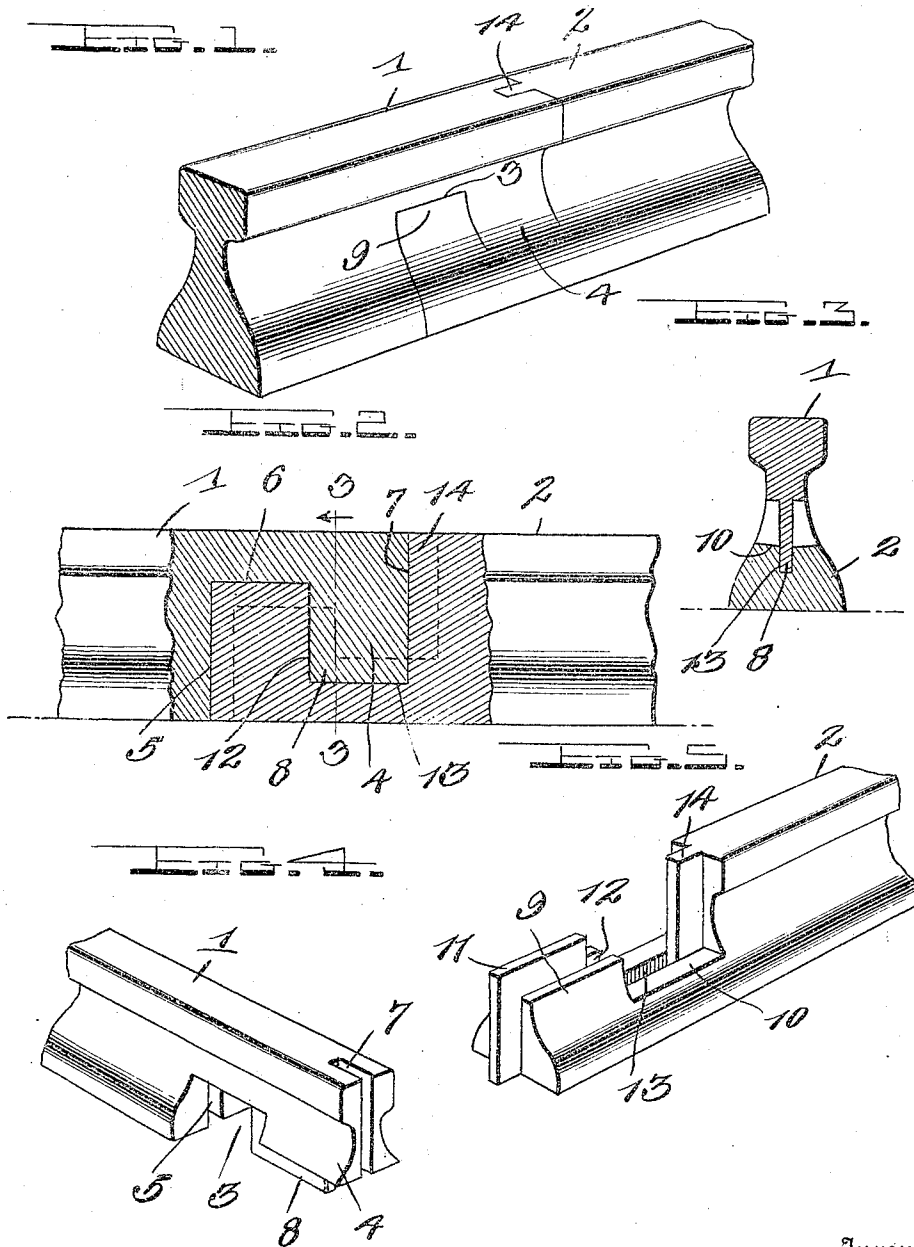


I. M. PECK.
RAIL JOINT.

APPLICATION FILED JULY 22, 1912. RENEWED APR. 28, 1913.

1,065,623.

Patented June 24, 1913.



Inventor

I. M. Peck,

Witnesses

Chas. L. Grisbauer. By
W. J. Hind.

Watson E. Coleman.
Attorney

UNITED STATES PATENT OFFICE.

ISAAC M. PECK, OF TIFFIN, OHIO, ASSIGNOR OF ONE-HALF TO JAMES A. FUNK, OF TIFFIN, OHIO.

RAIL-JOINT

1,065,623.

Specification of Letters Patent.

Patented June 24, 1913.

Application filed July 22, 1912, Serial No. 710,951. Renewed April 28, 1913. Serial No. 764,262.

To all whom it may concern:

Be it known that I, ISAAC M. PECK, a citizen of the United States, residing at Tiffin, in the county of Seneca and State of Ohio, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to new and useful improvements in rail joints and has for its object to provide an improved joint which will securely lock two abutting rails together without the use of bolts, nuts and the like.

