

1,060,289.

Patented Apr. 29, 1913.

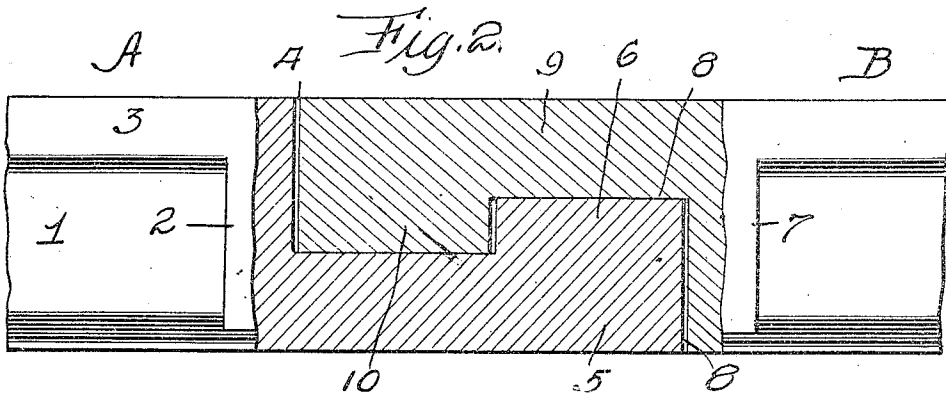
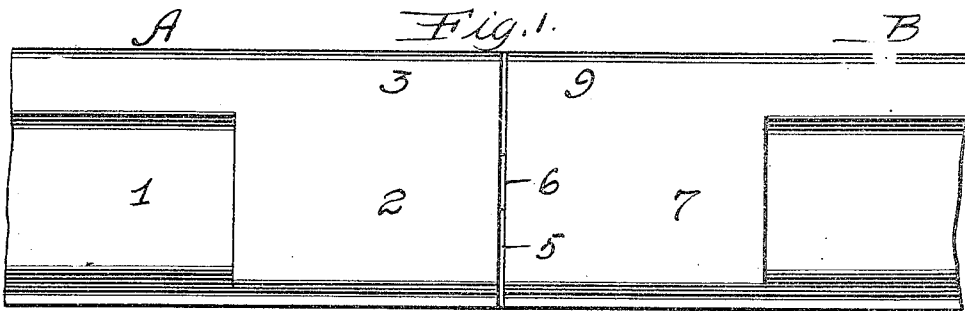


Fig. 3.

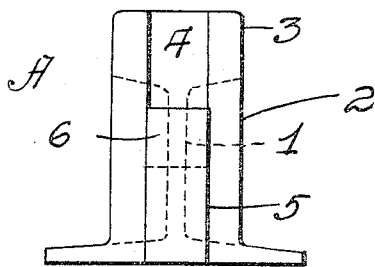


Fig. 4.

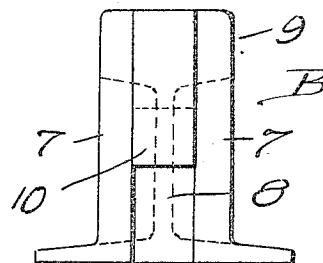
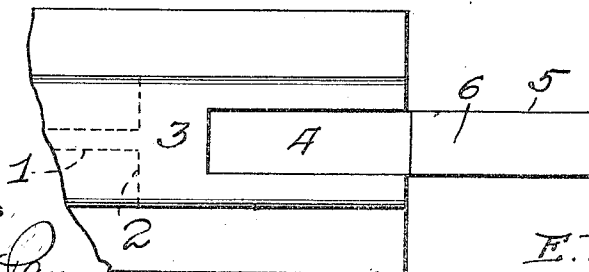


Fig. 5.



WITNESSES

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RAIL-JOINT.

1,060,289.

Specification of Letters Patent.

Patented Apr. 29, 1913.

Application filed August 16, 1912. Serial No. 715,330.

To all whom it may concern:

Be it known that I, EDMUND ROGERS, a subject of the Emperor of Austria-Hungary, residing at Glenville, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to rail joints, and the objects of my invention are to obviate the necessity of using bolts and nuts for connecting the abutting ends of rails, and to provide a rail joint that affords practically a continuous tread for rolling stock.

Further objects of my invention are to provide simple and effective means for interlocking the confronting ends of rails, whereby said rails cannot become vertically or laterally displaced, and to provide a rail joint that can be easily and quickly installed by unskilled labor.

Further objects of my invention are to provide a rail joint consisting of comparatively few parts easily and quickly assembled, and to accomplish the above results by a mechanical construction that is inexpensive to manufacture and highly efficient as the connecting medium of rails.

With the above and other objects in view the invention resides in the novel construction, combination and arrangement of parts to be hereinafter specifically described and then claimed.

Reference will now be had to the drawing wherein like numerals denote corresponding parts throughout the several views, in which:—

Figure 1 is a side elevation of a rail joint, Fig. 2 is a similar view partly broken away and partly in section, Fig. 3 is an end view of one of the rails, Fig. 4 is an end view of the other rail, and Fig. 5 is a portion of the rail shown in Fig. 3.

The reference characters A and B generally denote the abutting or confronting ends of rails that are connected in accordance with this invention.

The rail A has the web 1, at the end thereof provided with side enlargements 2 and the head 3 of the rail and the side enlargements 2 are cut away to provide a socket 4

and a projecting arm 5, said arm having a tongue 6 longitudinally alining with the socket 4.

The rail B has side enlargements 7 similar to the side enlargements 2 of the rail A and these side enlargements are cut away to provide a socket 8, and an arm 9 having a depending tongue 10. The arm 9 and the tongue 10 correspond in proportion to the arm 5 and the tongue 6, these elements being complementary parts adapted to fit together, the tongue 10 of the arm 9 thereof fitting in the socket 4 and the arm 5 and the tongue 6 fitting in the socket 8. The rails therefore cannot become longitudinally displaced and with said rails spiked to ties or other supports vertical displacements are prevented.

What I claim is:—

In a rail joint, rails A and B, said rails at the opposing ends thereof having the web thickened to correspond to the thickness of the head of the rail thereby providing enlargements, each of said enlargements cut away to provide a centrally rectangular socket of greater width than the normal thickness of the web and of less length than the length of the enlargements, the recess in one of the enlargements opening at the top thereof and recessed in the other enlargement opening in the bottom thereof, an arm formed integral with the outer terminus of each enlargement and provided with a tongue, said arms and tongues of a thickness greater than the normal thickness of the web of either rail, one of said arms arranged at the bottom of one enlargement and the other of said arms at the top of the other of said enlargements, the arm of the rail A having its tongue extended upwardly and the arm of the rail B having its tongue extended downwardly, the arms and tongues of said enlargements being complementary and fitting against each other thereby preventing longitudinal displacement of the rails and maintaining the free ends of the enlargements opposing each other.

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

EDMUND ROGERS.

Witnesses:

FRANZER ALBERT,
F. W. DECK.