R. PICKEL.

Railway-Rail Joint.

No. 160,118 Patented Feb. 23, 1875.

Fig 1.

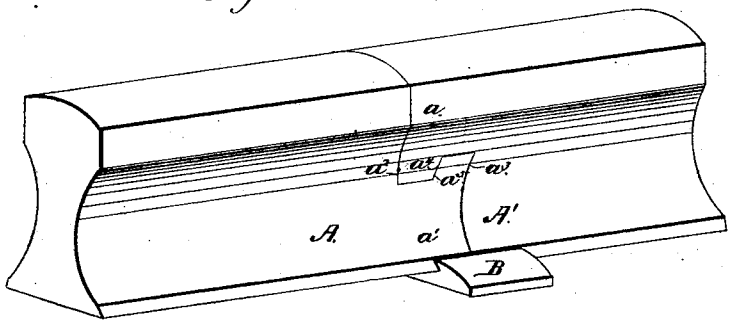


Fig 2.

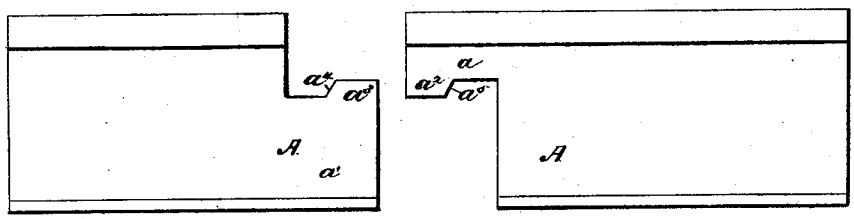
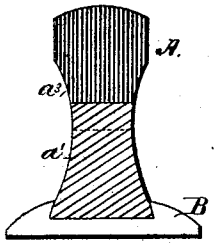


Fig 3.



Witnesses;
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UNITED STATES PATENT OFFICE.

RUSSEL PICKEL, OF KEESVILLE, NEW YORK, ASSIGNOR TO HIMSELF, JOSEPH G. SAWYER, AND D. KINGSLEY, OF SAME PLACE.

IMPROVEMENT IN RAILWAY-RAIL JOINTS.

Specification forming part of Letters Patent No. **160,118**, dated February 23, 1875; application filed September 26, 1874.

To all whom it may concern:

Be it known that I, RUSSEL PICKEL, of Keesville, in the county of Essex and State of New York, have invented a new and useful Improvement in Railroad-Rail Joint; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings and to the letters of reference marked thereon.

This invention consists in constructing the ends of the rails in such manner that they may be readily united to form, in connection with the supporting-chair, a lock-joint adapted to resist properly the impact of a passing train.

In the drawings, Figure 1 represents a perspective view of the rails united; Fig. 2, a side elevation of the rails detached, and Fig. 3 a sectional elevation.

To enable others skilled in the art to make and use my invention, I will now proceed to describe the construction thereof.

A A′ represent two adjacent rails, one of which is cut away above the horizontal center line, and the other below it, to form the corresponding longitudinal extensions a a^1 and vertical projections a^2 a^3, having the inner inclined faces a^4 a^5, as shown. B represents a chair of usual construction, which is adapted, by means of its inclined flanges, to gripe the feet of the rails, as shown.

By means of the described construction the ends of the rails are securely locked together, the projections a^2 a^3 preventing movement in a longitudinal direction and the chair in a vertical direction.

The construction of the joint is such, also, that the ends of the rail cannot be depressed to any extent by the weight imposed upon it, such action being resisted by the inclined faces a^4 a^5, which bear upon each other, and prevent separation of the lower edges of the rails.

The joint is well adapted to resist the impact of a passing wheel, as the rails are securely locked together, and form practically a continuous rail.

Another special advantage arising from the peculiar construction described is, that the rails cannot be so jammed together by constant use as not to be readily separated when it is desired so to do.

I do not claim, broadly, an overlapping interlocking rail; but,

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The joint described, consisting of the rails A A′, having the extensions a a^1, vertical projections a^2 a^3, having the inner inclined faces a^4 a^5, as described.

This specification signed and witnessed this 21st day of September, 1874.

RUSSEL PICKEL.

Witnesses:

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