A further object of the invention resides in providing a device which is extremely simple and durable in construction, inexpensive to manufacture and one which will be very efficient and useful in operation.

With these and other objects in view, the invention consists in the novel features of construction, combination and arrangement of parts as will be hereinafter referred to and more particularly pointed out in the specification and claim.

In the accompanying drawing forming a part of this application, Figure 1 is a perspective view of the rails in locked position. Fig. 2 is a vertical longitudinal section therethrough, showing portions of the rail in elevation. Fig. 3 is a vertical transverse section therethrough as seen on line 3—3, Fig. 2. Fig. 4 is a perspective view of one rail; and Fig. 5 is a similar view of the opposed rail.

In describing my invention, I shall refer to the drawing in which similar reference characters designate corresponding parts throughout the several views and in which—

1 and 2 indicate a pair of opposed rails, the former having a portion of its web and base removed at the one end thereof to provide a recess 3 adjacent the end, and a depending tongue portion or the like 4 at the extreme end thereof, said tongue portion depending to a point about mid-way of the height of the web. The rear wall of the recess 3 is provided with a vertical and central groove 5 which extends through the base of the rail at its bottom and communicates at its upper end with a longitudinal groove 6 formed on the under face of the head or tread of the rail, and formed on the extreme outer end of the rail section 1, is a vertical groove or slot 7 which extends from the bottom of the depending tongue 4

through the tread of said section. Formed centrally on the rear wall of the tongue 4 and also extending along the under face of said tongue, is a reduced tongue strip or the like 8, the vertical portion of which on the rear wall of said tongue projects up into the groove 6, while the end of the horizontal portion thereof on the under face of said tongue extends to a point in registration with the rear wall of the slot or opening 7.

The opposed rail section 2 has the one end thereof cut away from the tread downward to form the upwardly facing projection or tongue 9 at the outer end thereof and the recess 10 immediately in the rear thereof. The projection 9 and the recess 10 of the rail section 2 correspond respectively with the recess 3 and projection 4 of the opposed rail section 1 and formed on the outer end of the section 2 is a vertically and centrally extending rib or the like 11, which also extends along the upper face of the projection 9 to a point adjacent the rear wall thereof, said vertically extending rib 11 being adapted to enter the grooves 5 and 6 of said section 1. A vertically extending and centrally disposed groove 12 formed in the rear wall of the projection 9 communicates at its lower end with a longitudinally extending groove or slot 13 formed in the base of the section 2 and extending for the greater portion of the length of the recess 10. The grooves 12 and 13 are adapted to receive therein the tongue strip or rib 8 on the projection 4 of the opposed rail section and as the rear wall of the vertical groove or channel 12 registers with the rear edge of the rib 11, said rear edge of the rib and the rear edge of the tongue strip or rib 8 will contact with one another. The rear wall of the recess 10 is provided with a vertical and centrally disposed rib 14, which extends from the tread of the rail downwardly to the lower wall or bottom of the longitudinally arranged groove 13 and said rib is adapted to cooperate with, and enter the vertically disposed groove of the opposed rail section 1.

When it is desired to interlock the rail sections, the section 2 is first disposed in its proper position, whereupon the section 1 is raised thereabove and positioned so that the grooves 5 and 7 thereof receive the ribs 11 and 14 respectively of the section 2, whereupon the downward movement of the

1 rail 1 will securely interlock the parts of
the respective sections and the device is so
designed that the parts of one section com-
plete the formation of the other, thereby
5 providing a complete rail.

From the foregoing it will be seen that I
have provided an improved rail joint which
will not require the provision of separate
devices for locking the rail sections to-
10 gether. It will further be seen that the de-
vice is one which is extremely simple and
durable in construction, inexpensive to
manufacture and one which will be very
efficient and useful in operation.

15 While I have particularly described the
elements best adapted to perform the func-
tions set forth, it is obvious that various
changes in form, proportion and in the
minor details of construction may be re-
20 sorted to without departing from the spirit
or sacrificing any of the principles of the
invention.

Having thus described this invention, what
I claim is:—

25 In a rail joint, a rail section cut away

at its end from the base thereof to provide
a depending projection and adjacent re-
cess thereon, the extreme end of said rail
being provided with a vertical slot therein,
an opposed rail section cut away at its end 30
from the tread portion thereof to provide
an upwardly extending projection and re-
cess adapted to respectively receive the re-
cess and depending projection of the other
rail section, the recesses of said rail sections 35
being provided with grooves in certain of
the walls thereof, ribs formed of certain of
the walls of the projections of said rail sec-
tions adapted to enter the aforesaid grooves
in the recesses thereof, and an additional rib 40
formed on the one wall of the recess of said
last mentioned section adapted to be received
in the slot in the end of the first mentioned
rail section.

In testimony whereof I hereunto affix my 45
signature in the presence of two witnesses.

ISAAC M. PECK.

Witnesses:

RALPH H. MAY,
JAMES A. FUNK.