Letters Patent.

Patented Aug. 4, 1908.

Application filed April 16, 1908. Serial No. 427,443.

To all whom it may concern:

Be it known that I, JOHN WISNER, a citizen of the United States, residing at Rapid River, in the county of Delta, State of Michigan, have invented certain new and useful Improvements in Railway-Track 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.

This invention relates to railway track joints and it has for its object to provide a construction wherein the meeting ends of railway rails will be held securely against displacement with respect to each other in all directions.

A further object of the invention is to provide a structure which may be easily and quickly assembled and disassembled, and which furthermore while being efficient in its operation will be cheap of manufacture.

A further object of the invention is to provide a reinforcement for the meeting ends of the rails which will prevent depression of said ends.

In the drawings forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a side elevation of a structure embodying the present invention. Fig. 2 is a top plan view of the structure shown in Fig. 1. Fig. 3 is a longitudinal section taken horizontally through the meeting ends of a pair of rails and through the fish plates connecting them. Fig. 4 is a vertical section taken longitudinally through the end portions of the meeting rails. Fig. 5 is a vertical section taken transversely through one of the rails and the fish plates. Fig. 6 is a detail perspective view of one end portion of a rail. Fig. 7 is a detail perspective view of one of the fish plates. Fig. 8 is a detail perspective view of the other of the fish plates.

Referring now to the drawings there is shown a structure wherein at each end of each rail, the tread portion 10 is extended longitudinally beyond the web portion 7 of the rail, while the flange portion 12 of the rail is extended also longitudinally beyond the web portion of the rail to the same degree.

Through the web portion of each rail, there is formed transversely a rectangular opening 15, which extends from the lower face of the tread, all the way to the flange of the rail, or

in other words throughout the entire height of the web of the rail.

When the track is laid, the ends of the treads of adjacent alining rails are disposed in mutual contact, while the base flanges are correspondingly arranged, or they may be spaced slightly apart to permit of expansion and contraction, as is somewhat commonly practiced.

In connection with the mutually adjacent end portions of each pair of rails, there are employed two fish plates 17 and 18. The fish plate 17 is provided upon one face with three rectangular projections or bosses 18' which bosses are adapted to fit respectively in the transverse openings in the webs of the rails, and in the corresponding space between the end edges of the webs of the rail and the upper and lower faces respectively of the flanges and treads of the rails. Perforations 19 are formed transversely through the fish plate and through the bosses formed thereon which perforations aline with corresponding perforations formed in the fish-plate 17, and through the alining perforations, are passed retaining bolts 20 provided with the usual nuts 21.

By reason of the bosses extending throughout the height of the webs of the rails, they receive direct pressure from the treads of the rails and there is no tendency whatever to shear the bosses under the influence of the hammer blows administered by passing trains in use. Furthermore, the bosses of the fish-plate 17 are more readily fitted in the corresponding openings that receive them. Again, fitting of the upper and lower edges of the fish plates against the corresponding faces of the rails is positively insured, so that working of one rail with respect to another is prevented and the disadvantages incident to this action, are eliminated.

What is claimed is—

In a railjoint the combination with a pair of abutting rails, each of which has the end portion of its web entirely removed from the tread to the flange, and each of which has an opening formed through its web portion in the rear of said removed portion, and extending continuously from the tread of the rail to the flange thereof, the fish plate having bosses extending from its inner face, each boss being the same height as the web of the rail, said fish plate being disposed against

the faces of the rail at one side with its bosses fitted in the corresponding openings of the rail, a second fish plate disposed against the opposite faces of the rails, and a
5 bolt engaged through each boss and a corresponding point of each fish plate and provided with a retaining nut.

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

JOHN WISNER.

Witnesses:

WILLIAM J. MILLER,
HENRY BARBEAU.