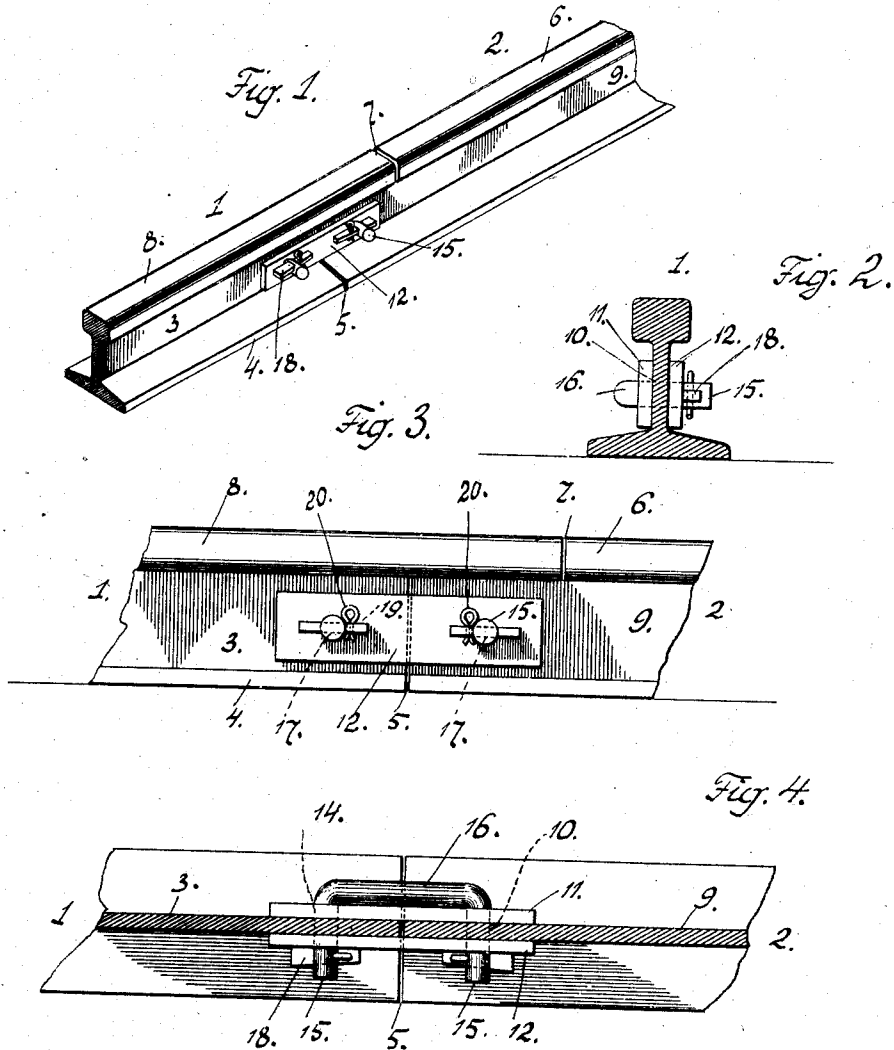


P. P. RAGALLER.
RAIL JOINT.
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901,739.

Patented Oct. 20, 1908.



WITNESSES:
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UNITED STATES PATENT OFFICE.

PETER P. RAGALLER, OF AVELLA, PENNSYLVANIA.

RAIL-JOINT.

No. 901,739.

Specification of Letters Patent.

Patented Oct. 20, 1908.

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To all whom it may concern:

Be it known that I, PETER P. RAGALLER, citizen of the United States of America, residing at Avella, in the county of Washington and State of Pennsylvania, 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.

10 This invention relates to improvements in rail joints, and the invention has for its object provision of positive and reliable means for connecting the confronting ends of two rails, whereby said rails cannot become ac-
15 cidentally displaced with relation to one another.

Another object of this invention is to provide a rail joint having a continuing tread, thereby dispensing with the jarring movement experienced by rolling stock passing
20 over a joint.

A further object of this invention is to provide a simple and inexpensive rail joint, wherein the use of nuts and bolts is entirely
25 eliminated.

A still further object of this invention is to provide a rail fastener that can be easily and quickly applied to the confronting ends of two rails for firmly holding the same.

30 With the above and other objects in view, the invention consists in a novel construction, combination and arrangement of parts to be presently described, illustrated and then specifically pointed out in the appended
35 claim.

Referring to the drawing forming part of this specification, Figure 1 is a perspective view of the rail joint. Fig. 2 is an end view of the same. Fig. 3 is a side elevation, and
40 Fig. 4 is a horizontal sectional view of the joint.

To put my invention into practice, I use two rails 1 and 2, the rail 1 having its web 3 and base flanges 4 cut away, as at 5, while
45 the rail 2 has its head 6 cut away, as at 7, to receive the head 8 of the rail 1, the protruding head of the rail 1 resting upon the web 9 of the rail 2. By so fitting the rails 1 and 2 together, I provide a continuous tread for the
50 rolling stock of a railroad.

The webs 3 and 9 of the rails 1 and 2 respectively are provided with openings 10 and parallel with the webs 3 and 9 are arranged
55 plates 11 and 12, said plates having openings 14 formed therein, alining with the openings

10 of the rails 1 and 2 and the plate 11 is of greater thickness than the plate 12. Each of the plates are of less width than the width of the web of a rail section.

Extending into the openings 14 and 10 are 60 the ends 15 of a yoke 16, said yoke lying flush with the plate 11. The ends 15 of the yoke are provided with slots 17 to receive tapering keys 18, said keys engaging the plate 12. The smaller ends of the keys 18 are provided 65 with openings 19 for cotter pins 20 employed for retaining the keys in the ends of the yoke.

From the foregoing description taken in connection with the drawing, it will be observed that I have devised a comparatively 70 inexpensive rail joint, which prevents vertical and lateral displacement of the rails. The joint can be formed without the use of skilled labor, and the many other advantages of the same will be apparent to those skilled in the 75 art of track construction.

Having fully described my invention, what I claim and desire to secure by Letters Patent is:

In a rail joint, the combination of abutting 80 rail sections having the webs thereof provided with circular openings, of fish plates positioned at each side of the webs and having openings in alinement with the openings in the webs, each of said fish plates of less 85 width than the width of a web of a rail section, one of said fish plates of less thickness than the other of said fish plates, a yoke shaped fastening member extending through said plates and webs and abutting against 90 the fish plate of greater thickness, said member cylindrical in cross section at any point throughout its length and having each of its arms provided with a rectangular opening extending in the direction of the length of the 95 rail sections, a longitudinally-extending tapering key detachably secured in each of said openings for retaining said member in position, said keys independent of each other and having the smaller ends opposing each other, 100 said keys provided with vertically-extending circular openings in close proximity to the smaller ends thereof, and cotter pins engaging in said vertically-extending openings.

In testimony whereof I affix my signature 105 in the presence of two witnesses.

PETER P. RAGALLER.

Witnesses:

C. M. SHORT,

W. W. WIEGMANN.