W. H. MOORE.

RAIL JOINT.

APPLICATION FILED JULY 31, 1912.

1,056,112. Patented Mar. 18, 1913.

FIG. 1.

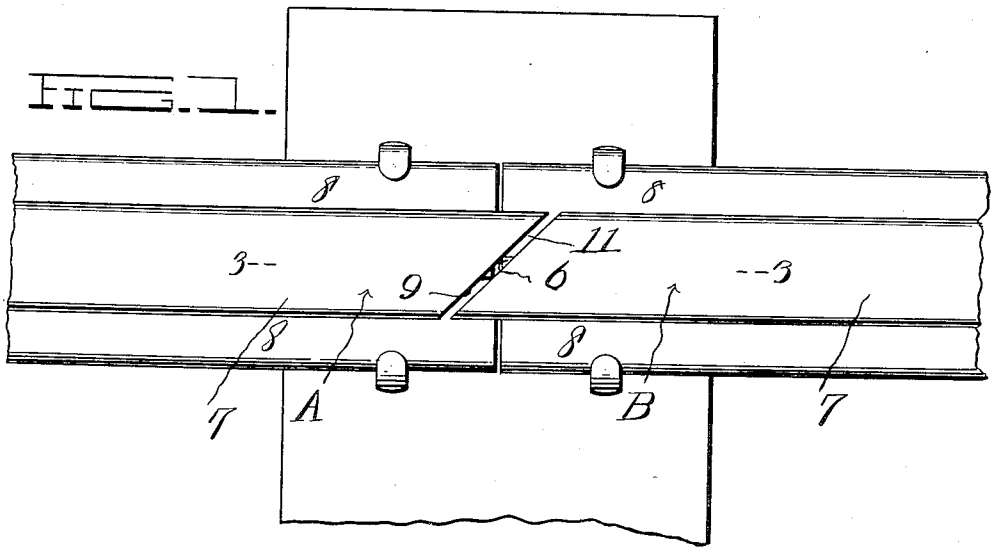
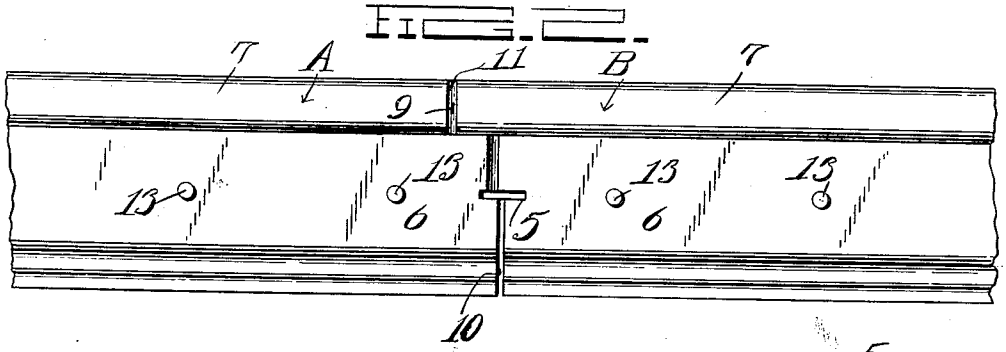


FIG. 2.



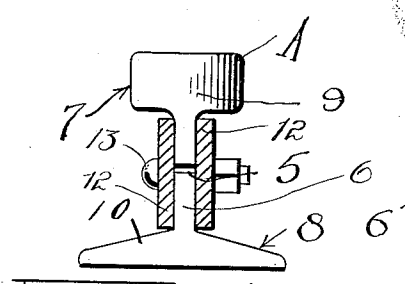


FIG. 4.

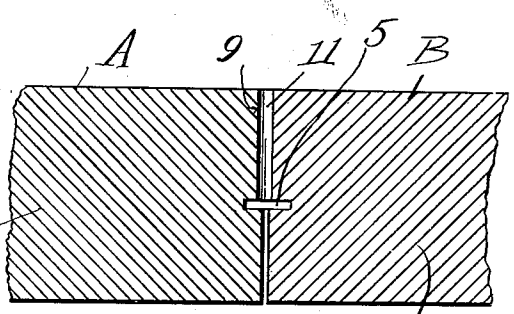


FIG. 3.

Inventor

W. H. Moore.

Witnesses

F. H. Taylor

F. S. Ratcliffe.

By Church & Church

Attorneys.

UNITED STATES PATENT OFFICE.

WILLIAM H. MOORE, OF LINCOLN, CALIFORNIA.

RAIL-JOINT.

1,056,112. Specification of Letters Patent. Patented Mar. 18, 1913.

Application filed July 31, 1912. Serial No. 712,559.

To all whom it may concern:

Be it known that I, WILLIAM H. MOORE, a citizen of the United States, residing at Lincoln, in the county of Placer, State of California, have invented certain new and useful Improvements in Rail-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 improvements in rail joints, particularly that class in which the ends of the rails are beveled and joined by fish plates.

The primal object of this invention is to provide a form of joint which will reduce the wear and consequent noise occasioned by the car wheels passing over the squared ends of the rails.

An object of this invention lies in the provision of a novel form of joint which shall be applied in the same manner as those now in use, and which shall be constructed with very little more expense.

With these and other objects and advantages in view the invention resides in the novel combination and formation of parts which shall be more fully described and particularly pointed out in the appended claim.

Reference is had to the accompanying drawings, wherein similar characters of reference designate corresponding parts throughout the several views and in which,

Figure 1 is a top plan view of my improved rail joint, Fig. 2 is a side elevation, the fish plate being removed, Fig. 3 is a section on the line 3—3 of Fig. 1, and Fig. 4 is an end view of a rail and in accordance with my invention.

Referring to the drawings, A and B designate the respective ends of two rails which are joined in accordance with my invention. To facilitate cutting the ends of the rails, a slot 5 is formed in the web 6 of each midway between the head 7 and the base flange 8. The head 7 and the web 6 are cut at a bevel down to the slot 5 forming the face 9 while the base flange 8 and part of the web are cut at right angles up to the slot 5 and thus provide the face 10. In order to prevent any possibility of the beveled portions causing the rails to spread upon their expansion by the heat, the lower face 10 is disposed slightly in advance of the center of the face 9. Thus, when the two faces 10 contact, the beveled faces 9 are spaced apart as at 11.

Apart from the novel formation of the ends, the joint is made wholly in the usual manner, the ordinary fish plates 12 being bolted to the rails A and B by the usual bolts 13. It will thus be seen that my rail joint will require but little more trouble in applying than the usual joint. In the common form of joint there is one cut made to form the end. In my improved form, it will be seen that there are but three cuts necessary.

What is claimed is:

In a railway rail joint, the combination with the abutting ends of two rails, each end having a slot formed in the web midway between the head and base flange, the head and part of the web of each end being cut at a bevel down to said slot, the base flange and part of the web cut at right angles up to the slot, the base flange and part of the web extending slightly in advance of the center of the head and upper portion of the web, to space said head and upper portion of the web apart from the corresponding portion of the opposite rail and means for holding the ends of the rails together.

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

WILLIAM H. MOORE.

Witnesses:

VIOLA LASSWELL,

ALFRED E. CLARK.